

National Bridge Inventory: South Dakota

- The state has identified needed repairs on 2,192 bridges.
- This compares to 2,404 bridges that needed work in 2021.
- Over the life of the IIJA, South Dakota will receive a total of \$225.0 million in bridge formula funds, which will help make needed repairs.
- South Dakota currently has access to \$180.0 million of that total, and has committed \$65.9 million towards 62 projects as of June 2025.
- Of the 5,883 bridges in the state, 945, or 16.1 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,018 bridges classified as structurally deficient in 2021.
- The deck area of structurally deficient bridges accounts for 8.4 percent of total deck area on all structures.

3

Compared to 3 in 2024

in the nation in % of
structurally deficient
bridges

1. Iowa	19.0%
2. West Virginia	18.0%
3. South Dakota	16.0%
4. Maine	15.0%

19

Compared to 18 in 2024

in the nation in # of
structurally deficient
bridges

1. Iowa	4,424
18. Mississippi	967
19. South Dakota	945
20. Tennessee	887

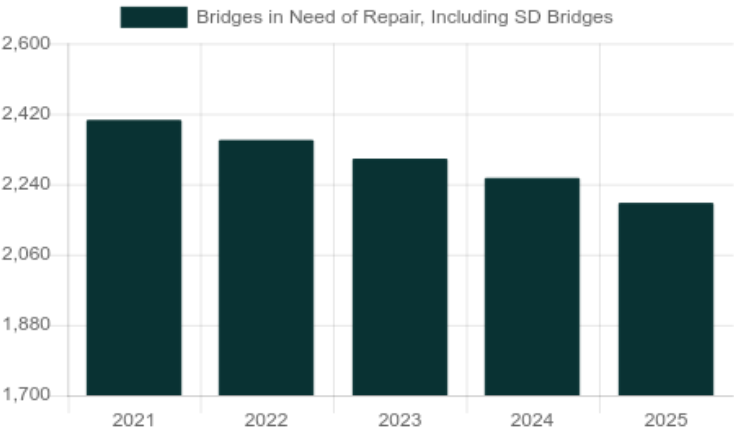
8

Compared to 9 in 2024

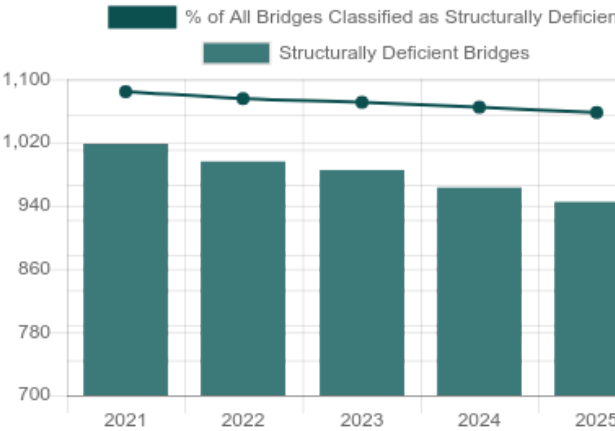
in the nation in % of structurally
deficient bridge deck area

