



2023
ANNUAL
BRIDGE
REPORT

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SPECIAL POINTS OF INTEREST

- Poor bridges on the Primary Highway System have been reduced from 237 in 2009 to 26 in 2023.
- The average age of Primary Highway Bridges is 41 years. Half of these bridges are over 43 years old.
- The deck area of the bridges on the Primary Highway System is over 1067 acres or 1.67 square miles.

2023 BRIDGE DATA

This report is based on data provided to the Federal Highway Administration (FHWA) in March 2023. The National Bridge Inventory (NBI) data is submitted to the FHWA annually. The data submitted includes 116 data fields collected during biennial inspections. Once the data is submitted to the FHWA, they perform data analyses and determine the Good-Fair-Poor category.

The State is responsible for oversight of the statewide bridge inspection program according to federal regulations. All local bridges are inspected by the jurisdiction responsible for the roadway crossing a bridge. The State has delegated this responsibility to the local agencies through Iowa Code section 314.18.

The State’s oversight of local bridge inspections is managed through the Structure Inspection and Inventory Management System (SIIMS). SIIMS is a web-based software system used to document all bridge inspections statewide. Oversight is also performed through annual field inspections of a group of counties and cities for quality assurance.



IA-1 in Keosauqua over Des Moines River

BRIDGE OWNERSHIP

Bridge ownership is based on the jurisdiction of the roadway where the bridge is located. There are three main categories of ownership in Iowa. Most bridges on public roadways are owned by the state, a county, or a city.

OWNERS	TOTAL	DECK AREA (FT^2)
STATE	4,174	46,488,501
COUNTIES	18,268	41,633,855
CITIES	1,240	8,375,266
TOTAL	23,682	96,497,621

COMMON BRIDGE TYPES

BRIDGE TYPES	STATE	COUNTY	CITY
Cable Stayed	1		
Concrete Arch	7	32	40
Concrete Box Beam	1	37	1
Concrete Channel Beam		351	6
Concrete Frame	3	1	10
Concrete Girder	8	325	25
Concrete Slab	562	4245	298
Culvert	826	3596	385
Masonry Arch		1	2
Other		54	
Prestressed Box Beam	2	15	1
Prestressed Girder	1859	1997	229
Prestressed Tee Beam	6	866	31
Segmental	1		
Steel Arch		2	1
Steel Box Beam	1	9	1
Steel Frame	2		1
Steel Girder	816	4653	146
Steel Truss	10	673	16
Steel Two Girder	56	62	14
Suspension	1		
Thru Arch	10	4	1
Timber Arch		1	
Timber Culvert		9	
Timber Girder	2	1335	32
TOTAL	4,174	18,268	1,240



