

Highlights from FHWA's 2020 National Bridge Inventory Data

- Of the 4,522 bridges in the state, 286, or 6.3 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 360 bridges classified as structurally deficient in 2016.
- The deck area of structurally deficient bridges accounts for 5.0 percent of total deck area on all structures.
- 17 of the structurally deficient bridges are on the Interstate Highway System. A total of 90.2 percent of the structurally deficient bridges are not on the National Highway System, which includes the Interstate and other key roads linking major airports, ports, rail and truck terminals.
- 428 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 1,543 bridges at an estimated cost of \$1.6 billion.

Bridge Inventory

Type of Bridge ⁴	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	273	214,503	2,205,040	14	16,382	123,100
Other principal arterial	337	289,011	1,839,850	9	9,925	40,900
Minor arterial	240	127,079	521,620	3	748	8,300
Major collector	729	259,000	768,894	35	15,673	29,640
Minor collector	276	54,980	82,297	17	3,601	4,132
Local	1,996	275,797	297,656	186	23,246	18,881
Urban Bridges						
Interstate	114	115,180	2,719,550	3	2,160	49,000
Freeway/expressway	0	0	0	0	0	0
Other principal arterial	187	251,942	2,984,900	4	10,724	49,100
Minor arterial	158	116,870	1,383,190	3	3,630	11,700
Collector	108	34,563	331,250	7	2,219	14,210
Local	104	36,092	109,193	5	903	2,950
Total	4,522	1,775,017	13,243,440	286	89,212	351,913

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	1,403	\$1,431,615.1	3,307,397	565,407
Widening & rehabilitation	40	\$34,397.1	178,298	20,118
Rehabilitation	74	\$67,526.9	113,302	39,015
Deck rehabilitation/replacement	6	\$5,821.5	2,930	3,436
Other work	20	\$26,609.3	90,280	15,218
Total	1,543	\$1,565,969.8	3,692,207	643,194

Top Most Traveled Structurally Deficient Bridges in Idaho

County	Year Built	Daily Crossings	Type of Bridge	Location
Bannock	1962	18,500	Urban Interstate	I 15 SBL over I 86 EB Ramp
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Madison	1971	17,000	Urban other principal arterial	SH 33 over S.Fk.Teton River
Bingham	1965	14,000	Urban other principal arterial	US 26 EBL & WBL over Snake River;W.Blackfoot
Ada	1963	13,500	Rural Interstate	I 84 EBL over Kuna Rd;Blacks Creek Ic
Ada	1963	13,500	Rural Interstate	I 84 WBL over Kuna Rd;Blacks Creek Ic
Bingham	1961	13,000	Rural Interstate	I 15 NBL over I15B;UPRR;S.Blackfoot Ic
Bingham	1961	13,000	Rural Interstate	I 15 SBL over I15B;UPRR;S.Blackfoot Ic
Kootenai	1960	12,000	Urban Interstate	I 90 WBL over STC 7405;Penn.Ave.Gs
Bannock	1967	11,500	Urban other principal arterial	STP 7151;Benton St over First Ave;UPRR;Benton Op

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on March 11, 2021. 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 2019 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.

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