

# Washington Congressional District 6

- Of the 1,333 bridges in the counties of this district, 74, or 5.6 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 57 bridges classified as structurally deficient in 2020.
- Repairs are needed on 1,053 bridges in the district, which will cost an estimated \$2.6 billion.
- This compares to 941 bridges that needed work in 2020.
- The state has committed \$12.8 million in IIJA bridge formula funds to support 3 projects in the District.

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Compared to 29 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
28. California	6.0%
29. Washington	6.0%
30. Arkansas	5.0%

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Compared to 27 in 2023

in the nation in # of structurally deficient bridges

1. Iowa	4,544
28. North Dakota	467
29. Washington	462
30. Colorado	432

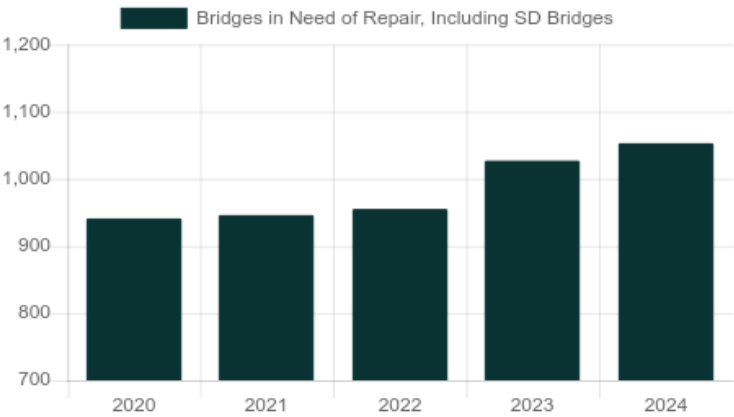
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Compared to 12 in 2023

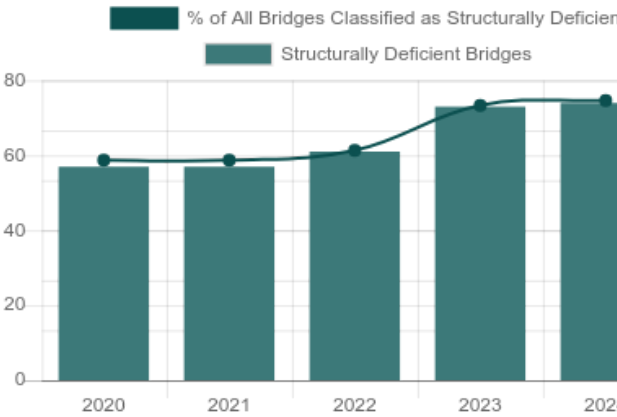
in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
12. Missouri	8.0%
13. Washington	7.0%
14. Pennsylvania	7.0%

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



Number of Structurally Deficient Bridges



# Top Most Traveled Structurally Deficient Bridges in Washington

County	Year Built	Daily Crossings	Type of Bridge	Location
Pierce	1961	28,462	Urban other principal arterial	SR 99 (54th Ave E) over I-5, Ramps
Pierce	1934	28,423	Urban other principal arterial	SR 167 over BNSF RR
Pierce	1959	27,805	Urban other principal arterial	Gravelly Lake Dr over BNRR (Np)
Grays Harbor	1955	25,602	Urban other principal arterial	US 101 over Chehalis River
Pierce	1936	23,196	Urban other principal arterial	SR 302 over Henderson Bay
Grays Harbor	1935	20,963	Rural arterial	US 12 over Wynoochee River
Pierce	1973	19,549	Urban minor arterial	Portland Ave over Puyallup Ave Nprr
Mason	1973	17,635	Urban freeway/expressway	US 101 over Matlock Rd
Jefferson	1982	17,634	Rural arterial	SR 104 Westhalf over Hood Canal
Kitsap	2009	17,634	Rural arterial	SR 104 East Half over Hood Canal
Grays Harbor	1925	15,634	Urban other principal arterial	US 12 over Wishkah River
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
Grays Harbor	1949	14,614	Urban other principal arterial	US 12 / Heron St over Wishkah River
Grays Harbor	1970	12,923	Urban other principal arterial	US 101 over Hoquiam River
Grays Harbor	1928	12,466	Urban other principal arterial	US 101 over Hoquiam River
Pierce	1957	11,876	Urban minor arterial	Steilacoom Dupont over I-5
Grays Harbor	1965	11,538	Urban freeway/expressway	SR 12 over Satsop River
Pierce	1956	9,533	Urban minor arterial	SR 162 over S Prairie Cr
Grays Harbor	1969	8,348	Urban freeway/expressway	US 12 over SR 107, RR, Flood Plain
Grays Harbor	1949	6,220	Urban other principal arterial	US 101 over Mill Creek
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
Clallam	1926	4,372	Rural arterial	US 101 over Elwha River

## 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	3	4,019	123,210	0	0	0
Rural arterial	138	113,475	943,641	7	29,292	71,097
Rural minor arterial	52	27,522	258,216	0	0	0
Rural major collector	211	103,299	369,752	18	9,059	26,637
Rural minor collector	83	25,557	59,097	6	694	3,682
Rural local road	371	76,627	107,575	16	2,561	4,131
Urban Interstate	55	152,943	2,782,523	0	0	0
Urban freeway/expressway	125	295,883	3,567,997	3	9,179	37,521
Urban other principal arterial	106	168,434	1,838,323	13	32,410	225,919
Urban minor arterial	95	110,681	837,081	7	15,470	56,118
Urban collector	52	45,663	211,804	2	1,649	5,600
Urban local road	42	22,369	62,434	2	308	3,001
Total	1,333	1,146,473	11,161,653	74	100,622	433,706

## Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	340	\$494	1,087,247	145,955
Widening & rehabilitation	6	\$17	92,983	7,660
Rehabilitation	565	\$1,796	9,291,607	799,431
Deck rehabilitation/replacement	27	\$104	222,487	45,449
Other structural work	115	\$147	351,053	64,113
Total	1,053	\$2,559	11,045,377	1,062,608

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**About the data:**

Data includes information for the following area(s): Clallam County, Grays Harbor County, Jefferson County, Kitsap County, Mason County, Pierce County

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.