

## County Structurally Deficient Bridges Summary Report - Fiscal Year 2017

In accordance with Iowa Code 309.22A, this report details the manner in which counties use their road use tax funds to replace or repair structurally deficient bridges.

County	Beginning Status Carry over and newly designated SD			Structures taken off SD status Bridges removed from structurally deficient status: restored to full legal load capacity				Structures that remained in SD status at end of year					Structure Removed  Sold Demolished Abandoned No longer NBIS		
	Carried over from prior FY	Became SD during prior FY	Total SD at start of this FY	via Replacement	via Major Rehabilitation	via Light Rehabilitation	Total Restored	In Service (Open) - Still SD			Out of Service (Closed)			Total SD Remaining	
								Partial Rehabilitation	Programmed for Replace or Rehab	Not Yet Programmed	Closed: Plan to Replace	Closed: Programmed to Replace			Closed: Not Likely to Reopen
Adair	65		65	10			10		4	46			5	55	
Adams	60	1	61		4		4	1	3	52	1			57	
Allamakee	19		19			1	1		5	12			1	18	
Appanoose	53	3	56	6			6		8	39	1		2	50	
Audubon	45	1	46	6	5		11	2	6	21	2		4	35	
Benton	55	5	60	6			6		30	22	1	1		54	
Black Hawk	22	3	25	7		1	8		10	7				17	
Boone	47	1	48	4	1		5		9	32			2	43	
Bremer	47	1	48	3			3		10	34	1			45	
Buchanan	41	5	46	16	2		18	6	12	8		2		28	
Buena Vista	25		25	2			2		7	13	3			23	
Butler	44	6	50	4			4	1	22	22			1	46	
Calhoun	18	7	25				0		11	12	1		1	25	
Carroll	16	2	18	5			5		5	8				13	
Cass	63	1	64	1	3		4		17	40	1	1	1	60	
Cedar	71	9	80	7			7	3	14	52	2		2	73	
Cerro Gordo	30		30	3			3		10	17				27	
Cherokee	74	4	78	5			5		3	60	9		1	73	
Chickasaw	32	15	47	6			6		4	36			1	41	
Clarke	42	2	44	4			4		8	24	5	3		40	
Clay	21	4	25	3			3		11	11				22	
Clayton	45		45	7			7		12	26				38	
Clinton	11		11	1			1		3	5			2	10	
Crawford	66	4	70	6			6		21	42	1			64	
Dallas	21	5	26	1			1		10	13			2	25	
Davis	82	6	88	13	5		18	1	6	54	5	4		70	
Decatur	57	15	72	5	1		6		11	50	5			66	
Delaware	15		15	1			1		2	11	1			14	
Des Moines	25	5	30	2			2		11	14	2	1		28	
Dickinson	7	2	9				0		2	7				9	
Dubuque	49	23	72	14			14		2	51	3		2	58	
Emmet	19	1	20				0		1	17			2	20	
Fayette	40	8	48	3			3	5	5	33	2			45	
Floyd	23	4	27	3			3		4	19			1	24	
Franklin	39	2	41	4			4		11	24			2	37	
Fremont	35	2	37	2			2		4	29	2			35	
Greene	16		16		1		1	2	4	7	2			15	
Grundy	48		48	2			2		17	27	2			46	
Guthrie	79	3	82	7	1		8		6	66	1		1	74	
Hamilton	26	2	28	4			4	2	6	17			1	24	
Hancock	38	1	39	1			1		10	27	1			38	
Hardin	37	4	41	5			5		13	20	3			36	
Harrison	52	2	54	1	1		2		12	38	2			52	
Henry	25	3	28	3			3	1	3	18			3	25	
Howard	47	5	52	1			1		13	29	3	3	3	51	
Humboldt	15	1	16	2			2		5	9				14	
Ida	20	2	22				0		12	10				22	
Iowa	31	3	34	5			5		8	15	4		2	29	
Jackson	28	19	47	4			4		7	36				43	
Jasper	119	7	126	7			7		22	85	10	2		119	
Jefferson	46	1	47	7			7		21	18	1			40	
Johnson	35		35	3			3	1	7	18	1		5	32	
Jones	14	2	16	2	1		3		6	5			2	13	
Keokuk	50		50	8	3		11	10	11	14		2	2	39	
Kossuth	25	11	36	5			5		16	11			2	29	2
Lee	23		23				0		5	18				23	
Linn	20		20	5	1		6		2	12				14	
Louisa	12	2	14				0	2	1	10			1	14	
Lucas	73		73				0		6	61	6			73	
Lyon	69	1	70	11			11	5	11	35	7	1		59	
Madison	65	3	68	1	5		6		12	44	1	4	1	62	
Mahaska	42	3	45	6	2		8		3	26	8			37	
Marion	52	6	58	5	3	3	11		15	29		1	2	47	
Marshall	101	1	102	2			2		19	78	1	1	1	100	
Mills	42	2	44	5			5		5	33	1			39	
Mitchell	32	1	33	3			3	1	4	21	3	1		30	
Monona	47	7	54	4			4		13	27	4	6		50	
Monroe	51		51	5	2		7		6	36			2	44	
Montgomery	51	6	57	3			3		8	43	3			54	
Muscatine	22	6	28				0		9	17			2	28	
O'Brien	20	1	21	3			3		4	14				18	
Osceola	2		2				0			2				2	
Page	55	2	57	3			3		7	45	2			54	
Palo Alto	28		28	2			2		1	25				26	
Plymouth	126	3	129	5			5		38	86				124	
Pocahontas	48	1	49	6	4		10	1	5	24		1	8	39	
Polk	23	2	25	1			1		9	15				24	
Pottawattamie	73	1	74	8			8		32	28	6			66	
Poweshiek	69	2	71	4			4		8	54			5	67	
Ringgold	105		105		1		1		7	86	5	1	5	104	
Sac	54	1	55	5			5		21	25	1	1	2	50	
Scott	9	2	11	3			3		8					8	
Shelby	38	2	40	4	1		5		13	21		1		35	

