

Highlights from FHWA's 2023 National Bridge Inventory Data

- The state has identified needed repairs on 273 bridges.
- 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 \$90.0 million of that total, and has committed \$28.5 million towards 5 projects as of June 2023.
- Of the 2,090 bridges in the state, 25, or 1.2 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 26 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	318	232,776	3,921,225	1	1,606	3,150
Other principal arterial	150	68,203	954,380	2	221	6,125
Minor arterial	37	18,918	175,620	0	0	0
Major collector	96	37,822	179,605	2	638	1,560
Minor collector	61	25,438	121,348	2	174	155
Local	174	44,616	161,804	10	1,949	1,782
Urban Bridges						
Interstate	292	601,156	18,355,530	1	4,629	69,000
Freeway/expressway	85	138,300	4,532,795	0	0	0
Other principal arterial	149	171,738	3,837,075	2	1,037	42,700
Minor arterial	213	271,495	3,848,146	4	4,532	41,600
Collector	221	225,264	2,080,103	0	0	0
Local	294	127,613	1,363,444	1	54	605
Total	2,090	1,963,338	39,531,076	25	14,840	166,677

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	234	\$691.3	6,765,741	254,049
Widening & rehabilitation	3	\$4.0	12,300	2,263
Rehabilitation	15	\$24.1	245,816	12,743
Deck rehabilitation/replacement				
Other work	21	\$11.6	32,461	5,534
Total	273	\$731.0	7,056,318	274,590

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
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 Upr
Nye	1936	1,800	Rural arterial	US 6 over Ralston Wash

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.