

Highlights from FHWA's 2023 National Bridge Inventory Data

- The state has identified needed repairs on 1,539 bridges.
- Over the life of the IJJA, Idaho will receive a total of \$225.0 million in bridge formula funds, which will help make needed repairs.
- Idaho currently has access to \$90.0 million of that total, and has committed \$92.5 million towards 67 projects as of June 2023.
- Of the 4,588 bridges in the state, 235, or 5.1 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 295 bridges classified as structurally deficient in 2019.

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	273	217,105	2,209,890	10	7,200	76,550
Other principal arterial	342	297,967	1,929,680	5	3,617	18,300
Minor arterial	251	144,847	590,430	6	1,671	13,300
Major collector	766	267,071	856,022	30	15,714	22,608
Minor collector	225	48,361	88,550	14	3,791	3,475
Local	2,092	294,019	311,606	152	19,346	15,854
Urban Bridges						
Interstate	109	118,294	2,769,000	4	3,387	50,000
Freeway/expressway	0	0	0	0	0	0
Other principal arterial	188	254,754	3,080,014	2	4,153	19,600
Minor arterial	146	101,464	1,571,050	4	4,282	18,400
Collector	87	32,353	315,880	4	2,037	18,900
Local	109	35,730	129,568	4	759	2,670
Total	4,588	1,811,966	13,851,690	235	65,957	259,657

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	1,415	\$1,873.0	3,523,797	567,390
Widening & rehabilitation	27	\$30.3	78,575	14,420
Rehabilitation	71	\$97.2	108,068	42,960
Deck rehabilitation/replacement	6	\$5.5	1,470	2,588
Other work	20	\$26.9	88,635	11,347
Total	1,539	\$2,032.9	3,800,545	638,705

Top Most Traveled Structurally Deficient Bridges in Idaho

County	Year Built	Daily Crossings	Type of Bridge	Location
Bannock	1962	17,500	Urban Interstate	I 15 SBL over I 86 WB Ramp
Bannock	1962	17,500	Urban Interstate	I 15 SBL over I 86 EB Ramp
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
Canyon	1956	13,000	Urban other principal arterial	Nhs 7773;10th Ave over City St;UPRR;Caldwell Op
Bingham	1962	12,000	Urban Interstate	I 15 SBL over US 26;West Blackfoot Ic
Twin Falls	1959	10,500	Urban collector	Stc7232;Blue Lakes over Rock Creek
Bannock	1962	8,500	Rural Interstate	I 15 SBL over Main Street Gs
Bannock	1962	8,500	Rural Interstate	I 15 NBL over I 15B;W.Inkom Ic
Bannock	1962	8,500	Rural Interstate	I 15 NBL over Main Street Gs

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on February 1, 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.