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	Carried over from prior FY	Became SD during prior FY	Total SD at start of this FY	via Replacement	via Major Rehabilitation	via Light Rehabilitation	Total Restored	In Service (Open) - Still SD			Out of Service (Closed)				Total SD Remaining	
								Partial Rehabilitation	Programmed for Replace or Rehab	Not Yet Programmed	Closed: Plan to Replace	Closed: Programmed to Replace	Closed: Not Likely to Reopen			
Sioux	14	1	15	1			1		9	4			1	14		
Story	58		58	5			5		14	37		1		1	53	
Tama	110	11	121	2			2	3	5	96		4	1	10	119	
Taylor	87	9	96	3			3		5	69		4		15	93	
Union	54	6	60	2			2		11	36		8		3	58	
Van Buren	59		59	2			2		10	42				5	57	
Wapello	51	2	53	13	1		14		13	16		1	1	8	39	
Warren	69	5	74	5	2		7		20	39		4		4	67	
Washington	38	3	41	1	1		2		14	22		3			39	
Wayne	49	1	50	5			5		18	23		1		3	45	
Webster	51	3	54	14			14		29	11					40	
Winnebago	25	6	31	11			11		17	3					20	
Winneshiek	75	5	80	5			5	1	11	53		6		4	75	
Woodbury	83		83	11			11		26	42		2	1	1	72	
Worth	22		22	2			2	1	4	14				1	20	
Wright	37	5	42	2			2		12	24				4	40	
<b>Totals</b>	<b>4409</b>	<b>325</b>	<b>4734</b>	<b>405</b>	<b>51</b>	<b>5</b>	<b>461</b>	<b>47</b>	<b>1003</b>	<b>2879</b>	<b>154</b>	<b>46</b>	<b>142</b>	<b>4271</b>	<b>2</b>	

Structures to account for:

Restored:

Still open:

Closed:

Closed:

Total:

# **A Guide to the County Structurally Deficient Bridges Summary Report**

Prepared by the Iowa Department of Transportation

February 15, 2018

## **Background**

Counties are required to inspect all bridges biannually for structural integrity and overall condition. Some counties inspect all bridges every other year while others inspect roughly one-half of their bridges each year.

