

# National Bridge Inventory: Wyoming

- The state has identified needed repairs on 1,180 bridges.
- This compares to 1,209 bridges that needed work in 2020.
- Over the life of the IIJA, Wyoming will receive a total of \$225.0 million in bridge formula funds, which will help make needed repairs.
- Wyoming currently has access to \$135.0 million of that total, and has committed \$21.8 million towards 56 projects as of June 2024.
- Of the 3,136 bridges in the state, 204, or 6.5 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 218 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 8.2 percent of total deck area on all structures.

## 24

Compared to 24 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
23. Wisconsin	7.0%
24. Wyoming	7.0%
25. South Carolina	6.0%

## 41

Compared to 41 in 2023

in the nation in # of structurally deficient bridges

1. Iowa	4,544
40. Connecticut	206
41. Wyoming	204
42. New Hampshire	191

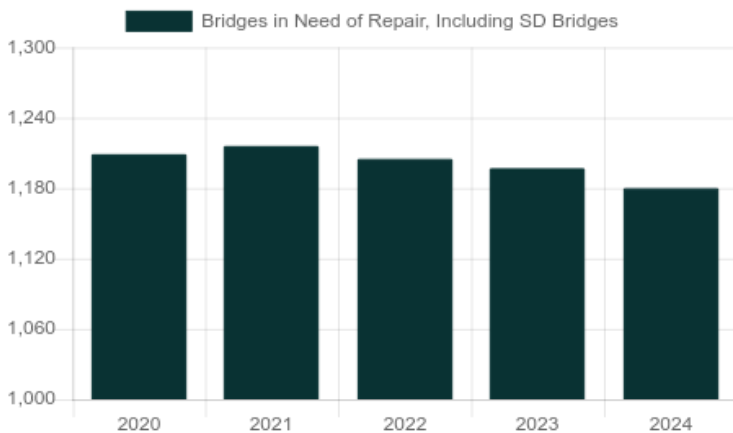
## 10

Compared to 14 in 2023

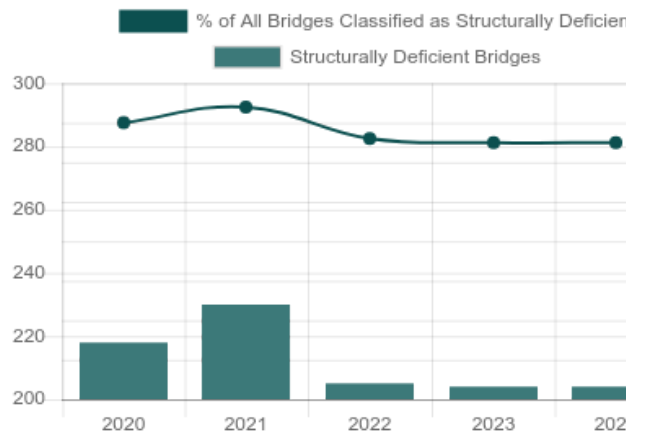
in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
9. South Dakota	9.0%
10. Wyoming	8.0%
11. Michigan	8.0%

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



Number of Structurally Deficient Bridges



## Top Most Traveled Structurally Deficient Bridges in Wyoming

County	Year Built	Daily Crossings	Type of Bridge	Location
Teton	1960	19,219	Rural minor arterial	Wyo 22 over Snake River
Teton	1949	17,430	Rural minor arterial	Wyo 22 over Fish Creek
Teton	1938	15,368	Urban other principal arterial	US 89 over Flat Creek
Laramie	1976	13,541	Urban other principal arterial	Wyo 212 over Crow Creek
Laramie	1977	13,062	Urban other principal arterial	Wyo 212 over I-80
Laramie	1963	10,790	Urban Interstate	I-25 NBL over I-80
Laramie	1966	10,420	Urban Interstate	I-80 EBL over South Greeley Highway
Laramie	1965	10,420	Urban Interstate	I-80 EBL over Cr 123-1 (Southwest Dr)
Laramie	1964	10,038	Rural Interstate	I-25 SBL over Wyo 223 (Terry Ranch Rd)
Laramie	1966	10,016	Urban Interstate	I-80 WBL over South Greeley Highway
Sweetwater	1978	9,912	Urban other principal arterial	Wyo 530 SBL over UPRR / I-80 Bus
Sweetwater	1994	9,912	Urban other principal arterial	Wyo 530 NBL over UPRR / I-80 Bus
Sweetwater	1982	9,754	Urban other principal arterial	Wyo 530 SBL over Green River
Laramie	1992	9,543	Urban minor arterial	Converse Avenue over Dry Creek
Laramie	1982	9,268	Urban Interstate	I-180 NBL over Upr
Laramie	1963	9,183	Urban Interstate	I-25 NBL over UPRR / US 30
Uinta	1967	8,612	Urban Interstate	I-80 WBL over Yellow Creek Road
Uinta	1967	8,003	Urban Interstate	I-80 EBL over Yellow Creek Road
Natrona	1960	7,970	Rural local road	Hereford Lane over I-25
Sweetwater	1966	7,619	Urban Interstate	I-80 EBL over SW Cr 53 (White Mtn Rd)
Sweetwater	1967	6,937	Rural Interstate	I-80 EBL over Wyo 374
Sweetwater	1964	6,627	Rural Interstate	I-80 EBL over Wyo 377
Albany	1969	6,206	Rural Interstate	I-80 WBL over Cr 57 (Dutton Creek Rd)
Uinta	1984	5,995	Urban minor arterial	I-80 Bus over Upr
Laramie	1957	5,943	Rural Interstate	I-25 NBL over US 85

## Bridge Inventory: Wyoming

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	801	376,480	3,321,411	23	14,088	98,796
Rural arterial	367	217,950	1,023,198	8	2,721	17,415
Rural minor arterial	206	94,082	375,889	10	10,115	52,032
Rural major collector	384	153,420	310,929	14	5,156	9,691
Rural minor collector	391	107,355	186,495	46	12,308	16,551
Rural local road	674	118,013	100,591	74	15,296	20,541
Urban Interstate	116	111,741	972,617	11	17,501	92,417
Urban freeway/expressway	0	0	0	0	0	0
Urban other principal arterial	63	70,323	792,476	6	13,792	71,549
Urban minor arterial	59	58,392	345,919	6	16,914	26,665
Urban collector	49	25,099	127,431	3	1,243	8,597
Urban local road	26	5,896	22,510	3	606	1,731
<b>Total</b>	<b>3,136</b>	<b>1,338,752</b>	<b>7,579,466</b>	<b>204</b>	<b>109,740</b>	<b>415,985</b>

## Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	131	\$123	113,065	41,442
Widening & rehabilitation	14	\$12	17,461	5,945
Rehabilitation	121	\$186	429,229	91,499
Deck rehabilitation/replacement	29	\$29	112,311	14,031
Other structural work	885	\$558	1,209,293	276,219
<b>Total</b>	<b>1,180</b>	<b>\$908</b>	<b>1,881,359</b>	<b>429,136</b>

#### 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.

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