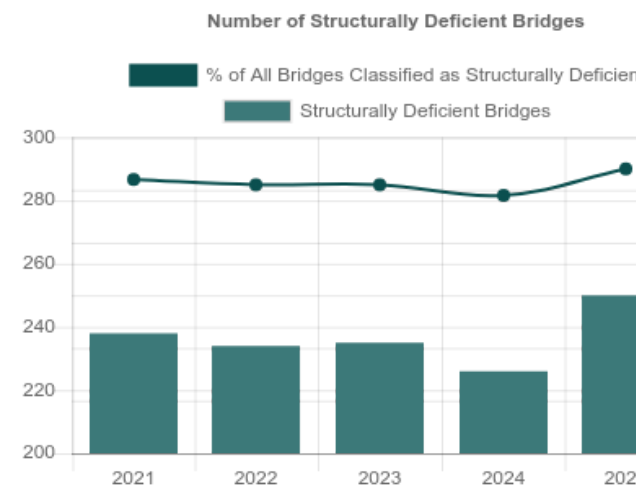
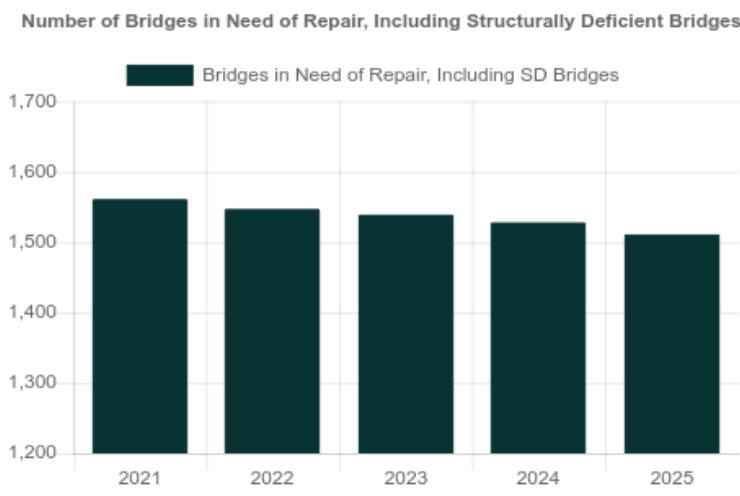
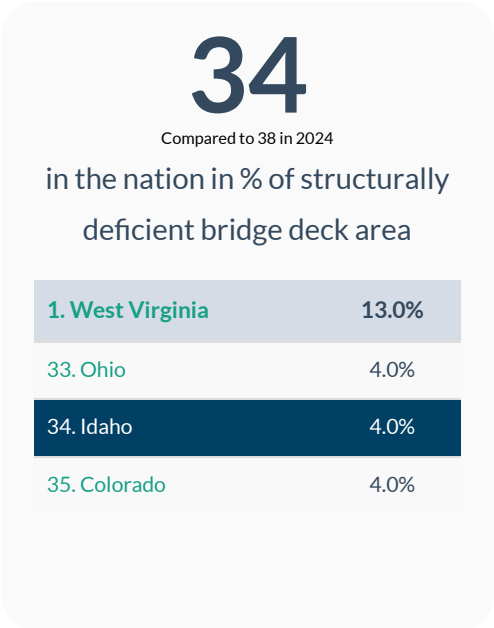
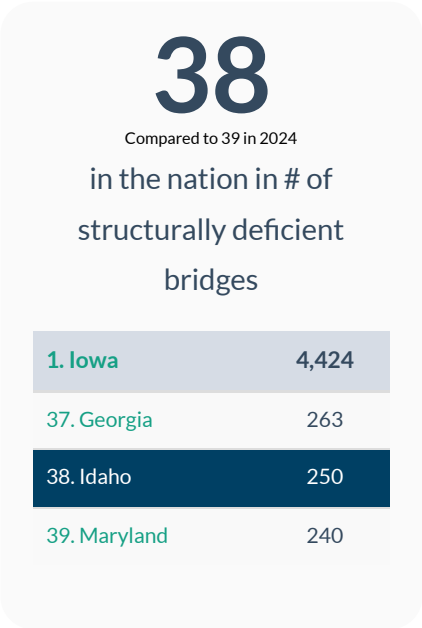
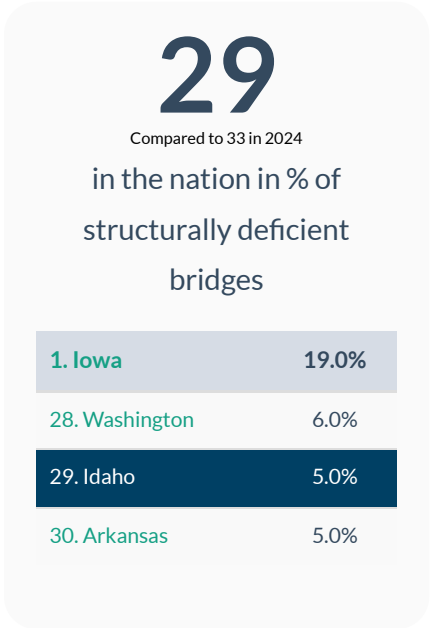