In accordance with Iowa Code 309.22A, this report summarizes the manner in which counties used their road use tax funds to replace or repair structurally deficient bridges. Each year the county engineers submit this information to the Iowa DOT as part of the county annual report of road and bridge expenditures required by Iowa Code 309.22. Additional more detailed information is available from the Iowa DOT upon request.

## **What's a "structurally deficient" (SD) bridge?**

This classification does not mean a bridge is unsafe. SD bridges can safely remain in service (open to vehicular traffic) but often must be posted for weight limits that are less than the maximum allowed by law.

A bridge is classified as SD when significant load carrying elements are found to be in poor or worse condition due to deterioration and/or damage, or the adequacy of the waterway opening provided by the bridge is determined to be extremely insufficient to the point of causing intolerable traffic interruptions. This classification is determined based on the latest bridge inspection data and criteria prescribed by the National Bridge Inspection Standards (NBIS) published by the Federal Highway Administration (FHWA).

## **What do each of the columns of this report mean?**

Beginning Status – This section shows how the starting total of SD bridges for the reporting period are calculated.

Carry over from previous FY – the number of bridges that were classified at the beginning of the previous year.

Became deficient during FY 16 – the number of bridge that moved into SD status during the previous year.

Total at Start of FY 17 – the sum of the previous two columns, which provides the total of SD bridges at the start of the reporting period.

Structures Taken Off SD Status – This section shows the number of bridges that were restored to full legal load capacity, thereby removing the SD classification. This section also provides a breakdown of how these bridges were fixed.

Replacement – the number of SD bridges that were replaced by a new bridge or culvert.

Major Rehabilitation – SD bridges that were not completely reconstructed, but substantial repairs were made to remove the SD condition. Examples might include complete deck replacements, beam replacements, or major repairs to the bridge piers or abutments (supporting columns).

Light Rehabilitation – SD bridges for which only minor repairs were needed to remove the SD condition. Examples might include deck patching, beam strengthening, or less substantial repairs to the bridge piers (supporting columns).

Total Restored – the sum of the previous three columns, representing the total number of SD bridges that were replaced or repaired during the reporting period so that they are no longer in SD condition.

Structures that Remained in SD Status at the End of the Year – This section describes the status of bridges that did not have their SD status removed through the work accomplished during the year. These bridges are grouped into two main categories and several subcategories, as shown below:

Still in Service – These bridges are still open to traffic while remaining in SD condition.

Partial Rehabilitation – SD bridges that received minor repair, but not enough to remove the SD condition. Examples might include limited deck patching, bridge approach pavement repairs, bridge railing repairs, or joint replacements.

Programmed for Rehab or Replace – SD bridges that are included in the county’s five-year program. and are scheduled for repairs or replacement.

Not yet programmed – SD bridges not yet included in the county’s five-year program for repair or replacement.

Out of Service (Closed) – These bridges are closed to vehicular traffic and remain in SD condition.

Closed: Plan to Replace – SD bridges that had an inspection that revealed issues were serious enough that the structure had to be closed.

Closed: Programmed to Replace – SD bridges that are closed to traffic and will be replaced with an upcoming project that may or may not be in the county’s five-year plan.

Closed: Not Likely to Reopen – SD bridges that are closed to traffic and the county has no current plans to repair or replace the bridge.

Total SD Remaining – This is the total number of bridges that remain in SD status at the close of the reporting period.

Structure Removed – Reflects structures that are no longer a public structure due to the being demolished, abandoned in place, de-listed by Federal Highway Administration, vacated or sold.