Concrete Arch



Concrete Box Culvert

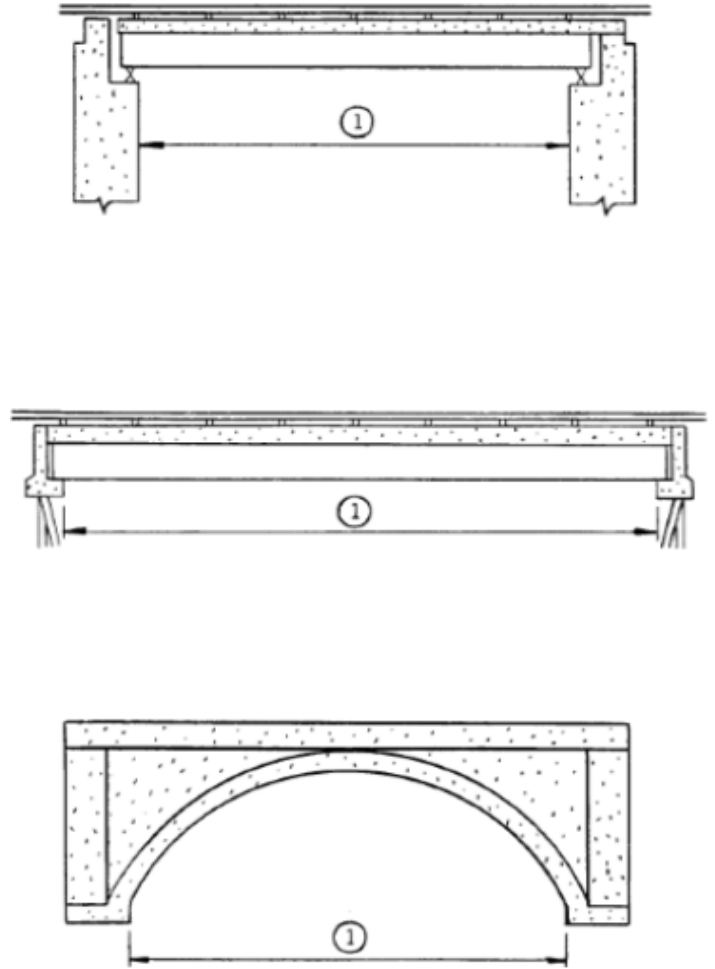
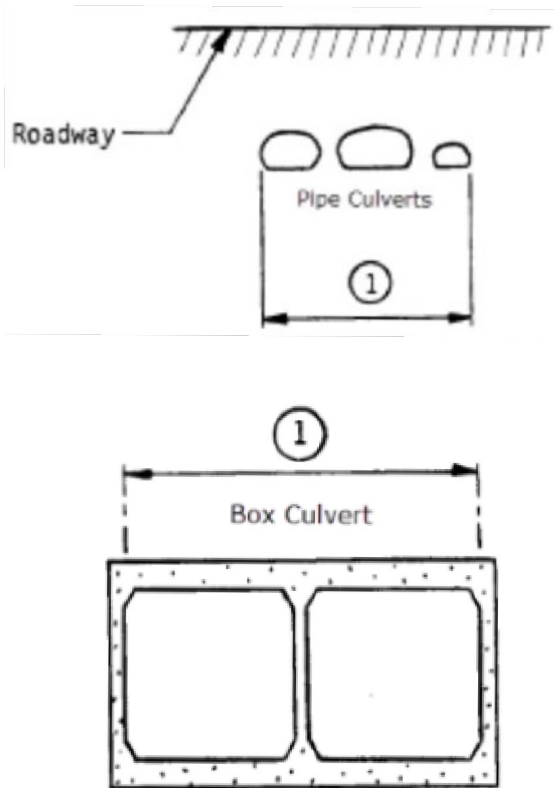


Steel Truss

BRIDGE DEFINITION

The FHWA definition of a bridge is any structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between undercopings of abutments or spring-lines of arches, or extreme ends of openings for multiple boxes; it may also include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening.

A BRIDGE IS A STRUCTURE WITH AN OPENING OF MORE THAN 20 FT.



BRIDGE CATEGORIZATION: GOOD-FAIR-POOR

The assignment of a classification of Good, Fair, or Poor is as defined by the FHWA for MAP-21 reporting and is based on the bridge's condition ratings for NBI Items: 58-Deck, 59-Superstructure, 60-Substructure, and 62-Culverts.

The method of assessment to determine the classification of a bridge will be the minimum condition rating. The condition rating of lowest rating of a bridge's 3 NBI Items, 58-Deck, 59-Superstructure, and 60-Substructure will determine the classification of the bridge. For culverts, the rating of its NBI Item, 62-Culverts, will determine its classification. Bridges and culverts will be classified as Good, Fair, or Poor based on the following criteria:

GOOD

When the lowest rating of any of the 3 NBI items for a bridge (Items 58-Deck, 59-Superstructure, 60-Substructure) is 7, 8 or 9, the bridge will be classified as Good. When the rating of NBI item for a culvert (Item 62-Culverts) is 7, 8, or 9, the culvert will be classified as Good.

FAIR

When the lowest rating of any of the 3 NBI items for a bridge is 5 or 6, the bridge will be classified as Fair. When the rating of NBI item for a culvert is 5 or 6, the culvert will be classified as Fair.

POOR

When the lowest rating of any of the 3 NBI items for a bridge is 4, 3, 2, 1, or 0, the bridge will be classified as Poor. When the rating of NBI item for a culvert is 4, 3, 2, 1, or 0, the culvert will be classified as Poor.

OWNERS	GOOD	FAIR	POOR	TOTAL
State	1,974	2,174	26	4,174
Counties	6,759	7,194	4,315	18,268
Cities	498	532	210	1,240
TOTAL	9,231	9,900	4,551	23,682

THE POOR CATEGORY DOES NOT INDICATE THERE IS A SAFETY ISSUE. POOR BRIDGES HAVE DETERIORATION OR DAMAGE THAT MAY NEED REPAIR OR REPLACEMENT IN THE NEAR FUTURE. A BRIDGE WILL BE CLOSED UPON FINDING IT IS UNSAFE.

