

## Highlights from FHWA's 2023 National Bridge Inventory Data

- The state has identified needed repairs on 1,197 bridges.
- Over the life of the IJJA, Wyoming will receive a total of \$225.0 million in bridge formula funds, which will help make needed repairs.
- Wyoming currently has access to \$90.0 million of that total, and has committed \$12.3 million towards 49 projects as of June 2023.
- Of the 3,131 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 215 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
<b>Rural Bridges</b>						
Interstate	817	389,515	3,597,097	28	16,254	134,931
Other principal arterial	368	216,345	999,407	7	2,663	15,513
Minor arterial	201	91,645	335,995	10	9,301	36,808
Major collector	383	152,627	309,034	14	5,201	9,465
Minor collector	391	107,811	201,700	46	12,440	15,199
Local	672	118,477	111,624	75	15,552	18,716
<b>Urban Bridges</b>						
Interstate	101	92,959	839,072	6	3,980	47,012
Freeway/expressway	0	0	0	0	0	0
Other principal arterial	63	69,823	767,741	5	12,806	64,150
Minor arterial	59	58,382	347,939	6	12,930	42,631
Collector	50	26,604	144,248	3	1,975	11,447
Local	26	5,896	34,530	4	864	2,539
<b>Total</b>	<b>3,131</b>	<b>1,330,085</b>	<b>7,688,387</b>	<b>204</b>	<b>93,967</b>	<b>398,411</b>

## Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	136	\$106.4	126,236	42,561
Widening & rehabilitation	14	\$10.2	18,161	5,945
Rehabilitation	129	\$119.4	436,341	78,381
Deck rehabilitation/replacement	30	\$22.2	117,623	15,537
Other work	888	\$472.3	1,214,652	278,074
<b>Total</b>	<b>1,197</b>	<b>\$730.5</b>	<b>1,913,013</b>	<b>420,498</b>

## Top Most Traveled Structurally Deficient Bridges in Wyoming

County	Year Built	Daily Crossings	Type of Bridge	Location
Laramie	1977	21,279	Urban other principal arterial	Wyo 212 over I-80
Teton	1960	18,524	Rural minor arterial	Wyo 22 over Snake River
Laramie	1976	13,414	Urban other principal arterial	Wyo 212 over Crow Creek
Uinta	1984	13,056	Urban minor arterial	I-80 Bus over Upr
Laramie	1966	10,677	Urban Interstate	I-80 EBL over Walterscheid Blvd
Laramie	1964	10,500	Rural Interstate	I-25 NBL over Wyo 223 (Terry Ranch Rd)
Laramie	1966	10,434	Urban Interstate	I-80 WBL over Walterscheid Blvd
Laramie	1964	10,251	Rural Interstate	I-25 SBL over Wyo 223 (Terry Ranch Rd)
Sweetwater	1994	9,819	Urban other principal arterial	Wyo 530 NBL over UPRR / I-80 Bus
Sweetwater	1978	9,819	Urban other principal arterial	Wyo 530 SBL over UPRR / I-80 Bus

**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.