

Highlights from FHWA’s 2023 National Bridge Inventory Data

- Of the 4,187 bridges in the counties of this district, 988, or 23.6 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 993 bridges classified as structurally deficient in 2019.
- Repairs are needed on 2,713 bridges in the district, which will cost an estimated \$851.5 million.
- This compares to 2,786 bridges that needed work in 2019.
- The state has committed \$8.0 million in IJA bridge formula funds to support 5 projects in the District.

Bridge Inventory

Type of Bridge	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	154	170,223	1,854,720	0	0	0
Other principal arterial	132	153,204	537,590	0	0	0
Minor arterial	197	138,001	394,021	3	772	2,154
Major collector	567	223,993	343,453	134	42,076	62,197
Minor collector	625	176,417	62,758	141	30,010	10,857
Local	1,826	320,979	72,905	673	83,345	22,826
Urban Bridges						
Interstate	173	349,007	5,010,660	2	1,242	12,100
Freeway/expressway	0	0	0	0	0	0
Other principal arterial	134	253,905	1,520,881	0	0	0
Minor arterial	154	207,479	979,365	12	19,881	84,151
Collector	96	66,597	219,807	4	4,513	10,608
Local	129	45,927	109,553	19	5,910	13,004
Total	4,187	2,105,733	11,105,713	988	187,750	217,897

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	1,346	\$341.7	208,407	226,825
Widening & rehabilitation	13	\$4.3	26,606	4,177
Rehabilitation	132	\$72.1	215,622	70,099
Deck rehabilitation/replacement	13	\$4.0	1,786	3,928
Other work	1,209	\$429.4	742,105	414,840
Total	2,713	\$851.5	1,194,526	719,869

Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
Polk	1935	17,535	Urban minor arterial	2nd Ave over Des Moines River
Polk	1936	17,535	Urban minor arterial	2nd Ave over Birdland Dr
Polk	1967	14,122	Urban minor arterial	Sw 9th St over Cherry, RR, Mlk Pkwy
Polk	1967	6,882	Urban minor arterial	Sw 8th St over RR, Cherry, Mlk Jr Pkwy
Pottawattamie	1967	6,050	Urban Interstate	I 29 NB over 25th St
Pottawattamie	1967	6,050	Urban Interstate	I 29 SB over 25th St
Pottawattamie	1938	5,902	Urban minor arterial	N Broadway over Indian Creek
Warren	1971	4,469	Urban collector	City Street over Middle S Creek
Polk	1965	4,101	Urban minor arterial	Vandalia Rd over Four Mile Creek
Pottawattamie	1930	4,063	Urban minor arterial	9th Ave over Indian Creek

Data includes information for the following area(s): Adair County, Adams County, Cass County, Dallas County, Fremont County, Guthrie County, Madison County, Mills County, Montgomery County, Page County, Polk County, Pottawattamie County, Ringgold County, Taylor County, Union County, Warren County

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on July 3, 2023. Note that specific conditions on bridges may have changed because 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 surface transportation law 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 2020 and 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.