BRIDGE INSPECTION REQUIREMENTS

The Federal Highway Administration (FHWA) requires all bridges on public roads that carry traffic be inspected according to the National Bridge Inspection Standards (NBIS).

The NBIS defines a bridge, bridge inspection types, inspector qualifications, and load rating requirements.

The NBIS requires each bridge owner to provide a specific set of data items to FHWA annually.

These data items are defined in the “Recording and Coding Guide for the Structure Inventory and Appraisal of the Nations’ Bridges”. There are 116 items required to be submitted annually for every bridge.

Most bridges must be inspected on a 24-month frequency at a minimum. More frequent inspections are required when a bridge meets specific criteria established by the State.

The FHWA allows a state to establish criteria to extend the inspection frequency for a given bridge to a maximum of 48 months. Iowa has approved criteria to extend the frequency to 48 months on some bridges.



US-34 over Mississippi River



Under Bridge Inspection Vehicle

DISTRICT BRIDGES

District bridges are maintained by bridge repair crews. Each repair crew has three people who work together as a team or can work individually with help from other District employees.

The work they do is diverse and typically involves the following:

1. Epoxy injection of delamination in bridge decks.
2. Deck patching.
3. Joint repair.
4. Backwall repair.
5. Collision damage repair.
6. Erosion repair.
7. Approach pavement repair and void filling.
8. Substructure concrete patching.
9. Retrofit fatigue cracks in steel girders.
10. Assign bridge repair work to district garage.

Annual meetings between each District and the Bridges and Structures Bureau are held to determine programming needs. Annual needs are captured in the SIIMS program by District and Bridges and Structures Bureau staff throughout the year.

STATE ONLY	TOTAL	DECK AREA (FT ²)	POOR TOTAL	POOR DECK AREA (FT ²)
District 1	810	9,524,407	6	27,659
District 2	636	6,019,112	2	47,458
District 3	607	4,892,510	3	22,547
District 4	655	7,677,036	6	32,653
District 5	606	6,521,249	5	19,279
District 6	860	11,854,187	4	550,313
Total	4174	46,488,501	26	699,909

LOCAL PUBLIC AGENCY BRIDGES

Local Public Agencies (LPA) own the majority of the bridges in Iowa. LPA own 19,508 of the 23,682 bridges.

LPA also own most of the Poor bridges as well. These 4,525 Poor bridges account for 23.2 percent of the LPA bridge inventory and 18.0 percent of their total deck area.

These are high percentages, but the traffic volumes on most of these bridges are very low. Half of the Poor bridges on the county roadways carry fewer than 35 vehicles per day.

68.4 percent of the Poor bridges are Posted or Restricted in some way.

7.3 percent of the Poor bridges owned by LPA are closed to traffic. Closed bridges can remain in the inventory for 10 years. After 10 years, the FHWA requires they be removed from the inventory because they assume the bridge is not going to be replaced.

LPA	TOTAL	DECK AREA (FT ²)	POOR TOTAL	POOR DECK AREA (FT ²)
County	18,268	41,633,855	4,315	7,696,398
City	1,240	8,375,266	210	1,319,371
TOTAL	19,508	50,009,121	4,525	9,015,769

STRUCTURALLY DEFICIENT / POOR

The definitions for Structural Deficiency and Poor are the same. In January 2018 the definition of Structural Deficiency was modified by excluding two of the previous indicators—Structural Evaluation and Waterway Adequacy.

Structural Evaluation was based on the bridges load carrying capacity and/or condition ratings. The Waterway Adequacy was based on the bridge’s size in relation to the waterway underneath.

Fifty percent of the Structurally Deficient bridges on the Local highway system carry fewer than 35 vehicles per day. Almost 74 percent carry fewer than 100 vehicles per day.

Of the 4,525 locally owned SD/Poor bridges, 331 are closed to traffic.

Restricted bridges are posted for restrictions other than load capacity. They can be restricted to one lane, one vehicle at a time, or a speed restriction.



ALTHOUGH IOWA HAS THE HIGHEST NUMBER OF STRUCTURALLY DEFICIENT (SD)/POOR BRIDGES IN THE COUNTRY, IOWA IS 6TH IN TOTAL SD/POOR DECK AREA.

