

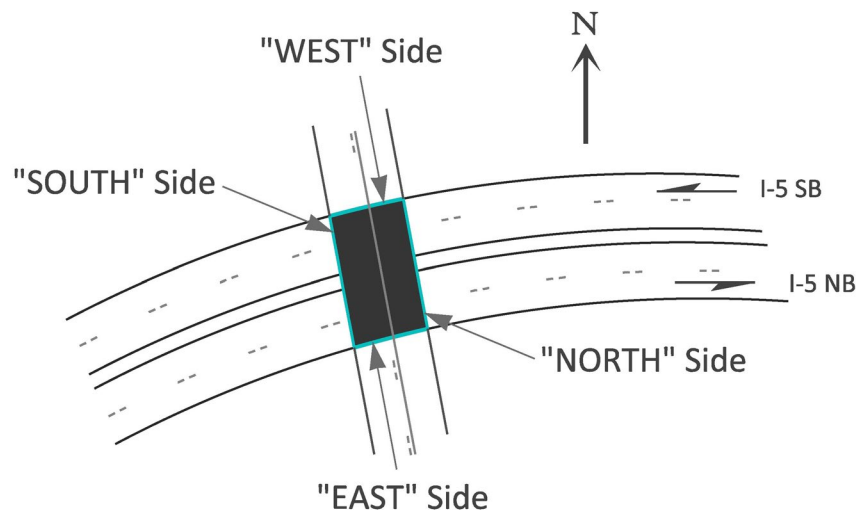
General

Special Note: Load Posting and Restriction information is no longer provided in the Bridge List. The Commercial Vehicle Services webpage provides current information related to load posting and restrictions. This page is updated frequently and is found online at: www.wsdot.wa.gov/commercialVehicle/Restrictions/bridgelist.aspx

The Bridge List is a listing of structures (bridges and tunnels) which carry or cross over state maintained highways. Structures are listed as they are encountered when traveling in the direction of increasing mileposts.

All directions are nominal rather than compass to avoid confusion. That is, since odd-numbered highways run south to north, a bridge on an odd numbered highway has a north end (relative to northbound travel) and a south end (relative to southbound travel), and an east side and a west side. See *Figure 1*.

Figure 1 Nominal Directions



Similarly, parallel bridges (on divided highways), are referred to as the East Bridge and the West Bridge on northbound highways, and as the North Bridge and the South Bridge on eastbound highways.

There are exceptions to the rules regarding highway numbers, for example:

- A. SR 16 is mile posted and listed from Tacoma to Gorst, as a northbound highway, rather than eastbound as is indicated by its even-numbered designation.
- B. US 101 is mile posted and listed from the Columbia River through Port Angeles to Olympia. The Bridge List names treat US 101 as a northbound route. Traffic and nominal bridge designations are northbound from the Columbia River to Olympia, except as noted in the Bridge List.
- C. SR 110 is mile posted and listed from US 101 near Forks to the Olympic National Park boundary, from east to west.

- D. SR 281 Spur (Burke) from SR 281 north of George to I-90 east of George is mile posted and listed as an eastbound highway, rather than northbound as is indicated by its odd-numbered designation.
- E. SR 505 is mile posted and listed from Winlock to SR 504 near Toutle, as an eastbound highway, rather than northbound as is indicated by its odd-numbered designation.
- F. SR 548 is mile posted and listed from the connection with I-5 in Ferndale, thence westerly and northerly to a connection with I-5 in Blaine.

The Bridge List is listed in milepost order. When traveling in increasing milepost order, as listed herein, read the Bridge List from top to bottom. When traveling in decreasing milepost order, as listed herein, read the Bridge List from bottom to top.

The Bridge List is arranged in ascending highway number order beginning with US 2.

It is emphasized here that the Bridge List is only a guide, and WSDOT assumes no responsibility for its completeness or accuracy, or for any damage or injury resulting from its use or misuse.

