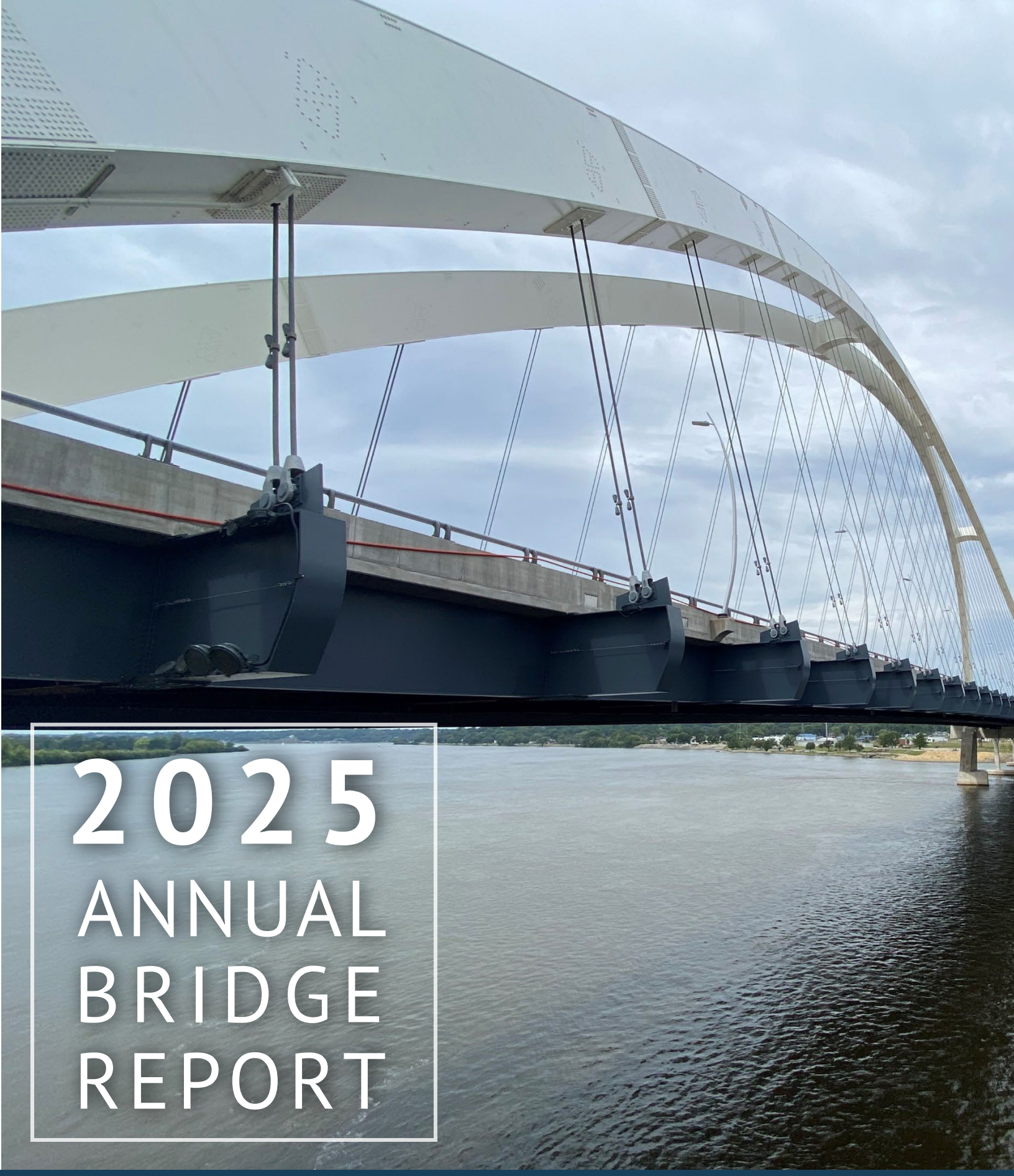

2025 ANNUAL BRIDGE REPORT

IOWA | DOT

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Cover photo: I-74 over Mississippi River

SPECIAL POINTS OF INTEREST

- Poor bridges on the Primary Highway System have been reduced from 237 in 2009 to 28 in 2025.
- The average age of Primary Highway Bridges is 42.6 years. Half of these bridges are over 44 years old.
- The deck area of the bridges on the Primary Highway System is over 1099 acres or 1.72 square miles.

