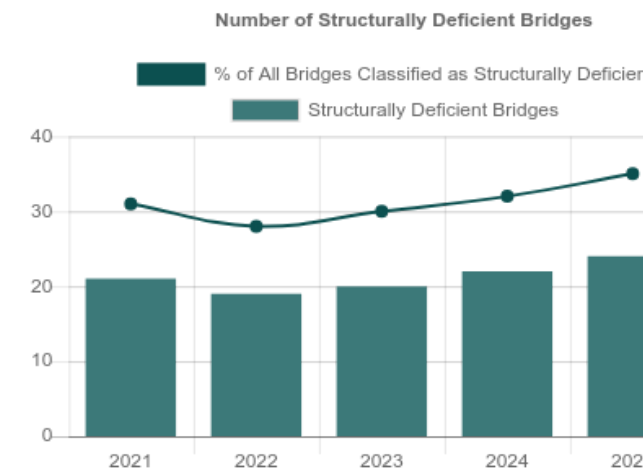
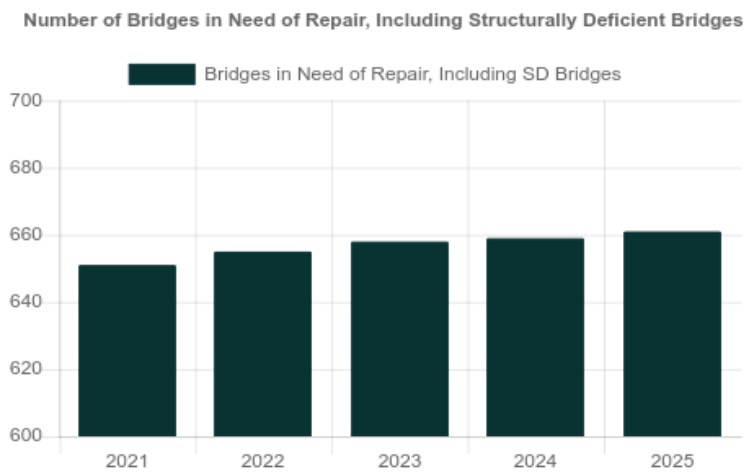
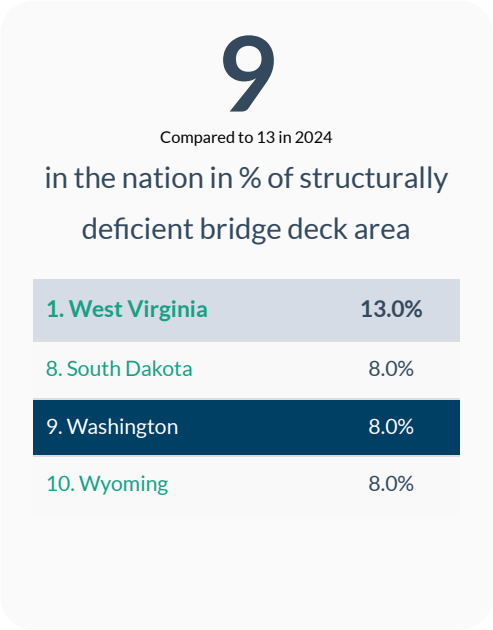
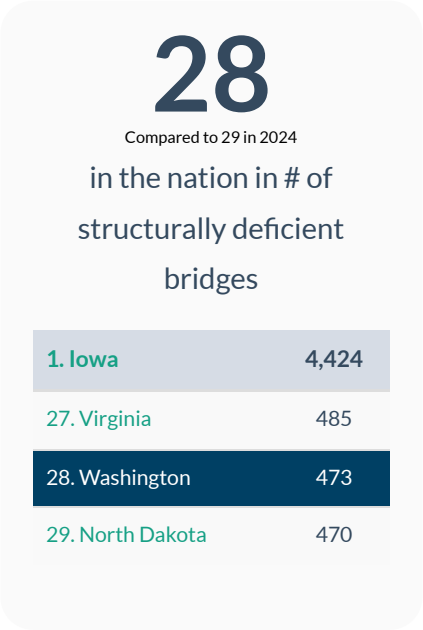
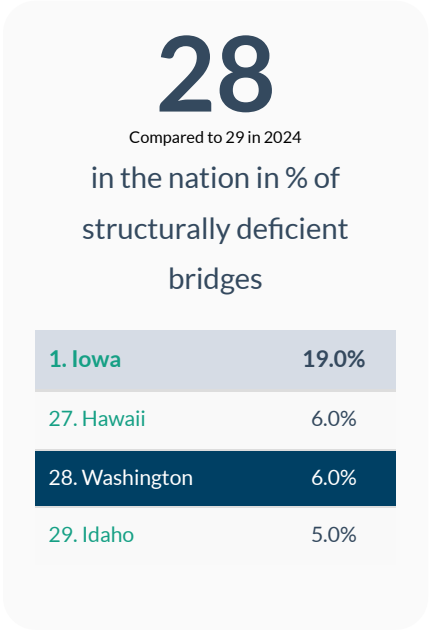