POOR BRIDGES	OPEN	POSTED	RESTRICTED	CLOSED	OTHER	TOTAL
State	20	3	2	1	0	26
County	1,337	2,317	294	307	60	4,315
City	109	73	3	24	1	210
TOTAL	1,466	2,393	299	332	61	4,551

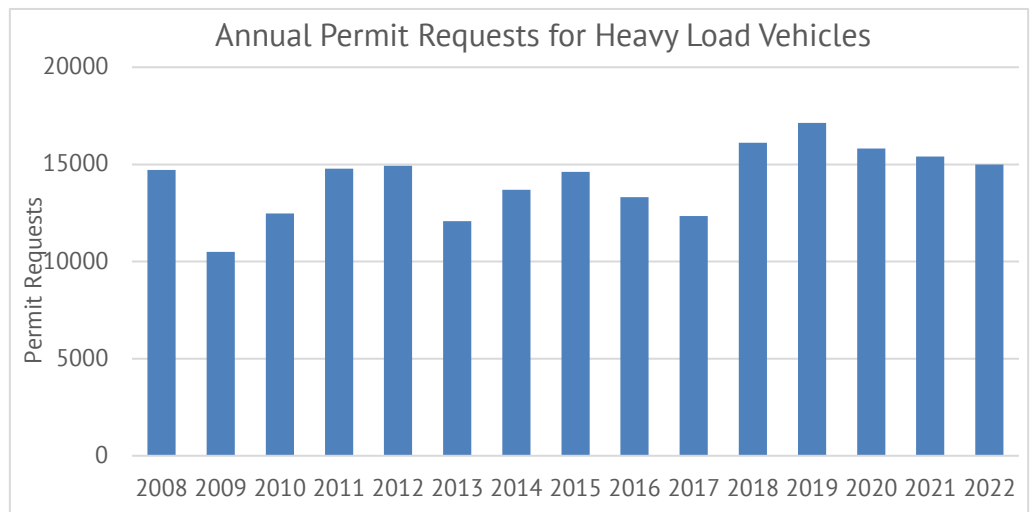
HEAVY LOAD PERMITS

The Bridges and Structures Bureau is responsible for the review of all heavy load permit requests, on the Primary Highway System, for gross weights over 156,000 pounds or axle weights above 24,000 pounds. These permit requests are reviewed using the IAPS/Superload program. Each permit must specify the exact route they will be traveling. Every bridge along the proposed route is checked for adequate capacity to carry that specific vehicle. The analysis takes into account the load per axle and the axle spacing of the vehicle. This detailed check ensures the adequacy of the bridges along the proposed route.



The IAPS system also checks vertical and horizontal clearances along the route based on the height provided on the permit and accurate measurements of clearances stored in the DOT database.

Currently, there are an average of over 1200 heavy load permit requests made each month. The number of permits has been increasing since 1997. The total number has doubled since 2005.



NATIONAL BRIDGE INVENTORY

Bridges in the National Bridge Inventory (NBI) require inspection frequency for most bridges not to exceed 24 months according to the National Bridge Inspection Standards (NBIS).

Structures included in the NBI are highway bridges on public roads.

Bridges not part of the NBI are structures such as railroad, toll, privately owned, and pedestrian bridges.

There were 618,005 bridges in the 2022 NBI nationally. 42,635 were considered to be in Poor condition.

IOWA RANKING IN THE FOLLOWING CATEGORIES

Number of Bridges	7th
Number of Poor Bridges	1st
Total Deck Area (ft ²)	17th
Poor Deck Area (ft ²)	6th
Number of NHS Bridges	24th
Poor NHS Deck Area (ft ²)	28th
Poor NHS Deck Area (% of total area)	36th

WHO HAS THE MOST IN THE FOLLOWING CATEGORIES?

Number of Bridges	Texas
Number of Poor Bridges	Iowa
Total Deck Area	Texas
Poor Deck Area	California
Number of NHS Bridges	Texas
Number of Poor NHS Bridges	California
Poor NHS Deck Area	California
Poor NHS Deck Area (% of total area)	Rhode Island



IA-136 over Mississippi River in Clinton

AGE OF BRIDGE INVENTORY

The average bridge age for Iowa's Primary Highway System is 41 years. Nationally the average age is 46 years. The common age used to describe how long a bridge should last has historically been 50 years. The average age of bridges replaced on the Primary Highway System is 64 years. Bridges built after the late 1970s will likely last longer than 64 years. The design of these bridges included epoxy-coated reinforcing and the use of more integral abutments. Limiting the number of deck joints is common in new designs, which improves the longevity of a bridge.