2025 BRIDGE DATA

This report is based on data provided to the Federal Highway Administration (FHWA) in March 2025. 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.

Iowa 14 over Lake Red Rock

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	4,214	47,857,547
COUNTIES	18,196	42,235,106
CITIES	1,275	8,713,172
TOTAL	**23,685**	**98,805,825**

COMMON BRIDGE TYPES

BRIDGE TYPE	STATE	COUNTY	CITY
Aluminum Culvert	0	14	1
Cable Stayed	1	0	0
Concrete Arch	7	30	39
Concrete Box beam	0	3	0
Concrete Channel Beam	0	346	5
Concrete Culvert	843	2,962	380
Concrete Frame	3	1	9
Concrete Girder	3	197	14
Concrete Slab	556	4,321	315
Concrete Spread Box Beam	1	0	0
Concrete Tee Beam	5	106	6
Concrete Thru Arch	0	4	1
Encased Steel Beam	0	264	0
Inverted Tee Beam	0	2	1
Masonry Arch	0	1	2
Masonry Culvert	0	0	2
Pipe Culvert	0	2	1
Precast Arch Culvert	0	2	1
Prestressed Box Beam	2	16	1
Prestressed Channel Beam	2	13	2
Prestressed Girder	1,906	2,031	249
Prestressed Tee Beam	4	861	27
Rail Car	0	55	0
Segmental Box Beam	1	0	0
Steel Arch	0	3	1
Steel Box Beam	1	8	1
Steel Culvert	1	696	18
Steel Deck Truss	1	0	2
Steel Frame	2	0	1
Steel Girder	852	4,374	155
Steel Thru Arch	10	0	1
Steel Thru Truss	9	612	12
Suspension	1	0	0
Timber Arch	0	1	0
Timber Culvert	0	5	0
Timber Girder	2	1,054	19
Timber Slab	1	207	9
Wrought Iron Thru Truss	0	5	0
Total	**4,214**	**18,196**	**1,275**

Concrete Arch

Concrete Box Culvert

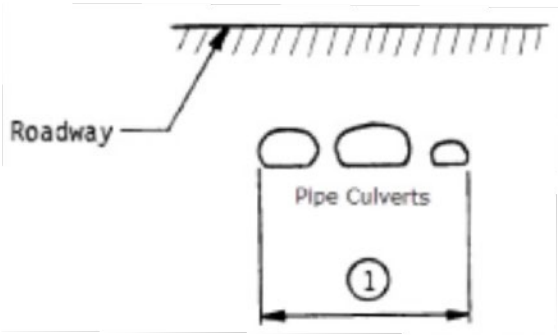
Steel Truss

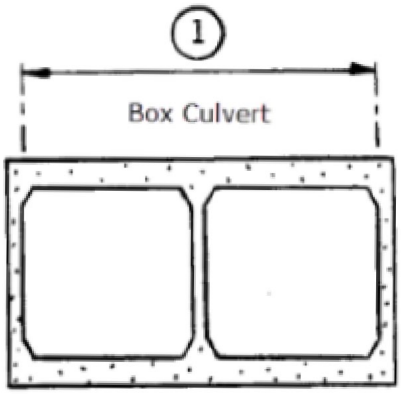
Prestressed Girder Bridge Construction

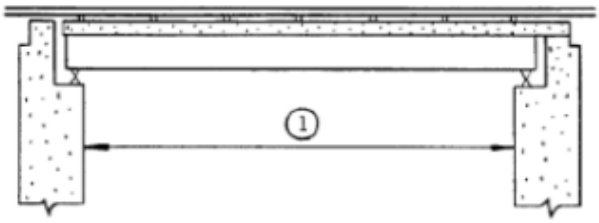
BRIDGE DEFINITION

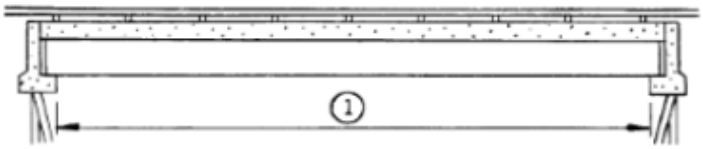
The FHWA definition of a bridge is any structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 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.