Washington Congressional District 10

- Of the 679 bridges in the counties of this district, 24, or 3.5 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 21 bridges classified as structurally deficient in 2021.
- Repairs are needed on 661 bridges in the district, which will cost an estimated \$3.3 billion.
- This compares to 651 bridges that needed work in 2021.
- There currently are now projects in the District that use IIJA formula bridge funds.



Top Most Traveled Structurally Deficient Bridges in Washington

County	Year Built	Daily Crossings	Type of Bridge	Location
Pierce	1961	29,145	Urban other principal arterial	SR 99 (54th Ave E) over I-5, Ramps
Pierce	1934	28,316	Urban other principal arterial	SR 167 over BNSF RR
Pierce	1959	27,805	Urban other principal arterial	Gravelly Lake Dr over BNRR (Np)
Pierce	1936	23,753	Urban other principal arterial	SR 302 over Henderson Bay
Pierce	1973	19,549	Urban minor arterial	Portland Ave over Puyallup Ave Npr
Pierce	1925	15,256	Urban other principal arterial	Fish War Mem X-Ing over Railroad
Pierce	1925	15,255	Urban other principal arterial	Fish War Mem X-Ing over Puyallup River
Thurston	1956	13,767	Urban other principal arterial	Capitol Blvd over I-5, Ramp
Pierce	1957	11,876	Urban minor arterial	Steilacoom Dupont over I-5
Pierce	1956	9,771	Urban minor arterial	SR 162 over S Prairie Cr
Thurston	1957	6,876	Urban Interstate	Plum-N Ramp over Eastside St Se
Pierce	1954	5,525	Urban minor arterial	Fox Islnd Br Rd NW over Hale Passage
Pierce	1927	4,905	Urban minor arterial	Interlaaken Dr SW over Steilacoom Lake
Pierce	1937	4,700	Urban collector	East 34th Street over Pacific to A St
Pierce	1955	3,000	Urban local road	Barnes Blvd over Clover Creek
Pierce	1911	2,400	Urban minor arterial	State Route 509 over Puyallup Waterway RR
Pierce	1958	2,330	Urban minor arterial	Tacoma-Vashon Traf over Puget Sound
Pierce	1931	1,786	Rural local road	Sunrise Road over Fryingpan Creek
Pierce	1954	900	Urban collector	Cramer Rd NW over Lockey Creek
Pierce	1921	270	Rural major collector	SR 165 over Carbon River
Pierce	1923	250	Rural local road	Longmire Service R over Nisqually River
Pierce	1937	100	Rural local road	Kolisch Rd E over Carbon River
Pierce	1958	100	Rural local road	Perimeter Road over Clover Creek
Pierce	1960	1	Urban local road	C Street over Clover Creek

Bridge Inventory: Washington

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	4	7,443	193,697	0	0	0
Rural arterial	8	1,582	78,556	0	0	0
Rural minor arterial	31	10,373	141,959	0	0	0
Rural major collector	73	31,803	172,570	1	873	270
Rural minor collector	27	9,640	31,917	0	0	0
Rural local road	88	18,946	68,285	4	1,191	2,236
Urban Interstate	84	190,399	3,578,159	1	179	6,876
Urban freeway/expressway	98	262,288	3,042,722	0	0	0
Urban other principal arterial	84	118,487	1,578,883	7	9,378	153,297
Urban minor arterial	97	101,339	982,277	7	15,472	56,356
Urban collector	44	40,069	197,383	2	1,649	5,600
Urban local road	41	14,909	40,974	2	308	3,001
Total	679	807,278	10,107,382	24	29,050	227,636

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	204	\$571	1,061,720	117,033
Widening & rehabilitation	16	\$67	200,052	16,778
Rehabilitation	340	\$2,372	8,232,912	573,621
Deck rehabilitation/replacement	48	\$154	245,782	48,897
Other structural work	53	\$159	363,367	45,031
Total	661	\$3,321	10,103,833	801,360

About the data:

Data includes information for the following area(s): Pierce, Thurston

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on June 24, 2025. 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.