



Highlights from FHWA's 2018 National Bridge Inventory Data

- Of the 3,129 bridges in the state, 257, or 8.2 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 396 bridges classified as structurally deficient in 2014.
- 45 of the structurally deficient bridges are on the Interstate Highway System.
- 220 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 1,233 bridges at an estimated cost of \$254.8 million.
- This compares to 1,316 bridges that needed work in 2014.

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	761	345,858	3,172,435	35	20,232	156,828
Other principal arterial	339	185,692	820,510	13	7,565	41,621
Minor arterial	177	77,019	241,838	2	3,664	11,511
Major collector	321	132,193	264,029	16	5,056	12,496
Minor collector	211	80,777	230,963	27	11,705	22,752
Local	935	185,133	461,084	127	29,427	60,314
Urban Bridges						
Interstate	164	144,187	1,147,197	10	16,607	84,458
Freeway/expressway	7	6,580	74,329	0	0	0
Other principal arterial	76	90,730	758,859	6	17,051	43,358
Minor arterial	41	43,794	173,604	7	5,457	28,860
Collector	51	33,450	144,816	6	2,517	12,608
Local	46	14,131	79,637	8	2,016	8,762
Total	3,129	1,339,545	7,569,301	257	121,296	483,568

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	159	\$70,053	151,606	49,233
Widening & rehabilitation	14	\$2,222	16,117	5,945
Rehabilitation	137	\$61,724	403,328	86,768
Deck rehabilitation/replacement	31	\$13,213	70,686	16,722
Other work	892	\$107,579	1,359,505	274,220
Total	1,233	\$254,791	2,001,242	432,889



Top Most Traveled Structurally Deficient Bridges in Wyoming

County	Year Built	Daily Crossings	Type of Bridge	Location
Natrona	1969	14,491	Urban other principal arterial	Wyo 220 over Bn RR
Teton	1969	13,000	Rural arterial	US 26 over Flat Creek
Sweetwater	1978	12,676	Urban other principal arterial	Wyo 530 over I80 Bus/UP RR
Natrona	1958	11,137	Urban Interstate	I-25 SBL over Wyo 255
Natrona	1958	10,975	Urban Interstate	I-25 NBL over Wyo 255
Laramie	1958	10,900	Urban Interstate	I-25 NBL over Cs RR
Natrona	1958	10,760	Urban Interstate	I-25 NBL over County Road 513
Laramie	1958	10,577	Urban Interstate	I-25 SBL over Cs RR
Teton	1960	10,000	Rural minor arterial	Wyo 22 over Snake River
Natrona	1969	8,758	Urban Interstate	I-25 SBL over Cnw RR

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released March 15, 2019. 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 2017 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.