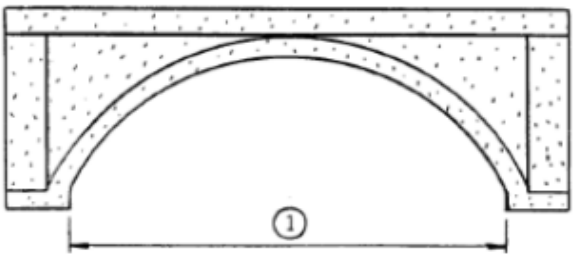
> A BRIDGE IS A STRUCTURE WITH AN OPENING OF MORE THAN 20 FT.











BRIDGE CATEGORIZATION: GOOD-FAIR-POOR

The assignment of a classification of Good, Fair, or Poor is as defined by the FHWA 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	2,049	2,137	28	4,214
COUNTY	6,750	7,259	4,187	18,196
CITY	521	551	203	1,275
TOTAL	9,320	9,947	4,418	23,685

> 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.

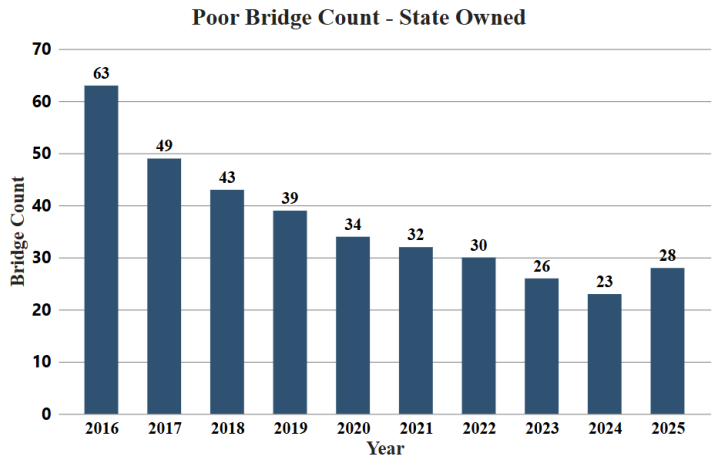
The NBIS requires each bridge owner to provide a specific set of data items to FHWA annually.

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.

Bar chart



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	816	9,653,374	7	32,590
DISTRICT 2	641	6,087,238	2	38,558
DISTRICT 3	606	4,917,346	6	281,831
DISTRICT 4	666	8,295,489	7	51,441
DISTRICT 5	611	6,614,720	4	17,532
DISTRICT 6	874	12,289,381	2	186,691
TOTAL	**4,214**	**47,857,547**	**28**	**608,644**

LOCAL PUBLIC AGENCY BRIDGES

Local Public Agencies (LPA) own the majority of the bridges in Iowa. LPA own 19,471 of the 23,685 bridges.

LPA also own most of the Poor bridges as well. These 4,390 Poor bridges account for 22.5 percent of the LPA bridge inventory and 17.8 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.

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

7.2 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	18,196	42,235,106	4,187	7,598,931
CITY	1,275	8,713,172	203	1,491,555
TOTAL	**19,471**	**50,948,278**	**4,390**	**9,090,486**

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 Poor bridges on the county highway system carry fewer than 35 vehicles per day. Over 70 percent carry fewer than 100 vehicles per day.

Of the 4,390 locally owned SD/Poor bridges, 318 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.

Poor condition

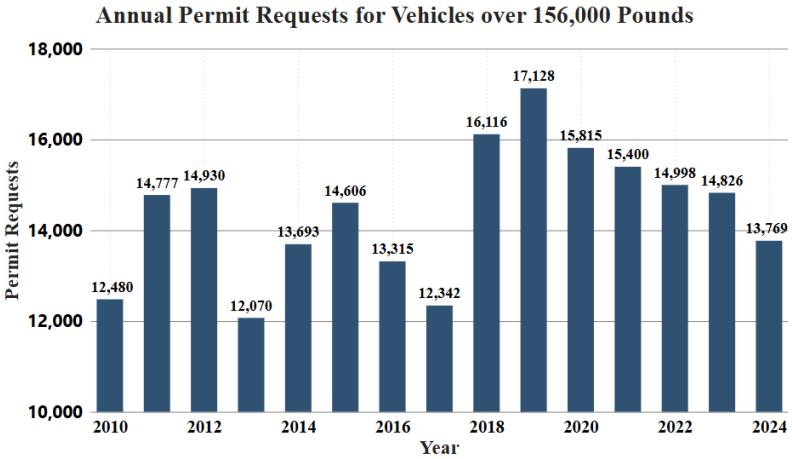
ALTHOUGH IOWA HAS THE HIGHEST NUMBER OF STRUCTURALLY DEFICIENT (SD)/POOR BRIDGES IN THE COUNTRY, IOWA IS 6TH IN TOTAL SD/POOR DECK AREA.