On our Local Highway System, the average age is 46 years. The national average for Locally owned bridges is 43 years. Our Local bridge inventory makes up the majority of the Poor bridge category in Iowa.

In seven years, the average age of bridges on the Primary Highway system will be 50 years. The average age of bridges on the interstate is 41 years.

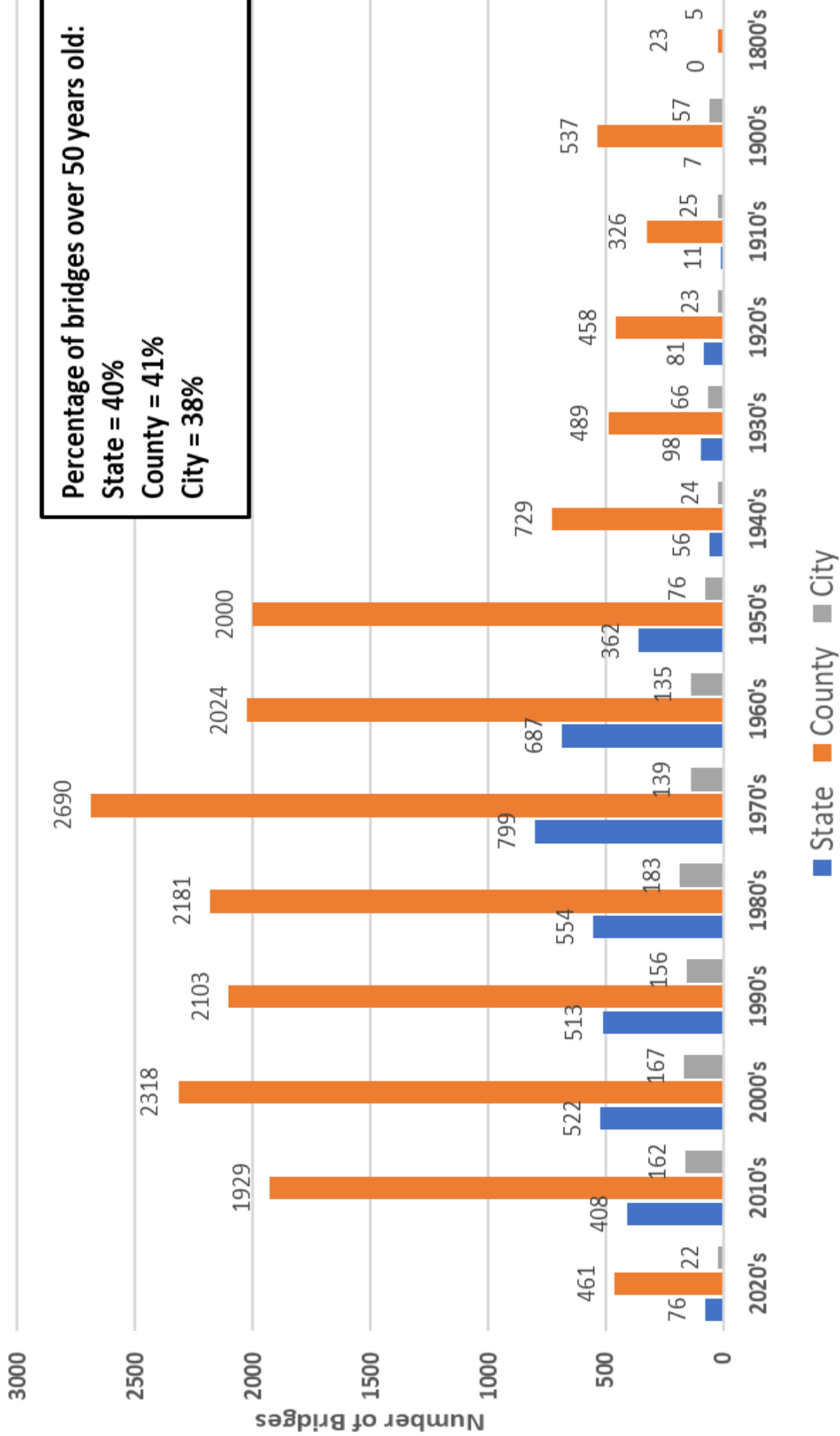


Steel Thru Truss



Early 1900's Bridge Construction

Age of Iowa Bridge Inventory



AVERAGE DAILY TRAFFIC

The Average Daily Traffic (ADT) crossing a bridge is a major factor for making decisions to repair or replace a bridge.