National Bridge Inventory: Idaho

- The state has identified needed repairs on 1,511 bridges.
- This compares to 1,561 bridges that needed work in 2021.
- 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 \$180.0 million of that total, and has committed \$165.4 million towards 103 projects as of June 2025.
- Of the 4,646 bridges in the state, 250, or 5.4 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 238 bridges classified as structurally deficient in 2021.
- The deck area of structurally deficient bridges accounts for 3.8 percent of total deck area on all structures.



Top Most Traveled Structurally Deficient Bridges in Idaho

County	Year Built	Daily Crossings	Type of Bridge	Location
Kootenai	1971	31,250	Urban Interstate	I 90 WBL over Pedestrian/Bike Path
Bonneville	1994	27,500	Urban other principal arterial	S 25 E; S Hitt Rd over Sand Creek
Canyon	1956	19,500	Urban other principal arterial	Nhs 7773;10th Ave over City St;UPRR;Caldwell Op
Bonneville	1984	18,000	Urban other principal arterial	Stp7046;Lincoln Rd over Idaho Canal
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	11,500	Urban collector	Stc7232;Blue Lakes over Rock Creek
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
Bannock	1962	7,750	Rural Interstate	I 15 NBL over Main Street Gs
Lemhi	1926	7,300	Rural arterial	US 93 over Salmon River;Salmon Br.
Ada	1964	7,000	Urban minor arterial	SMA 7643;Healy Rd over New York Canal
Bingham	1936	7,000	Urban other principal arterial	I 15B ;US 91 over Blackfoot River
Bingham	1936	6,900	Urban minor arterial	SMA 7611;W. Bridge over Snake River
Ada	1954	6,700	Urban minor arterial	SMA 7643;Eckert Rd over Ridenbaugh Canal
Ada	1954	6,700	Urban minor arterial	SMA 7643;Eckert Rd over Boise River(Barber Br)
Latah	1992	6,400	Urban minor arterial	SMA 7674;Mtn View over Paradise Creek
Twin Falls	1973	6,000	Urban minor arterial	Stc2714;37 North over Rock Creek
Teton	1975	5,600	Rural minor arterial	SH 33 over Spring Creek
Canyon	1966	5,400	Urban other principal arterial	Blaine St over Old Indian Creek Channel
Payette	1953	5,100	Urban minor arterial	SH 52 over Snake River;Payette Br.
Bingham	1951	4,600	Rural minor arterial	US 91 over Blackfoot Canal
Valley	1933	4,100	Rural arterial	SH 55 over UPRR;N.Fk.Payette River
Kootenai	2012	3,800	Rural major collector	Bunco Road over Bunco Rd; US 95 Ic
Bingham	1923	3,800	Rural arterial	US 91 over Gibson Lateral Canal

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	277	221,097	2,445,790	7	4,641	52,520
Rural arterial	343	300,460	2,148,950	4	4,195	18,300
Rural minor arterial	252	144,108	703,250	7	3,062	18,140
Rural major collector	767	270,918	1,025,646	31	17,924	22,000
Rural minor collector	232	49,373	92,606	18	4,086	6,066
Rural local road	2,120	302,173	379,667	166	21,451	19,382
Urban Interstate	118	129,318	3,207,600	1	491	31,250
Urban freeway/expressway	0	0	0	0	0	0
Urban other principal arterial	189	257,774	3,392,950	5	5,501	77,400
Urban minor arterial	145	101,289	1,499,080	8	6,232	46,800
Urban collector	89	32,902	335,660	3	1,781	16,400
Urban local road	114	36,831	157,928	0	0	0
Total	4,646	1,846,243	15,389,127	250	69,365	308,258

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	1,363	\$2,081	3,587,129	559,927
Widening & rehabilitation	24	\$36	68,485	14,212
Rehabilitation	100	\$113	124,232	44,758
Deck rehabilitation/replacement	6	\$7	2,670	2,588
Other structural work	18	\$27	99,971	10,848
Total	1,511	\$2,264	3,882,487	632,333

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.
