

National Bridge Inventory: Nevada

- The state has identified needed repairs on 266 bridges.
- This compares to 270 bridges that needed work in 2020.
- Over the life of the IIJA, Nevada will receive a total of \$225.0 million in bridge formula funds, which will help make needed repairs.
- Nevada currently has access to \$135.0 million of that total, and has committed \$30.2 million towards 5 projects as of June 2024.
- Of the 2,099 bridges in the state, 24, or 1.1 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 28 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 0.8 percent of total deck area on all structures.

52

Compared to 51 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
51. Arizona	1.0%
52. Nevada	1.0%

50

Compared to 50 in 2023

in the nation in # of structurally deficient bridges

1. Iowa	4,544
49. Hawaii	78
50. Nevada	24
51. Delaware	11

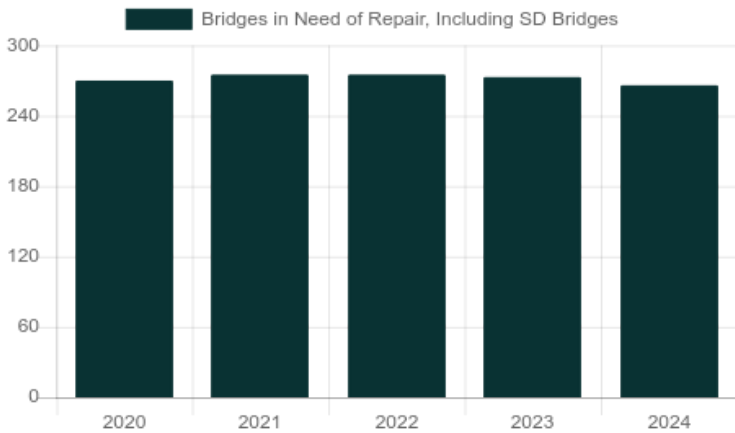
52

Compared to 52 in 2023

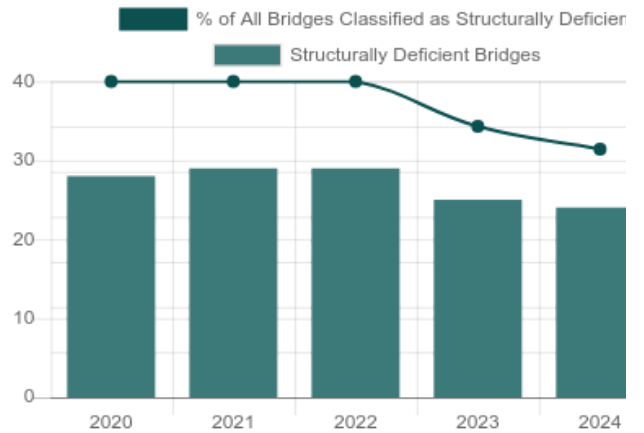
in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
51. Georgia	1.0%
52. Nevada	1.0%

Number of Bridges in Need of Repair, Including Structurally Deficient Bridges



Number of Structurally Deficient Bridges



Top Most Traveled Structurally Deficient Bridges in Nevada

County	Year Built	Daily Crossings	Type of Bridge	Location
Washoe	1966	69,000	Urban Interstate	I 80 over City Streets(Nugget)
Clark	1971	36,000	Urban other principal arterial	Paradise Rd over Tropicana Wash
Washoe	1966	12,800	Urban minor arterial	Keystone Av over Truckee River
Washoe	1980	11,200	Urban minor arterial	Greg St over Truckee River
Washoe	1938	10,000	Urban minor arterial	Arlington Av over Truckee Rvr
Humboldt	1970	9,000	Rural local road	Cross Road over I 80
Washoe	1937	7,600	Urban minor arterial	Sierra St over Truckee Rvr
Elko	1974	6,700	Urban other principal arterial	Idaho St over Dry Wash
Clark	1977	4,325	Rural arterial	US 95 over Eldorado Lake
Elko	1976	3,150	Rural Interstate	I 80 over Uprrr
Washoe	1962	1,300	Rural major collector	Fr Wa09 Canyon Way over Sprrr
Storey	1997	1,050	Rural local road	Six mile Canyon Rd over Six mile Canyon Crk
Washoe	1991	605	Urban local road	Evans Creek Dr over Evans Crk
Lyon	1955	274	Rural local road	Rural Road over Truckee-Carson Canal
Elko	1965	260	Rural major collector	SR 229/Halleck Rd over Humboldt River
Storey	1995	139	Rural local road	Ave De Couleurs over Lousetown Crk
Lyon	1945	128	Rural local road	Shady Av over Gold Canyon Crk
Lyon	1970	85	Rural minor collector	Old SR 3C E. Wk.R over East Fork Walker Rvr
Lyon	1976	70	Rural minor collector	Old SR 3C over East Walker River
Humboldt	1976	55	Rural local road	IRR Ft Mcdermitt over Quinn Rvr
Storey	1998	50	Rural local road	Connect Div Forest over Long Valley Crk
Elko	1991	30	Rural local road	1096: Marys River over Marys River
Elko	1940	20	Rural local road	IRR BIA Rte 12 over Highland Canal
Elko	1933	12	Rural local road	Fr EI49 over Uprrr

Bridge Inventory: Nevada

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	315	233,010	3,919,325	1	1,606	3,150
Rural arterial	150	68,185	955,180	1	113	4,325
Rural minor arterial	37	18,920	175,620	0	0	0
Rural major collector	97	38,192	179,905	2	638	1,560
Rural minor collector	63	27,499	124,908	2	174	155
Rural local road	174	43,521	161,818	10	2,762	10,758
Urban Interstate	292	600,824	18,205,180	1	4,629	69,000
Urban freeway/expressway	85	138,300	4,532,795	0	0	0
Urban other principal arterial	154	181,411	3,936,075	2	1,037	42,700
Urban minor arterial	215	275,725	3,861,646	4	4,532	41,600
Urban collector	222	230,406	2,082,603	0	0	0
Urban local road	295	126,062	1,364,444	1	54	605
Total	2,099	1,982,055	39,499,499	24	15,545	173,853

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	231	\$689	6,763,905	253,293
Widening & rehabilitation	3	\$4	12,300	2,263
Rehabilitation	14	\$22	253,229	11,982
Deck rehabilitation/replacement	0	\$0	0	0
Other structural work	18	\$8	29,574	3,751
Total	266	\$723	7,059,008	271,289

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.