Many bridges on the Secondary Highway System (county and city routes) do not have a very high ADT. Half of the Poor bridges on the County highway system carry fewer than 35 vehicles per day. The County highway system accounts for the majority of Poor bridges in the State. An ADT of 40 vehicles is considered “Low Volume”.

HALF OF ALL THE POOR BRIDGES ON THE COUNTY HIGHWAY SYSTEM CARRY FEWER THAN 35 VEHICLES PER DAY

Counties do a good job maintaining the bridges that carry the majority of the traffic. Over half of the Poor bridges on the County highway system are posted for weight restrictions. The weight limits allow the safe use of these bridges.

It is not cost-effective for a local agency to spend a significant amount of money on their low-volume bridges. With limited funding, it is best to keep a Poor bridge in service when it is able to accommodate the traffic crossing it.

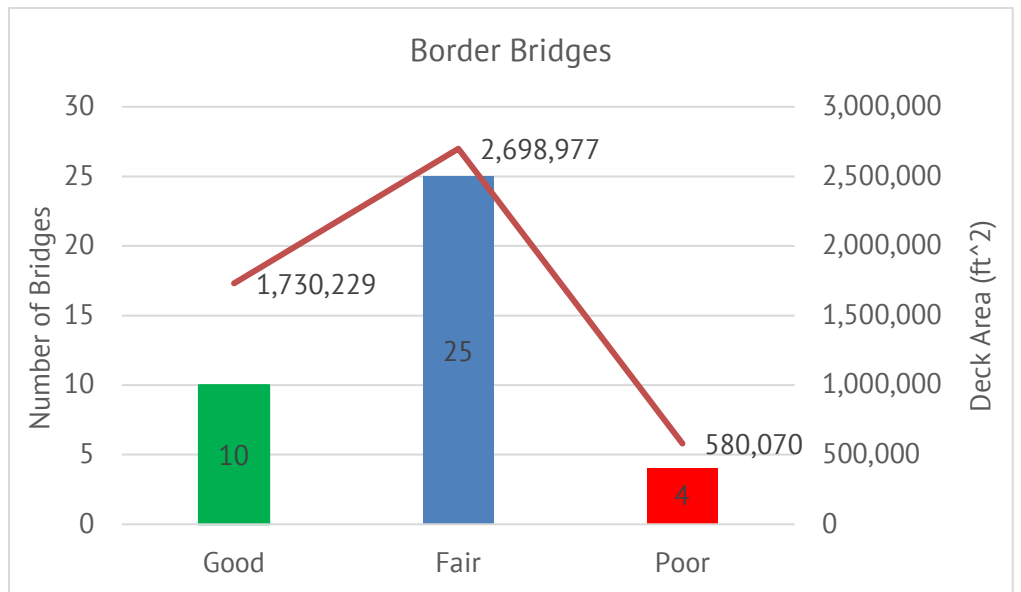
	OWNER		
	STATE	COUNTY	CITY
Average ADT - all bridges	6515	202	3089
Median ADT - all bridges	3500	46	1515
Number of Bridges	4,174	18,268	1,240
<hr/>			
Average ADT - Poor bridges	5035	147	2271
Median ADT - Poor bridges	2420	35	776
Number of poor bridges	26	4,315	210
<hr/>			
Percent poor bridges	0.6%	23.6%	16.9%

BORDER BRIDGES

There are 39 bridges that are jointly owned by Iowa and neighboring states. Many of these bridges are complex structure types such as tied arch, continuous thru truss, cable stayed suspension, or segmental post tensioned concrete.

Due to the large size and complexity of most of these bridges, they are cleaned annually and maintained at a higher level of repair. Several require painting two, three, or even four times during their life.

The four Poor border bridges account for 83% of the Primary highway deck area of Poor bridges.