POOR BRIDGES	OPEN	POSTED	RESTRICTED	CLOSED	OTHER	TOTAL
STATE	20	5	3	0	0	**28**
COUNTY	1,358	2,173	316	299	41	**4,187**
CITY	117	63	4	19	0	**203**
TOTAL	**1,495**	**2,241**	**323**	**318**	**41**	**4,418**

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.

Superload Transport



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 1100 heavy load permit requests made each month.

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 623,218 bridges in the 2024 NBI nationally. 42,080 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)	36th
Poor NHS Deck Area (% of total area)	44th
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)	New York

Steel Thru Truss

I-80/I-380 Interchange

AGE OF BRIDGE INVENTORY

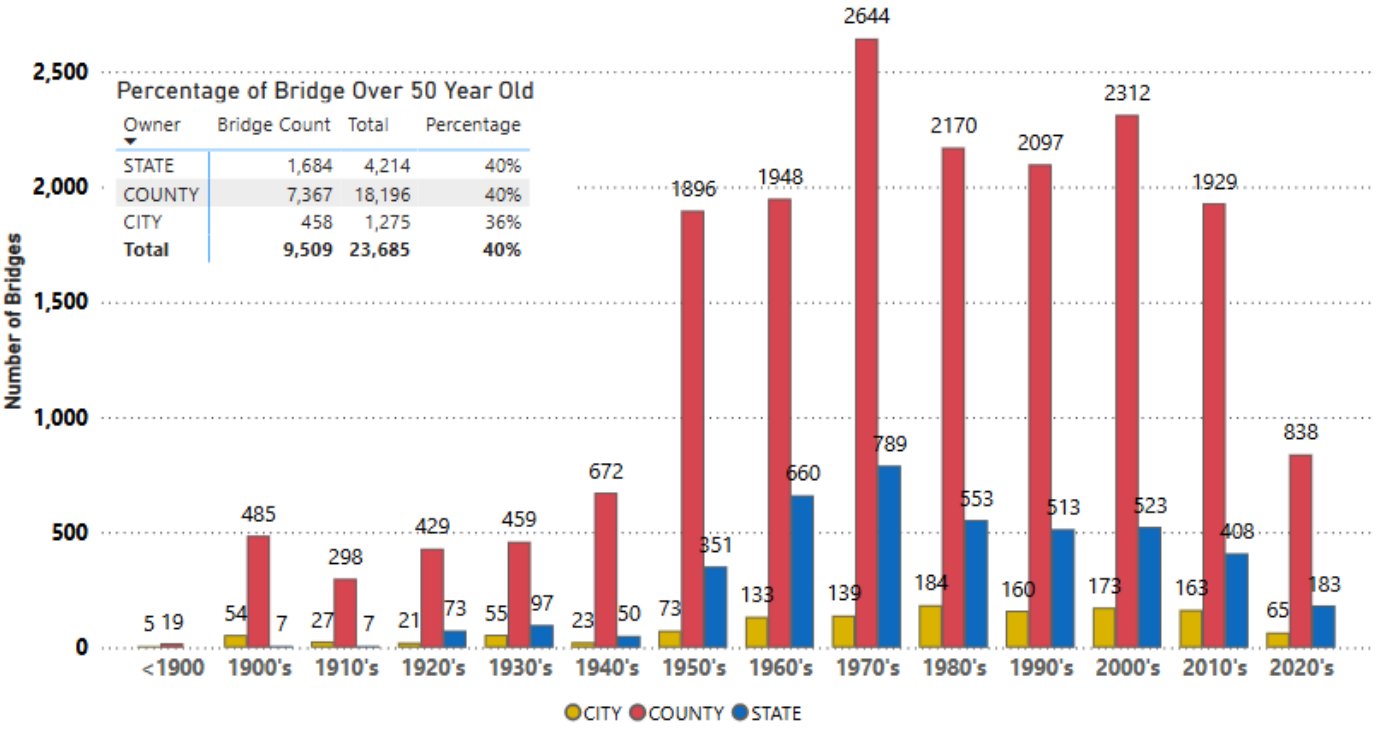
The average bridge age for Iowa's Primary Highway System is 43 years. Nationally the average age is 47 years. The common age used to describe how long a bridge should last has historically been 50 years. The average age of bridges replaced on the Primary Highway System is 64 years. Bridges built after 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 (jointless bridges). 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.

