

Highlights from FHWA's 2020 National Bridge Inventory Data

- Of the 901 bridges in the counties of this district, 24, or 2.7 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 23 bridges classified as structurally deficient in 2016.
- 21 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- Repairs are needed on 172 bridges in the district, which will cost an estimated \$376.3 million.
- This compares to 173 bridges that needed work in 2016.

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	239	192,657	1,645,870	0	0	0
Other principal arterial	55	18,962	357,100	1	73	1,300
Minor arterial	28	13,730	118,460	0	0	0
Major collector	69	25,918	104,565	4	1,459	2,460
Minor collector	38	13,692	40,555	2	174	155
Local	147	35,244	78,132	9	1,684	1,677
Urban Bridges						
Interstate	87	147,580	4,107,650	1	4,629	52,500
Freeway/expressway	28	25,429	977,200	0	0	0
Other principal arterial	43	49,331	676,830	1	143	6,700
Minor arterial	69	81,695	829,332	5	5,386	53,900
Collector	34	20,065	168,560	0	0	0
Local	64	18,313	124,361	1	54	605
Total	901	642,615	9,228,615	24	13,603	119,297

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	152	\$359.3	2,609,974	144,643
Widening & rehabilitation	3	\$3.3	12,700	2,263
Rehabilitation	8	\$11.1	66,119	6,508
Deck rehabilitation/replacement	0	\$0.0	0	0
Other work	9	\$2.6	4,210	1,302
Total	172	\$376.3	2,693,003	154,716

Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
Washoe	1966	52,500	Urban Interstate	I 80 over City Streets(Nugget)
Washoe	1921	13,000	Urban minor arterial	Arlington Av over Truckee Rvr
Washoe	1966	12,800	Urban minor arterial	Keystone Av over Truckee River
Washoe	1971	10,500	Urban minor arterial	Parr Bl over US 395
Washoe	1938	10,000	Urban minor arterial	Arlington Av over Truckee Rvr
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
Washoe	1962	1,300	Rural major collector	Fr Wa09 Canyon Way over Sprr
Churchill	2017	1,300	Rural arterial	US95 over Drainage
Storey	1997	1,000	Rural local road	Six mile Canyon Rd over Six mile Canyon Crk

Data includes information for the following area(s): Churchill County, Douglas County, Elko County, Eureka County, Humboldt County, Lander County, Lyon County, Pershing County, Storey County, Washoe County, Carson City

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 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 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.