Consulting this Bridge List does NOT relieve the operator of responsibility to establish a usable route. The clearances listed are usable vertical clearances, but are not guaranteed for complete accuracy due to continuing construction activities. As stated on all permits, the operator is responsible to clear all obstructions. [WAC 468-38-070](#) states, "It is the responsibility of the permit applicant to check, or pre-run, the proposed route and provide for safe maneuvers around the obstruction or detours as necessary." Note that the lane in which the maximum clearance occurs is not listed in this manual and must be determined by the operator. For bridges with clearances of less than 16 feet, please use the Bridge Vertical Clearance Trip Planner interactive map which has lane specific clearance information at www.wsdot.wa.gov/Bridge/Structures/BVCTP.htm

Vertical Clearances within the manual that appear in [blue text](#) indicate lane specific clearances are available from the Bridge Vertical Trip Planner application, and are hyperlinked within the Bridge List Manual online pdf. In general, lane specific clearances are only available when the maximum clearance is 16 feet or less at a given location.

To use the Bridge List vertical clearance list efficiently:

- A. Determine which columns apply to the intended trip as outlined above.
- B. Check the 'MIN/MAX' columns relative to the route and direction of the intended trip:
 - 1. If the height of the load is less than the 'MIN' for a bridge, the load should clear in all lanes.
 - 2. If the height of the load is less than the 'MAX' column, the load should clear the bridge, but the operator must determine the proper lane to travel (see item 3).
 - 3. LANE SPECIFIC CLEARANCES (16 feet or less) - If the load height is greater than the "MIN" but less than the 'MAX' for any bridge:
www.wsdot.wa.gov/Bridge/Structures/BVCTP.htm
 - 4. If the height of the load is greater than the "MAX" column, the load will not clear, and an alternate route should be determined.

Data Format

At the start of each route, a header identifies the start and end points. Black shading indicates the start or end of a major interchange. Gray shading indicates on- or off-ramps, access points, ferry landings, or other features. See *Figure 2*.

Figure 2 Data Formatting

US 2		
MILEPOST	BRIDGE NO.	CROSSING NAME
US 2 - JCT I-5 EVERETT TO IDAHO LINE AT NEWPC		
0.00		JCT I-5
HEWITT AVENUE INTERCHANGE (SEE DRAWING P. ##)		
JCT US 2 & I-5 & SR 529 & SR 529 SPUR		
SRMP 0.00 - 0.17		
CS 3106		
0.1 E JCT SR 529		
WESTBOUND US 2 TO SOUTHBOUND I-5		
	2/2W-S	W-S RAMP OVER S-E RAMP
	5/638E	W-S RAMP UNDER I-5
	5/638W	W-S RAMP UNDER I-5
	2/1W-S	W-S RAMP OVER HEWITT AVE
WESTBOUND US 2 TO SR 529		
	5/638E	W-W RAMP UNDER I-5
	5/638W	W-W RAMP UNDER I-5
	2/2W-W	US 2 WB OVER S-E RAMP
WESTBOUND US 2 TO NORTHBOUND I-5		
	2/2W-N	W-N RAMP OVER EVERETT AV
	5/642	W-N RAMP UNDER 23RD ST
END HEWITT AVENUE INTERCHANGE		
0.18	2/5N	SNOHOMISH RIVER BRIDGE
0.22	2/3S	SNOHOMISH RIVER
0.67	2/4S	EBEY ISLAND VIADUCT
0.75	2/6N	EBEY ISLAND VIADUCT
ACCESS BIKE/PED STRUCTURE (HOMEACRES ROAD)		
	2/5BP1	HOMEACRES ROAD BIKE/PED
	2/5BP2	HOMEACRES ROAD BIKE/PED

The route header identifies the start of the route

Drawings for major interchanges are referenced by page number for printed manuals and hyperlinked in electronic manuals

Black shading indicates the start and end of a major interchange

Gray shading indicated 'non-mainline' movements (i.e. on/off ramps, access points, ferry landings or other features) and related structures pertaining to a particular movement

Description of Data

Milepost

This is the State Route Milepost (SRMP) for the location of a particular structure. The milepost listed is that of the south pavement seat of bridges on odd-numbered highways, and that of the west pavement seat on even-numbered highways. This milepost is determined using the WSDOT [State Highway Log](http://www.wsdot.wa.gov/mapsdata/roadway/statehighwaylog.htm), found online at www.wsdot.wa.gov/mapsdata/roadway/statehighwaylog.htm.