1. West Virginia	13.0%
7. Maine	10.0%
8. South Dakota	8.0%
9. Washington	8.0%

Number of Bridges in Need of Repair, Including Structurally Deficient Bridges



Number of Structurally Deficient Bridges



Top Most Traveled Structurally Deficient Bridges in South Dakota

County	Year Built	Daily Crossings	Type of Bridge	Location
Brown	1954	21,635	Urban other principal arterial	US012 over Moccasin Ck
Minnehaha	1979	13,800	Rural minor arterial	49th Street over Big Sioux River
Minnehaha	1986	9,363	Urban minor arterial	S. Cliff Avenue over Big Sioux River
Minnehaha	1989	8,815	Rural Interstate	I090 W over Sd038
Union	1960	8,020	Rural Interstate	I029 N over 302 St (Fas 6372)
Moody	1966	7,985	Rural Interstate	I029 N over Big Sioux Rv
Moody	1966	7,985	Rural Interstate	I029 S over Big Sioux Rv
Hughes	1950	7,155	Urban minor arterial	Capitol Ave over Capitol Lake Outlet
Minnehaha	1975	5,300	Urban minor arterial	River Boulevard over Big Sioux River
Codington	1974	4,970	Urban minor arterial	14th Ave. N, Wtn. over Big Sioux Rv
Pennington	1974	4,700	Urban collector	Chapel Lane over Rapid Ck
Brule	1952	4,431	Rural minor arterial	Sd050 over R&W RR
Lawrence	1988	3,981	Urban collector	Grant Street over Spearfish Ck
Yankton	1976	3,980	Urban collector	W 23rd Street over Marne Creek
Davison	1946	3,776	Rural arterial	Sd037 over Ck
Beadle	1960	3,601	Urban other principal arterial	US014 over James Rv
Minnehaha	1953	3,442	Rural minor arterial	Sd011 over West Pipestone Ck
Brown	1959	3,041	Rural arterial	US281 over Elm Rv
Edmunds	1974	2,666	Rural arterial	US012 over Ck
Lyman	1953	2,622	Rural local road	I090 Wf over R&W RR
Grant	1914	2,560	Urban local road	2nd Avenue over BNSF Railroad
Minnehaha	1966	2,419	Rural major collector	258th St, Hwy 130 over Big Sioux River
Pennington	1947	2,378	Rural arterial	US385 over Horse Ck
Brown	1974	2,069	Urban collector	10th Avenue SE over Moccasin Creek
Lawrence	1934	2,000	Rural major collector	County Rd 014B over Miller Ck

Bridge Inventory: South Dakota

Type of Bridge	Number of Bridges	Area of All Bridges (sq. meters)	Daily Crossings on All Bridges	Number of Structurally Deficient Bridges	Area of Structurally Deficient Bridges (sq. meters)	Daily Crossings on Structurally Deficient Bridges
Rural Interstate	332	201,626	1,992,569	4	4,186	32,805
Rural arterial	466	268,197	1,023,426	11	7,935	18,103
Rural minor arterial	543	247,028	716,997	17	18,280	32,241
Rural major collector	1,174	342,919	499,386	131	29,747	45,295
Rural minor collector	237	61,567	42,247	48	7,935	8,272
Rural local road	2,704	387,223	219,837	714	78,609	50,220
Urban Interstate	122	111,639	1,804,893	0	0	0
Urban freeway/expressway	8	11,068	68,609	0	0	0
Urban other principal arterial	79	103,136	894,274	2	2,761	25,236
Urban minor arterial	94	84,813	751,688	5	4,936	27,138
Urban collector	55	33,389	178,866	4	1,403	14,730
Urban local road	69	18,566	60,909	9	2,249	4,943
Total	5,883	1,871,169	8,253,701	945	158,040	258,983

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	1,106	\$912	594,465	253,725
Widening & rehabilitation	1	\$2	21,635	811
Rehabilitation	421	\$281	190,358	115,352
Deck rehabilitation/replacement	49	\$81	133,891	33,132
Other structural work	615	\$279	234,896	114,442
Total	2,192	\$1,555	1,175,245	517,462

About the data:

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on June 24, 2025. Note that specific conditions on bridges may have changed as a result of recent work or updated inspections.

Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 federal aid highway bill Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient.

The new definition limits the classification to bridges where one of the key structural elements—the deck, superstructure, substructure or culverts, are rated in poor or worse condition. 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.

Cost estimates have been derived by ARTBA, based on 2023 average bridge replacement costs for structures on and off the National Highway System, [published by FHWA](#). Bridge rehabilitation costs are estimated to be 68 percent of replacement costs. A bridge is considered to need repair if the structure has identified repairs as part of the NBI, a repair cost estimate is supplied by the bridge owner or the bridge is classified as structurally deficient. Please note that for a few states, the number of bridges needing to be repaired can vary significantly from year to year, and reflects the data entered by the state.

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. Other principal arterials serve major centers of urban areas or provide mobility through rural areas. Freeways and expressways have directional lanes generally separated by a physical barrier, and access/egress points generally limited to on- and off-ramps. Minor arterials serve smaller areas and are used for trips of moderate length. 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.
