American Road & Transportation Builders Association

National Bridge Inventory: Idaho

- The state has identified needed repairs on 1,528 bridges.
- This compares to 1,543 bridges that needed work in 2020.
- Over the life of the IIJA, Idaho will receive a total of $225.0 million in bridge formula funds, which will help make needed repairs.
- Idaho currently has access to $135.0 million of that total, and has committed $123.5 million towards 78 projects as of June 2024.
- Of the 4,616 bridges in the state, 226, or 4.9 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 286 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 3.3 percent of total deck area on all structures.

33

Compared to 33 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
32. Indiana	5.0%
33. Idaho	5.0%
34. Colorado	5.0%

39

Compared to 39 in 2023

in the nation in # of structurally deficient bridges

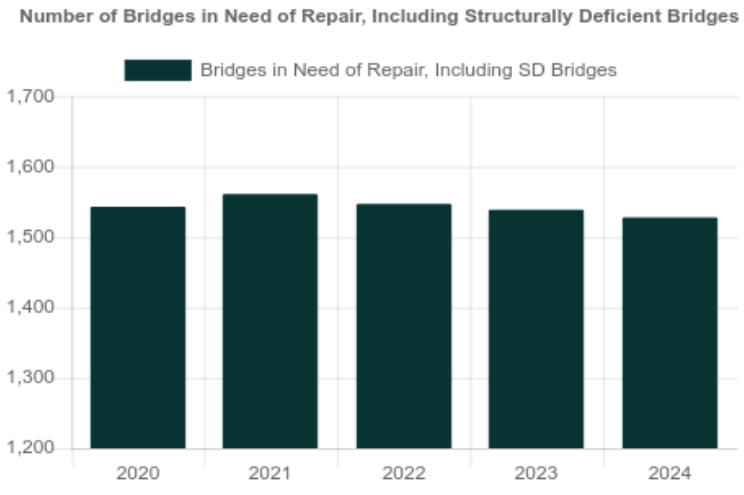
1. Iowa	4,544
38. Georgia	240
39. Idaho	226
40. Connecticut	206

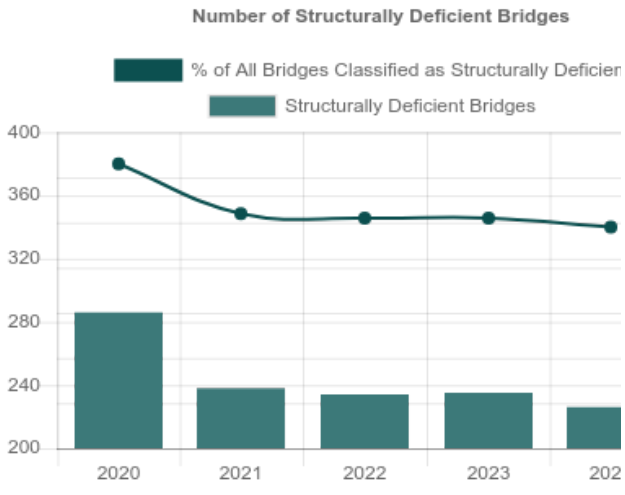
38

Compared to 35 in 2023

in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
37. Oklahoma	3.0%
38. Idaho	3.0%
39. Kansas	3.0%





Top Most Traveled Structurally Deficient Bridges in Idaho

County	Year Built	Daily Crossings	Type of Bridge	Location
Kootenai	1971	31,500	Urban Interstate	I 90 WBL over Pedestrian/Bike Path
Bonneville	1994	25,500	Urban other principal arterial	S 25 E; S Hitt Rd over Sand Creek
Canyon	1956	20,000	Urban other principal arterial	Nhs 7773;10th Ave over City St;UPRR;Caldwell Op
Bonneville	1957	19,500	Urban minor arterial	SMA 7406;17th St over Sand Creek
Bingham	1961	13,750	Rural Interstate	I 15 SBL over I15B;UPRR;S.Blackfoot Ic
Bingham	1961	13,750	Rural Interstate	I 15 NBL over I15B;UPRR;S.Blackfoot Ic
Twin Falls	1959	11,000	Urban collector	Stc7232;Blue Lakes over Rock Creek
Jerome	1963	9,750	Rural minor collector	Ridgeway Road over C Canal
Shoshone	1972	8,300	Rural Interstate	I 90 EBL & WBL over RR Roadbed/No Tracks
Bannock	1962	7,750	Rural Interstate	I 15 NBL over Main Street Gs
Bannock	1962	7,750	Rural Interstate	I 15 SBL over Main Street Gs
Bannock	1962	7,750	Rural Interstate	I 15 NBL over I 15B;W.Inkom Ic
Bingham	1936	6,900	Urban other principal arterial	I 15B ;US 91 over Blackfoot River
Bingham	1936	6,800	Urban minor arterial	SMA 7611;W. Bridge over Snake River
Twin Falls	1973	6,300	Urban minor arterial	Stc2714;37 North over Rock Creek
Teton	1975	5,500	Rural minor arterial	SH 33 over Spring Creek
Bonner	1962	5,200	Rural arterial	US 2 over Priest River
Canyon	1980	5,000	Urban Interstate	I 84 WB On Ramp over Boise River;Ramp Da Br
Payette	1953	4,800	Urban minor arterial	SH 52 over Snake River;Payette Br.
Valley	1933	4,200	Rural arterial	SH 55 over UPRR;N.Fk.Payette River
Bingham	1923	4,000	Rural arterial	US 91 over Gibson Lateral Canal
Bingham	1951	3,600	Rural minor arterial	US 91 over Blackfoot Canal
Canyon	1933	3,500	Urban minor arterial	SMA 7733;Kimball A over Indian Creek
Bannock	1969	2,800	Urban collector	Stc7151;Benton St over Portneuf River
Twin Falls	1934	2,700	Rural minor arterial	US 30 over Dry Creek

Bridge Inventory: Idaho

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	276	220,303	2,340,100	8	6,734	60,820
Rural arterial	342	298,156	2,066,110	3	2,380	13,400
Rural minor arterial	251	144,845	663,670	6	1,671	15,300
Rural major collector	765	266,448	975,206	28	14,084	19,748
Rural minor collector	232	48,790	97,606	16	3,357	13,705
Rural local road	2,108	299,053	371,011	150	19,107	16,862
Urban Interstate	111	122,163	2,996,850	2	1,640	36,500
Urban freeway/expressway	0	0	0	0	0	0
Urban other principal arterial	188	254,822	3,300,680	3	4,621	52,400
Urban minor arterial	145	101,342	1,448,730	5	4,821	40,900
Urban collector	88	32,633	322,750	3	1,781	15,800
Urban local road	110	36,032	155,708	2	331	1,530
Total	4,616	1,824,587	14,738,421	226	60,528	286,965

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	1,406	$1,770	3,560,106	562,435
Widening & rehabilitation	24	$31	66,705	14,212
Rehabilitation	74	$86	82,284	40,244
Deck rehabilitation/replacement	6	$6	1,510	2,588
Other structural work	18	$23	93,371	10,847
Total	1,528	$1,915	3,803,976	630,325

About the data:

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on August 20, 2024. 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.