BRIDGE POSTING

Bridge posting is needed when the capacity of a bridge no longer meets the needs of the legal loads traveling on public highways.

There are many configurations of legal trucks that must be evaluated on every bridge. If the bridge doesn't have the capacity to carry any one of the many legal truck options, a posting sign must be installed at the bridge.

In Iowa, the legal limits are 80,000 pounds on the Interstate and 96,000 pounds on all other routes. These trucks must comply with the federal bridge formula that limits the gross weight on each axle group.

Bridge postings apply to any vehicle traveling on the bridge, other than fire apparatus, implements of husbandry being transported for repair, or road maintenance equipment owned by the state or local agency.



POSTING SIGNS ARE AN ECONOMICAL WAY TO PROTECT THE PUBLIC AND KEEP A BRIDGE IN SERVICE FOR THE MAJORITY OF THE VEHICLES USING IT.

OWNERS	POSTED	RESTRICTED	CLOSED	OTHER	TOTAL
State	16	2	16	0	34
County	3,745	761	311	45	4,862
City	101	9	24	2	136
TOTAL	3,862	772	351	47	5,032

NATIONAL HIGHWAY SYSTEM

The National Highway System (NHS) is a system of roadways the federal government has designated as essential for national connectivity.

There are 2,633 bridges on the NHS in Iowa. 2,586 of these bridges are on the Primary Highway System. The interstate system is included in the NHS.

There are over 3,000 lane miles of NHS pavement.

Federal requirements established in the FAST Act put limits on the percentage of deck area on the NHS that can be categorized as "Poor." Less than 10 percent of the bridge deck area on the NHS can be rated "Poor".

In 2023, the percentage of NHS bridge deck area rated "Poor" was 2.1 percent. This is well below the required limit of 10 percent.

NHS Bridges	GOOD	FAIR	POOR	TOTAL	% POOR Deck Area
State	1,239	1,335	12	2,586	1.8%
County	0	2	0	2	0.0%
City	17	23	5	45	12.4%
TOTAL	1,256	1,360	17	2,633	2.1%

BRIDGE FUNDING

The Bridges and Structures Bureau is currently using an optimization and prioritization system to evaluate future funding needs. This system uses NBI data from 1992 to present to develop deterioration models for the inventory of typical bridges. Culverts and border bridges are excluded from this analysis. Culverts don't have enough NBI data to make clear decisions on maintenance or replacement. Border bridges are unique and due to their larger size are not easily modeled using NBI data.

BRIDGE PROJECTS ARE REVIEWED BY THE BRIDGES AND STRUCTURES BUREAU AND THE DISTRICTS TO DETERMINE PRIORITIES FOR THE FIVE-YEAR STATE IMPROVEMENT PROGRAM.

The bridge modeling software creates a 20-year program for replacement, rehabilitation, and repair based on set funding limits or condition targets. Scenarios have been created for an unlimited budget as well as a "Do Nothing" scenario. The unlimited budget shows what may be needed to maintain the inventory at a specified condition target level. The "Do Nothing" budget shows what the deterioration rate of the inventory would be if no money was spent for 20 years.

The condition target levels are based on the Bridge Condition Index (BCI) developed by the Bridges and Structures Bureau. The BCI is based on similar calculations for the Sufficiency Rating created by FHWA. The BCI is more sensitive to changes in condition ratings for the different bridge components. This way, bridges can be compared to each other in a more detailed manner. This helps determine which bridges to choose for the program when the funding is limited.

Annually the Bridges and Structures Bureau assists with updating a five-year transportation plan to program expenditures in order to maintain our bridges and improve the bridge inventory. The program consists of a variety of projects to build new bridges, replace bridges, rehabilitate bridges, and preserve bridges with contract maintenance activities.