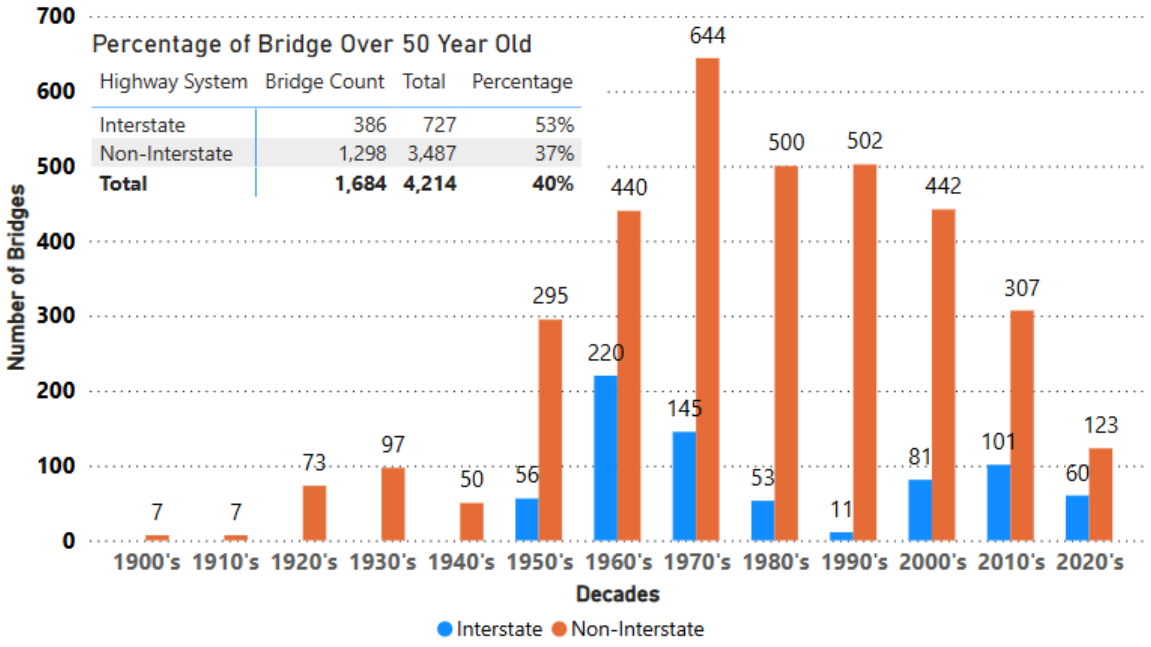
In eight years, the average age of bridges on the Primary Highway system will be 51 years. The average age of bridges on the interstate is 41 years.

Mehaffey Bridge near Solon

Age of Iowa Inventory



Age of Primary Highway Bridges



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.

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.

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

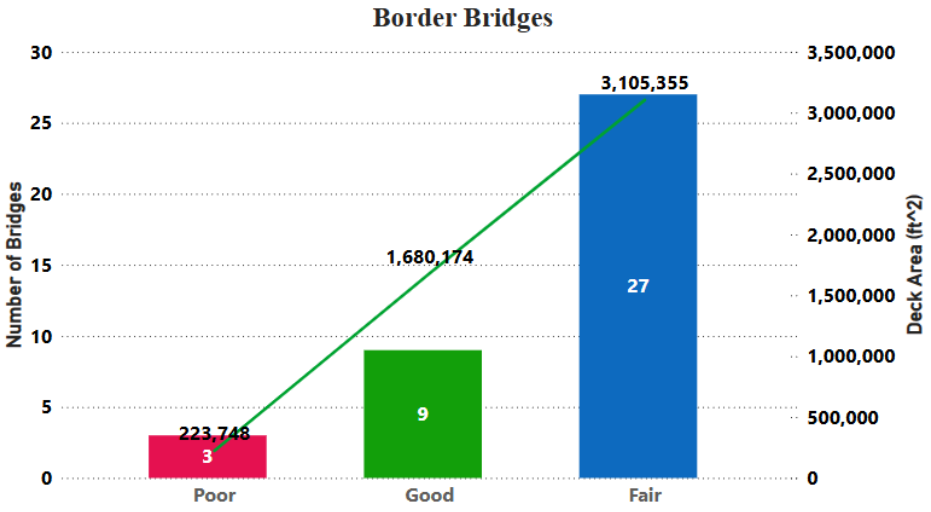
	OWNER		
	STATE	COUNTY	CITY
Average ADT - all bridges	6,472	199	3,066
Median ADT - all bridges	3,495	46	1,488
Number of bridges	4,214	18,196	1,275
Average ADT - poor bridges	4,942	147	2,359
Median ADT - poor bridges	2,140	35	803
Number of poor bridges	28	4,187	203
Percent poor bridges	0.66%	23.01%	15.92%

