American Road & Transportation Builders Association

National Bridge Inventory: Utah

- The state has identified needed repairs on 153 bridges.
- This compares to 125 bridges that needed work in 2020.
- Over the life of the IIJA, Utah will receive a total of $225.0 million in bridge formula funds, which will help make needed repairs.
- Utah currently has access to $135.0 million of that total, and has committed $40.9 million towards 30 projects as of June 2024.
- Of the 3,125 bridges in the state, 91, or 2.9 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 62 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 1.9 percent of total deck area on all structures.

44

Compared to 46 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
43. Alabama	3.0%
44. Utah	3.0%
45. Vermont	3.0%

47

Compared to 49 in 2023

in the nation in # of structurally deficient bridges

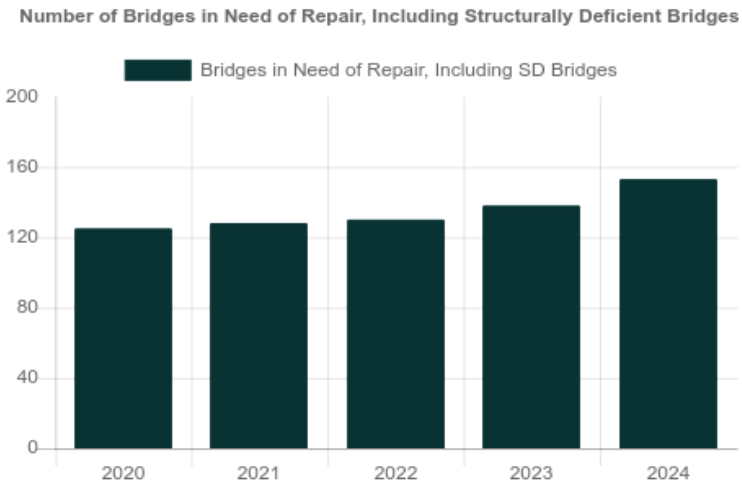
1. Iowa	4,544
46. Arizona	99
47. Utah	91
48. Vermont	83

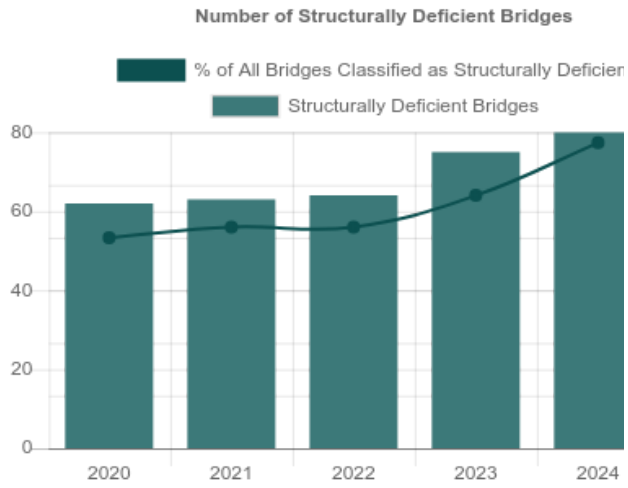
47

Compared to 47 in 2023

in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
46. Alabama	2.0%
47. Utah	2.0%
48. Florida	1.0%





Top Most Traveled Structurally Deficient Bridges in Utah

County	Year Built	Daily Crossings	Type of Bridge	Location
Salt Lake	1980	99,668	Urban freeway/expressway	SR-201,(21 S.St) over 32 West St. Int. X-Rd.
Salt Lake	1976	94,614	Urban Interstate	I-215 (SR-215) NBL over SR-173,54 So. Street
Salt Lake	1979	37,101	Urban minor arterial	106 So over East Jordan Canal
Juab	1984	34,167	Rural Interstate	I-15 (SR-15) NBL over Deer Crossing
Salt Lake	1979	27,800	Urban minor arterial	106 S.St.Fa#2078 over Jordan and Salt Lake C
Morgan	1965	23,828	Rural Interstate	I-84 (SR-84) WBL over Weber River and Uprr
Salt Lake	1966	23,090	Urban other principal arterial	SR-186,Foothill Dr over I-80 (SR-80) EBL and WB
Weber	1967	22,044	Urban Interstate	I-84 (SR-84) WBL over 44 South Street
Salt Lake	1980	21,152	Urban other principal arterial	SR-172 (56 W St) over I-80 (SR-80) EBL & ; W
Salt Lake	1936	20,009	Urban minor arterial	Highland Drive over Big Cottonwood Creek
Salt Lake	1965	16,415	Urban minor arterial	650 North Street over Jordan River
Salt Lake	1980	16,400	Urban collector	3 East Street over Mill Creek
Washington	1998	15,587	Urban collector	Foremaster Drive over Rim Rock Wash
Morgan	1967	12,609	Rural Interstate	I-84 (SR-84) over Weber River
Davis	1973	11,728	Urban collector	State Street over I-15,(SR-15),UPRR & ;
Salt Lake	1935	9,840	Urban minor arterial	134 South Street over Utah and Salt Lake Canal
Weber	1966	9,768	Urban collector	44 South Street over I-15 (SR-15) NBL and SBl
Box Elder	1968	8,412	Urban other principal arterial	SR-126 over I-15 (SR-15) NBL and SBl
Cache	1983	8,155	Urban collector	Logan City Street over Logan River
Juab	1984	7,336	Urban minor arterial	SR-28 over I-15 (SR-15) NBL & S
Salt Lake	1940	7,142	Urban minor arterial	56 South Street over Jordan Salt Lake Canal
Salt Lake	1995	6,552	Urban local road	7180 South Street over Little Cottonwood Creek
Weber	1965	6,300	Urban local road	Parker Drive-Ogden over Weber River
Salt Lake	1956	4,596	Urban collector	2 South Street over Jordan River
Salt Lake	1960	2,293	Urban local road	5 South Street over Jordan River

Bridge Inventory: Utah

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	417	273,391	6,139,273	4	9,213	70,624
Rural arterial	186	117,269	1,679,421	1	178	1,559
Rural minor arterial	144	51,341	344,771	3	743	3,584
Rural major collector	299	91,351	413,751	9	1,690	5,568
Rural minor collector	146	32,272	60,578	5	633	469
Rural local road	531	92,137	159,777	34	3,158	6,662
Urban Interstate	470	640,167	41,629,176	4	2,816	117,760
Urban freeway/expressway	66	78,394	2,052,355	1	3,463	99,668
Urban other principal arterial	284	337,681	6,264,935	3	5,634	52,654
Urban minor arterial	169	169,574	2,101,544	7	3,740	125,643
Urban collector	211	98,037	1,072,001	10	4,464	70,437
Urban local road	202	60,487	443,612	10	2,933	22,471
Total	3,125	2,042,101	62,361,194	91	38,666	577,099

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	24	$52	638,033	15,317
Widening & rehabilitation	2	$2	30,341	1,013
Rehabilitation	100	$104	607,394	41,809
Deck rehabilitation/replacement	3	$0	400	143
Other structural work	24	$14	8,555	5,045
Total	153	$173	1,284,723	63,328

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.