

Highlights from FHWA's 2021 National Bridge Inventory Data

- Of the 3,114 bridges in the state, 230, or 7.4 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 291 bridges classified as structurally deficient in 2017.
- 48 of the structurally deficient bridges are on the Interstate Highway System. A total of 71.7 percent of the structurally deficient bridges are not on the National Highway System, which includes the Interstate and other key roads linking major airports, ports, rail and truck terminals.
- 271 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 1,216 bridges at an estimated cost of \$529.4 million.

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	754	344,749	3,577,136	35	20,213	192,715
Other principal arterial	339	188,373	893,232	13	7,349	49,075
Minor arterial	176	76,431	297,595	7	5,809	28,138
Major collector	321	132,486	291,199	11	4,909	11,423
Minor collector	209	77,102	212,765	23	11,385	19,575
Local	928	180,995	241,520	105	25,385	33,365
Urban Bridges						
Interstate	162	143,393	1,266,508	13	17,301	124,503
Freeway/expressway	7	4,883	89,962	0	0	0
Other principal arterial	78	89,987	780,485	4	9,794	29,774
Minor arterial	41	43,439	212,191	6	8,274	41,034
Collector	52	33,448	184,020	5	1,837	8,229
Local	47	14,366	81,652	8	2,016	2,870
Total	3,114	1,329,652	8,128,265	230	114,272	540,701

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	146	\$77.9	131,611	45,880
Widening & rehabilitation	14	\$6.9	20,087	5,945
Rehabilitation	139	\$108.0	497,857	91,921
Deck rehabilitation/replacement	29	\$18.1	105,788	15,301
Other work	888	\$318.6	1,253,026	275,858
Total	1,216	\$529.4	2,008,369	434,905

Top Most Traveled Structurally Deficient Bridges in Wyoming

County	Year Built	Daily Crossings	Type of Bridge	Location
Teton	1969	26,260	Rural arterial	US 26 over Flat Creek
Teton	1960	18,000	Rural minor arterial	Wyo 22 over Snake River
Uinta	1967	15,651	Urban Interstate	I-80 EBL over I-80 Bus
Uinta	1984	12,959	Urban minor arterial	I-80 Bus. over UP RR
Laramie	1958	11,771	Urban Interstate	I-25 NBL over Cs RR
Laramie	1958	11,423	Urban Interstate	I-25 SBL over Cs RR
Laramie	1957	10,847	Rural Interstate	I-25 NBL over US 85
Sweetwater	1982	10,623	Urban other principal arterial	Wyo 530 over Green River
Sweetwater	1978	10,623	Urban other principal arterial	Wyo 530 SBL over I80 Bus/UP RR
Laramie	1965	10,492	Rural Interstate	I-80 EBL over Wyo 214

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on January 3, 2022. 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.