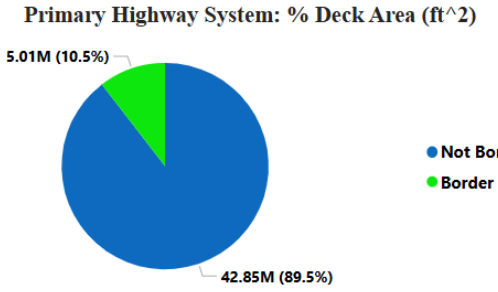
BORDER BRIDGES

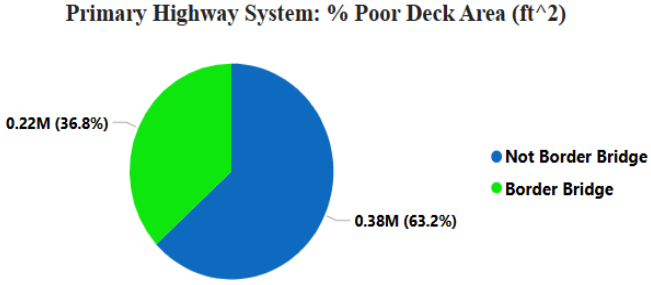
There are 39 bridges that are jointly owned by Iowa and neighboring states. Many of these bridges are complex structure types such as tied arch, continuous thru truss, cable stayed suspension, or segmental post tensioned concrete.

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.

There are three Poor border bridges that account for 37% 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.

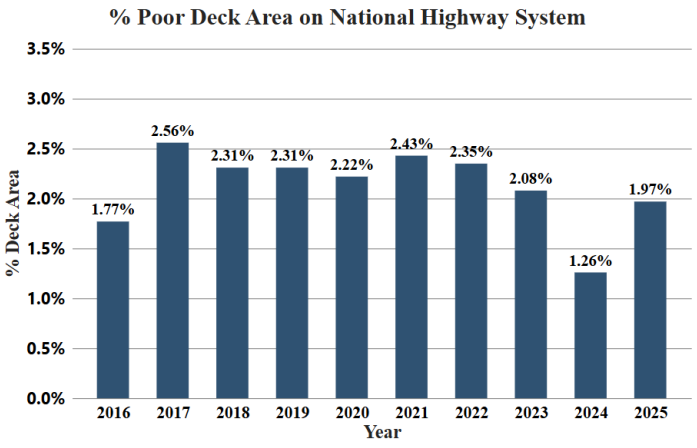
OWNERS	POSTED	RESTRICTED	CLOSED	OTHER	TOTAL
STATE	18	3	5	2	28
COUNTY	3,480	787	304	44	4,615
CITY	93	9	19	1	122
Total	**3,591**	**799**	**328**	**47**	**4,765**

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 2,659 bridges on the NHS in Iowa. 2,611 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 2025, the percentage of NHS bridge deck area rated "Poor" was 2.0 percent. This is well below the required limit of 10 percent.