Structures carrying, or otherwise associated with, ramps, or structures not specifically related to the 'mainline' of a state route, are typically referenced to an SRMP milepost range associated with the 'mainline' of a state route. This occurs where there are major interchanges called out in the bridge list.

Bridge Number (BRIDGE NO.)

This number consists of two parts, the route part and the bridge part. The route part is the number of the highway carried on the deck of the structure. If no highway is carried on the deck, the route part is the highway under or adjacent to the structure. The bridge part is a number, or number and letter combination which, when combined with the route part, results in a unique number for each structure.

Each bridge generally has one and only one bridge number. This number is, however, subject to change by legislative action, realignment, etc. Not all structures listed in this publication are state owned, even though a state route designation may have been assigned to them.

The forward slash (/) in a bridge number is read "over" and the dash (-) in a bridge number is read "to." For example:

- Bridge No. 405/16E is read "Bridge Number 405 over 16 East"
- Bridge No. 5/521N-W is read "Bridge Number 5 over 521 Northbound to Westbound"

The meanings of other letters and symbols which are a part of the Bridge List are explained in the list of abbreviations later in the introduction.

Crossing Name

This is the name of the structure relative to the highway travelled. Unlike the bridge number, a structure may have more than one crossing name. For example, Bridge No. 405/46E carries I-405 traffic over SR 520. If you are travelling on I-405, the crossing name is "I-405 OVER SR520." If you are travelling on SR 520, the crossing name is "SR 520 UNDER I-405." Note that the bridge number does not change, only the crossing name.

Location

This item assists in locating bridges when traveling State maintained highways. The distances are generally listed in the direction of increasing mileposts from a previously listed feature, i.e. a county line or a highway junction.

Structure Identification Number (STRUCTURE ID)

This item is a unique eight character alphanumeric identifier for each bridge. This identifier remains static for the lifespan of a given structure.

Roadway Width <=20'

This item is shown as a 2-digit whole number which represents the dimension in total feet, when it is less than or equal to 20 feet. This item remains blank whenever the roadway width (on or under a structure) is greater than 20 feet.

Vertical Clearances (MIN/MAX)

These columns show the minimum and maximum vertical clearances available to a vehicle traveling through or under a bridge in a particular direction of travel: Northbound (NB), Eastbound (EB), Southbound (SB), and Westbound (WB). Each 4-digit number represents a dimension in feet and inches, i.e. "1709" is 17 feet 9 inches.