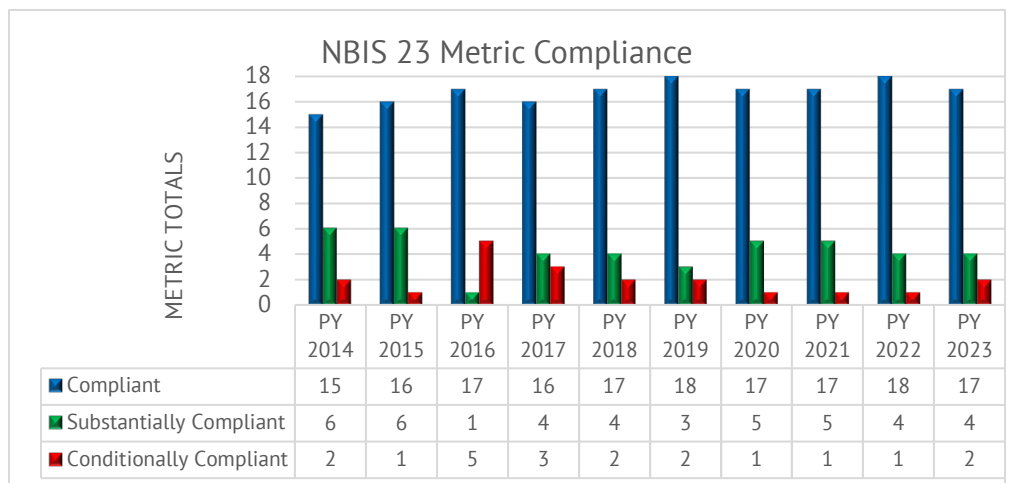
PROJECT COUNT BY WORK TYPE	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Bridge Deck Overlay	26	20	30	33	29	28	41	54
Bridge Replacement	22	34	22	25	17	30	44	23
Bridge New	11	12	24	18	9	10	16	10
RCB Culvert Replacement	8	11	8	13	9	8	6	7
RCB Culvert New	3	3	3	5	4	3	1	2
Bridge Rehabilitation	1	2	3	1	4	10	7	7
Total	71	82	90	95	72	89	115	103

FHWA METRIC COMPLIANCE

Annually, the FHWA reviews each state's bridge inspection program against 23 metrics.

There are three levels of compliance for each metric.

- 1. COMPLIANCE:** All bridges meet the requirement
- 2. SUBSTANTIAL COMPLIANCE:** A small percentage of bridges need corrections to comply with the metric.
- 3. CONDITIONAL COMPLIANCE:** A plan of corrective action is needed to become compliant with a metric.



FUNDING CATEGORIES FOR BRIDGE PROJECTS IN FY 2022

FY2022 Work Types/Funding	BRF	BRFIMX	BRFN	ER	IM	IMN	IM-NHS	IMX	MB	MBIN	NHSN	NHSX
Bridge New-PPCB												\$5,424,824
Bridge Replacement-CCS	\$1,184,351											\$1,463,418
Bridge Replacement-PPCB	\$10,987,051	\$1,685,377	\$3,277,983		\$8,014,150		\$18,314,660					\$4,115,863
Bridge and Approaches-CCS	\$2,138,350											
Bridge and Approaches-PPCB	\$4,168,163		\$1,778,801									
Bridge and Approaches-Steel Girder	\$7,537,909											
Bridge Deck Replacement	\$5,015,972					\$950,524		\$4,195,427				
Bridge Approach Repair									\$905,052			
PPCB Repair						\$223,964					\$295,026	
Steel Girder Repair						\$894,512						
Bridge Deck Overlay	\$1,767,519		\$13,924,124			\$3,931,421					\$506,745	
Bridge Removal					\$22,319,659							
Deck Joint Repair									\$3,588,612	\$439,570		
Bridge Repair	\$4,000,000			\$285,000		\$57,000			\$265,584	\$1,096,669		
Pier Repair			\$718,900									
Bridge Painting						\$1,099,521			\$1,944,576	\$1,094,560		
Bridge Cleaning			\$582,324			\$428,187						
RCB Culvert - Repair									\$67,780		\$297,574	
Structures - Miscellaneous						\$40,000						
RCB Culvert New - Triple Box												\$1,292,189
RCB Culvert Replacement - Twin Box			\$2,241,726					\$1,886,644				
RCB Culvert Replacement - Triple Box	\$1,924,089		\$1,710,952					\$2,585,682				
RCB Culvert Ext - Twin				\$1,000,000								
Debris Removal									\$70,215			
Revetment				\$87,486					\$321,529		\$1,267,769	
Slope Protection									\$249,670	\$289,665		
Total	\$38,723,404	\$1,685,377	\$24,234,810	\$1,372,486	\$30,333,809	\$7,625,130	\$18,314,660	\$8,667,754	\$7,413,018	\$2,920,464	\$2,367,114	\$12,296,294