NHS BRIDGES	GOOD	FAIR	POOR	TOTAL	% POOR DECK AREA
STATE	1,284	1,319	8	2,611	1.3%
COUNTY	0	2	0	2	0.0%
CITY	16	23	7	46	24.6%
TOTAL	**1,300**	**1,344**	**15**	**2,659**	**2.0%**

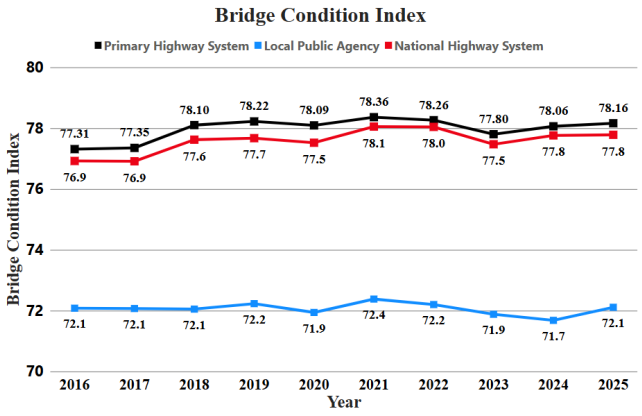
BRIDGE FUNDING

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 TRANSPORTATION 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 varying budgets as well as a "Do Nothing" scenario. The varying budget show 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 old Sufficiency Rating previously used by FHWA. The BCI is 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 verses the Good, Fair, and Poor condition categories. This helps determine which bridges to choose for the program when the funding is limited. Specifically, a BCI of 76 represents a bridge in Fair condition that is approximately 40 years old and regularly maintained, whereas a BCI of 47 reflects a bridge in Poor condition, likely in need of replacement or major rehabilitation.



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. The candidates for the program are determined in cooperation with the Bridges and Structures Bureau and District personnel.

The Bridges and Structures Bureau meets with each District every fall to discuss bridge needs. The bridge needs are maintained in the inspection system database. Each project is given a priority to determine the urgency of the project. The most needed projects are the first to be considered for inclusion in the upcoming five-year program.

PROJECT COUNT BY WORK TYPE	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Bridge Deck Overlay	20	30	33	29	28	41	54	45	47
Bridge Replacement	34	22	25	17	30	44	23	26	19
Bridge New	12	24	18	9	10	16	10	8	3
RCB Culvert Replacement	11	8	13	9	8	6	7	9	8
RCB Culvert New	3	3	5	4	3	1	2	7	3
Bridge Rehabilitation	2	3	1	4	10	7	7	9	6
TOTAL	**82**	**90**	**95**	**72**	**89**	**115**	**103**	**104**	**86**

FHWA METRIC COMPLIANCE

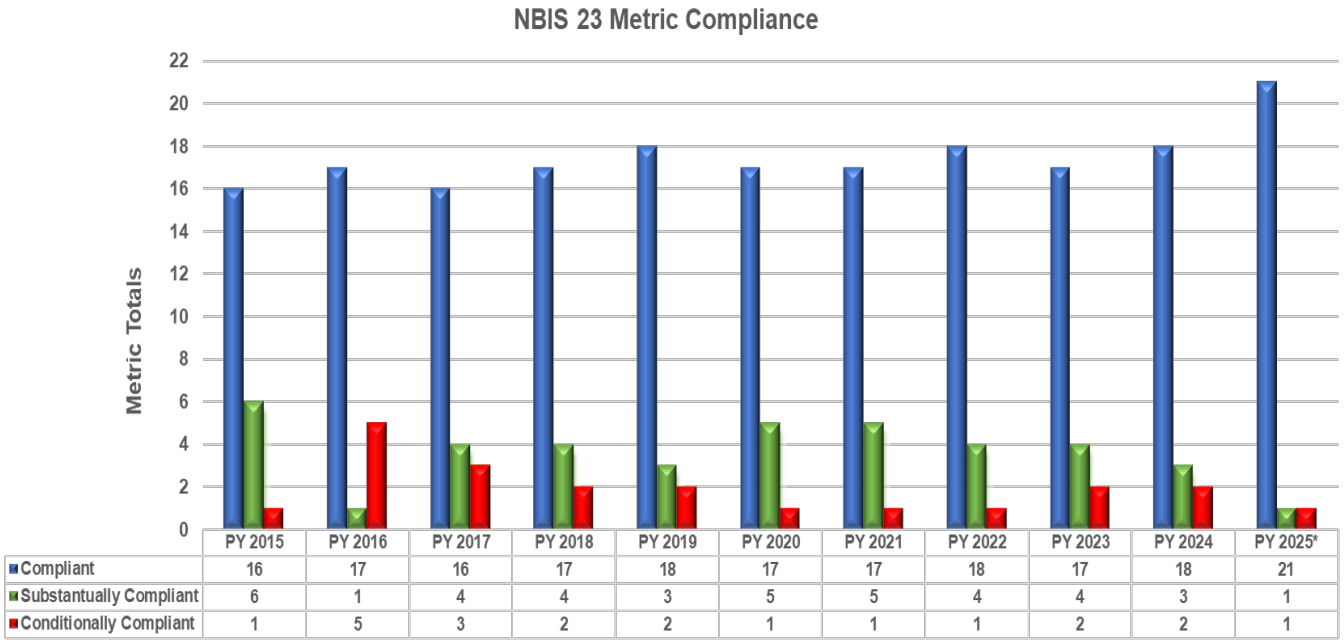
Annually, the FHWA reviews each state's bridge inspection program against 23 metrics.