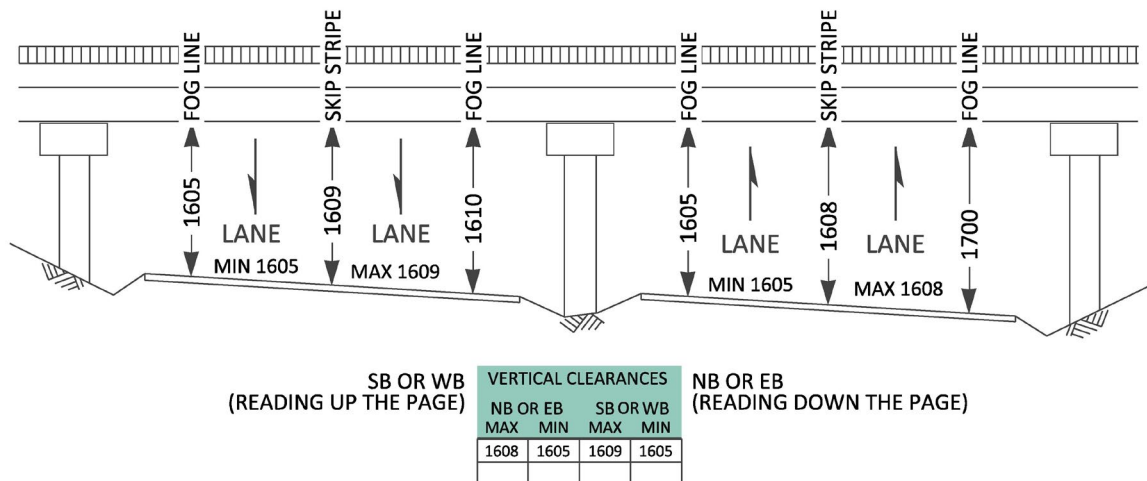
All bridges with vertical restrictions have numbers printed in these columns. Blank columns indicate no restrictions are imposed by the structure listed.

Two 4-digit numbers indicate an unseparated lane alignment (NO median, median barrier, New Jersey type barrier, etc.) or a bridge which restricts only one direction of a multi-lane alignment. Four 4-digit numbers indicate a separated alignment, typically multi-lane (median, median barrier, New Jersey type barrier, etc.).

When traveling on a separated, typically multi-lane alignment (i.e. median, median barrier, New Jersey type barrier, etc.) clearances are listed under "NB/EB and SB/WB". See Figure 3a.

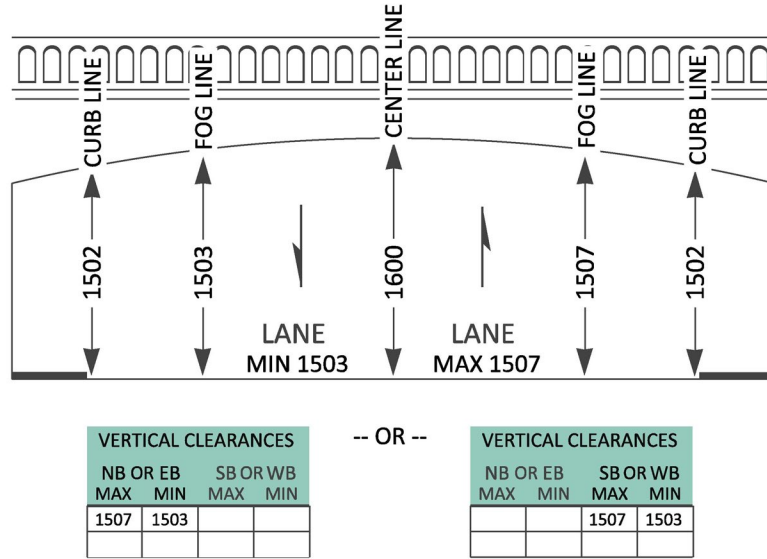
- A. Use 'NB OR EB' clearances when the direction of travel corresponds to reading the Bridge List from top to bottom (down the page) for increasing mileposts.
- B. Use 'SB OR WB' clearances when the direction of travel corresponds to reading the Bridge List from bottom to top (up the page) for decreasing mileposts.

Figure 3a Vertical Clearances - Separated Roadway



When traveling on an unseparated, typically two-lane alignment (no median, median barrier, New Jersey type barrier, etc.), clearances are listed under “NB/EB –OR- SB/WB.” See Figure 3b.

Figure 3b Vertical Clearances – Unseparated Roadway



Bridge Length (BR. LEN.)

This item shows the measured bridge length in total feet (whole number).

Span Type

This shows span type abbreviations for each bridge. Generally, the main span is listed first, though there are exceptions. A list of the abbreviations used is found on the page titled “Abbreviations Used in Span Types.”