Washington Congressional District 7

- Of the 1,738 bridges in the counties of this district, 73, or 4.2 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 58 bridges classified as structurally deficient in 2020.
- Repairs are needed on 1,657 bridges in the district, which will cost an estimated $7.1 billion.
- This compares to 1,575 bridges that needed work in 2020.
- The state has committed $14.2 million in IIJA bridge formula funds to support 3 projects in the District.

29

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%

29

Compared to 27 in 2023

in the nation in # of structurally deficient bridges

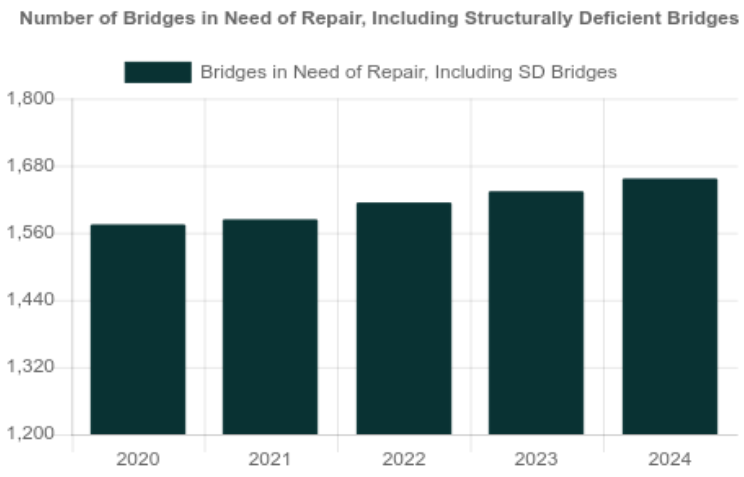
1. Iowa	4,544
28. North Dakota	467
29. Washington	462
30. Colorado	432

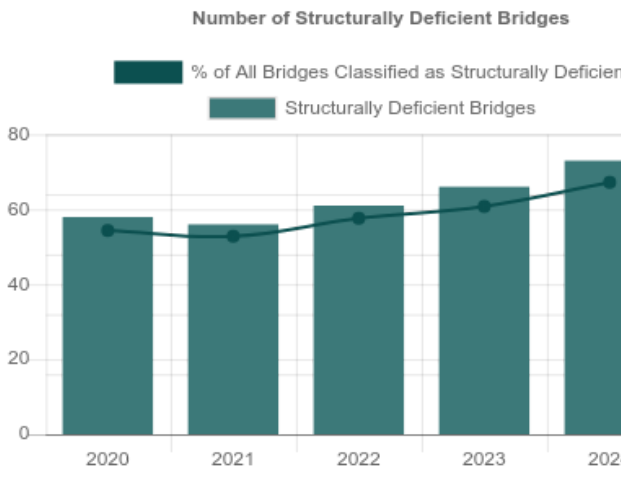
13

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%





Top Most Traveled Structurally Deficient Bridges in Washington

County	Year Built	Daily Crossings	Type of Bridge	Location
King	1966	95,134	Urban Interstate	I-5 over Lucile St
King	1970	68,450	Urban Interstate	I-90 over Mercer Sl
King	1940	68,450	Urban Interstate	I-90 over Mercer Slough
King	1940	63,053	Urban Interstate	Lacey V. Murrow Memorial Bridge
King	1967	59,986	Urban freeway/expressway	SR 167 over Cmstpp RR
King	1952	40,000	Urban other principal arterial	S Boeing Access Rd over Airport Way Bar Ramp
King	1930	36,000	Urban other principal arterial	Eastlake Ave NE over Portage Bay Pl E
King	1915	35,000	Urban other principal arterial	Eastlake Ave NE over Portage Bay
King	1969	33,782	Rural Interstate	I-90 over SR 906 W-W Ramp
King	1976	33,574	Urban Interstate	I-90 over E Fk Issaquah Creek
King	1976	33,470	Rural Interstate	I-90 over Game Crossing
King	1972	31,879	Urban other principal arterial	15th St Northwest over Uprr
King	1933	28,000	Urban other principal arterial	4th Ave S over Argo RR Yard
King	1910	27,000	Urban other principal arterial	4th Ave S over Parking Garage
King	1958	25,000	Urban minor arterial	W Meeker Street over Green River
King	1974	18,182	Rural Interstate	I-90 over Homestead Valley Rd
King	1974	18,182	Rural Interstate	I-90 over S Fk Snoqualmie R
King	1972	18,144	Rural Interstate	I-90 over Bandera Rd
King	1972	18,144	Rural Interstate	I-90 over Bandera Rd
King	1929	18,000	Urban minor arterial	W Garfield St over Marina Pl, RR, Ravine
King	1971	16,891	Rural Interstate	I-90 WB over So Fk Snoqulmie R
Snohomish	1927	16,203	Urban freeway/expressway	SR 529 over Steamboat Slough
Snohomish	1927	16,054	Urban freeway/expressway	SR 529 over Union Sl
Snohomish	1954	16,054	Urban freeway/expressway	SR 529 over Union Sl
Snohomish	1954	15,905	Urban freeway/expressway	SR 529 over Snohomish 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	59	84,456	1,495,972	8	9,353	157,082
Rural arterial	65	81,958	610,733	5	2,287	28,646
Rural minor arterial	53	24,743	410,534	4	1,091	37,270
Rural major collector	78	34,030	173,720	1	219	1,145
Rural minor collector	28	13,852	39,062	1	622	1,200
Rural local road	209	57,989	64,979	14	3,211	4,662
Urban Interstate	356	1,119,317	17,320,748	5	74,170	328,661
Urban freeway/expressway	214	723,779	6,892,944	6	21,656	140,107
Urban other principal arterial	210	358,474	4,986,271	10	25,335	237,369
Urban minor arterial	239	289,135	2,776,410	9	17,729	80,864
Urban collector	119	101,498	732,446	7	6,316	40,000
Urban local road	108	60,608	194,523	3	849	1,780
Total	1,738	2,949,840	35,698,342	73	162,838	1,058,786

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	469	$1,477	3,109,989	441,053
Widening & rehabilitation	39	$143	499,512	63,306
Rehabilitation	1,051	$5,254	31,314,935	2,343,847
Deck rehabilitation/replacement	51	$97	302,801	42,446
Other structural work	47	$88	295,850	38,609
Total	1,657	$7,059	35,523,087	2,929,260

About the data:

Data includes information for the following area(s): King County, Snohomish 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.