Metric	Title	Metric	Title
1	Bridge Inspection Organization	12	Inspection procedures - Quality Inspections
2	Qualifications of personnel - Program Manager	13	Inspection procedures - Load Rating
3	Qualifications of personnel - Team Leader(s)	14	Inspection procedures - Load Posting
5	Qualifications of personnel - UW Bridge Inspection Diver	15	Inspection procedures - Bridge Files
New1	Qualifications of personnel - Damage, Special, and Service	16	Inspection procedures - Fracture Critical Members
6	Routine inspection interval - Lower risk bridges	17	Inspection procedures - Underwater
Old 7	Routine inspection interval - Higher risk bridges	18	Inspection procedures - Scour Critical Bridges
8	Underwater inspection interval - Lower risk bridges	19	Inspection procedures - Complex Bridges
Old 9	Underwater inspection interval - Higher risk bridges	New3	Inspection procedures - In-Depth and Special
10	Inspection interval - Fracture Critical Member	20	Inspection procedures - QC/QA
New2	Inspection interval - Special, In-Depth, and Service	21	Inspection procedures - Critical Findings
11	Inspection interval - Interval Criteria	22	Inventory - Prepare and Maintain
		23	Inventory - Update Data

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.

Note that Metrics 7 and 9 were replaced with new metrics New 1, New 2 and New 3 in 2025.



	PY 2015	PY 2016	PY 2017	PY 2018	PY 2019	PY 2020	PY 2021	PY 2022	PY 2023	PY 2024	PY 2025*
Compliant	16	17	16	17	18	17	17	18	17	18	21
Substantually Compliant	6	1	4	4	3	5	5	4	4	3	1
Conditionally Compliant	1	5	3	2	2	1	1	1	2	2	1

FUNDING CATEGORIES FOR BRIDGE PROJECTS IN FY 2024

Work Type/Funding Type	BRF	BRFN	IM	IMN	IMX	MB	MBIN	NHSN	NHSX	STP	STPN
Abutment Repair				$352,274							
Bridge Cleaning		$552,772		$167,500							
Bridge Deck Overlay	$431,981	$35,745,772		$8,482,095	$6,449,403						
Bridge Deck Replacement	$3,930,526	$2,140,730			$3,773,000						
Bridge New-PPCB									$2,102,845		
Bridge New-Steel Girder			$3,622,038								
Bridge New-Steel Through Truss										$116,895,022	
Bridge Painting				$457,624		$162,646					
Bridge Rehabilitation		$2,012,066									
Bridge Repair	$2,446,567	$546,855		$593,460		$258,441	$598,149				$37,805
Bridge Replacement-CCS	$3,771,199	$3,600,612									
Bridge Replacement-PPCB	$24,513,371	$2,544,922	$25,381,893		$1,857,290						
Bridge Replacement-Steel Girder			$18,845,763								
Deck Joint Repair						$1,678,206	$548,159				
Permanent Scour Countermeasure											$254,215
PPCB Repair				$195,162				$1,169,569			$79,414
RCB Culvert Extension			$254,864								$244,625
RCB Culvert New			$1,863,523						$2,487,200		
RCB Culvert Repair						$464,545					$339,952
RCB Culvert Replacement	$9,520,514	$2,492,505						$636,309			
Slope Protection						$38,163	$213,054				
Steel Girder Repair								$176,070			
Total	**$44,614,158**	**$49,636,234**	**$49,968,081**	**$10,248,115**	**$12,079,693**	**$2,602,000**	**$1,359,361**	**$1,981,948**	**$4,590,045**	**$116,895,022**	**$956,011**

Grand Total for FY2024: **$294,930,668**