Nevada – Congressional District 3

American Road & Transportation Builders Association

District Bridge Profile

Highlights from FHWA's 2023 National Bridge Inventory Data

- Of the 1,137 bridges in the counties of this district, 2, or 0.2 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 4 bridges classified as structurally deficient in 2019.
- Repairs are needed on 91 bridges in the district, which will cost an estimated $311.7 million.
- This compares to 86 bridges that needed work in 2019.
- There currently are now projects in the District that use IIJA formula bridge funds.

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	79	40,002	2,018,850	0	0	0
Other principal arterial	64	42,440	500,990	1	113	4,325
Minor arterial	6	4,940	39,700	0	0	0
Major collector	21	11,049	63,280	0	0	0
Minor collector	21	11,530	79,518	0	0	0
Local	20	7,682	34,758	0	0	0
Urban Bridges						
Interstate	202	444,561	13,457,760	0	0	0
Freeway/expressway	57	112,871	3,418,295	0	0	0
Other principal arterial	106	122,386	3,080,400	1	893	36,000
Minor arterial	145	188,469	3,009,846	0	0	0
Collector	187	205,199	1,881,633	0	0	0
Local	229	109,114	1,091,042	0	0	0
Total	**1,137**	**1,300,243**	**28,676,072**	**2**	**1,007**	**40,325**

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	75	$291.9	3,875,462	107,685
Widening & rehabilitation	0	$0	0	0
Rehabilitation	5	$10.9	163,412	5,759
Deck rehabilitation/replacement	0	$0	0	0
Other work	11	$8.9	26,511	4,181
Total	**91**	$311.7	**4,065,385**	**117,625**

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Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
Clark	1971	36,000	Urban other principal arterial	Paradise Rd over Tropicana Wash
Clark	1977	4,325	Rural arterial	US 95 over Eldorado Lake

Data includes information for the following area(s): Clark County

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About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on July 3, 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.