American Road & Transportation Builders Association

# California Congressional District 10

- Of the 1,030 bridges in the counties of this district, 111, or 10.8 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 119 bridges classified as structurally deficient in 2020.
- Repairs are needed on 111 bridges in the district, which will cost an estimated $509.6 million.
- This compares to 119 bridges that needed work in 2020.
- The state has committed $15.9 million in IIJA bridge formula funds to support 5 projects in the District.

**28**

Compared to 27 in 2023

in the nation in % of structurally deficient bridges

| | |
|---|---|
| 1. Iowa | 19.0% |
| 27. New Jersey | 6.0% |
| 28. California | 6.0% |
| 29. Washington | 6.0% |

**7**

Compared to 6 in 2023

in the nation in # of structurally deficient bridges

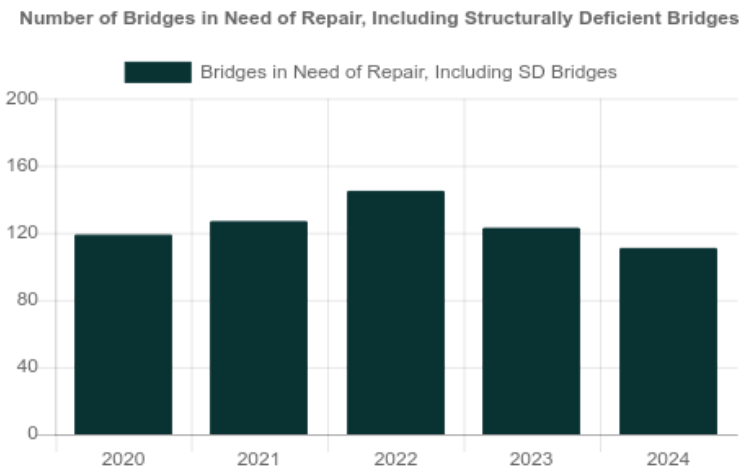
| | |
|---|---|
| 1. Iowa | 4,544 |
| 6. New York | 1,664 |
| 7. California | 1,527 |
| 8. Louisiana | 1,458 |

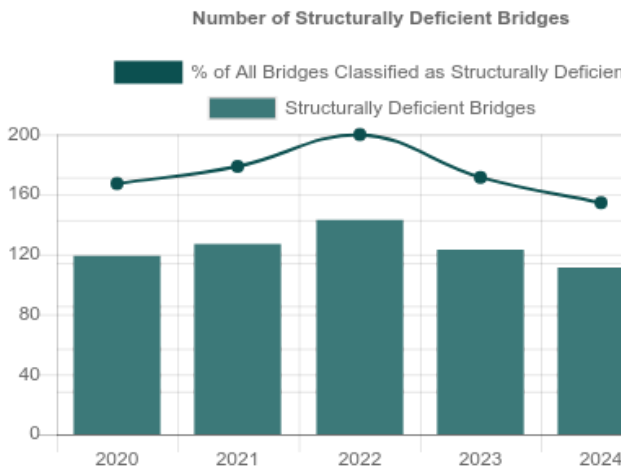
**15**

Compared to 16 in 2023

in the nation in % of structurally deficient bridge deck area

| | |
|---|---|
| 1. Rhode Island | 14.0% |
| 14. Pennsylvania | 7.0% |
| 15. California | 7.0% |
| 16. New Hampshire | 6.0% |



## Top Most Traveled Structurally Deficient Bridges in California

| County | Year Built | Daily Crossings | Type of Bridge | Location |
|---|---|---|---|---|
| San Joaquin | 1972 | 113,000 | Urban Interstate | Interstate 5 SB over Weber,Pershing,Fremont |
| San Joaquin | 1970 | 113,000 | Urban Interstate | Interstate 5 over Monte Diablo Ave |
| San Joaquin | 1971 | 80,000 | Rural Interstate | Interstate 5 NB over Paradise Cut Uc |
| Stanislaus | 1976 | 71,797 | Urban other principal arterial | Briggsmore Road over UP RR & Brink Avenue |
| San Joaquin | 1972 | 56,500 | Urban Interstate | Interstate 5 NB over Weber,Pershing,Fremont |
| Stanislaus | 1963 | 52,500 | Urban freeway/expressway | State Route 99 SB over 7th Street & UP RR |
| Stanislaus | 1963 | 52,500 | Urban freeway/expressway | State Route 99 NB over Tuolumne Blvd |
| San Joaquin | 1975 | 48,000 | Urban Interstate | Interstate 5 NB over Mosher Slough |
| San Joaquin | 1971 | 43,750 | Urban Interstate | Interstate 5 SB over Walker Slough |
| San Joaquin | 1966 | 41,000 | Urban other principal arterial | West Lane over Calaveras River |
| San Joaquin | 1966 | 41,000 | Urban other principal arterial | West Lane over Calaveras River |
| San Joaquin | 1972 | 40,200 | Urban freeway/expressway | W4-N&S5 Connector over Lincoln, UP RR, BNSF Ry |
| San Joaquin | 1995 | 37,500 | Rural arterial | SR 120 WB over Mckinley Ave |
| San Joaquin | 1980 | 37,500 | Rural arterial | SR 120 WB over Guthmiller Road |
| San Joaquin | 1980 | 37,500 | Rural arterial | SR 120 EB over Mckinley Ave |
| Stanislaus | 1958 | 37,377 | Urban other principal arterial | Mitchell Road over Tuolumne River |
| San Joaquin | 1972 | 37,000 | Urban freeway/expressway | SR 4 WB over Lincoln, UP RR, BNSF Ry |
| San Joaquin | 1970 | 32,500 | Rural Interstate | E205-N5 Connector over Interstate 5 |
| San Joaquin | 1962 | 31,000 | Urban other principal arterial | El Dorado St over Bianchi Road |
| San Joaquin | 1959 | 29,900 | Urban collector | Pershing Ave over Calaveras River |
| San Joaquin | 1963 | 29,500 | Urban freeway/expressway | State Route 99 NB over Route 12 - Kettleman Ln |
| San Joaquin | 1980 | 26,000 | Urban freeway/expressway | E120-N99, N99-W120 over State Route 99 |
| San Joaquin | 1960 | 23,500 | Urban local road | Thornton Road over Bear Creek |
| San Joaquin | 1970 | 21,500 | Rural Interstate | E205-N5 Connector over Paradise Cut |
| Stanislaus | 1967 | 20,500 | Rural Interstate | Interstate 5 NB over Ingram Creek Road |

## Bridge Inventory: California

| 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 | 113 | 106,617 | 3,050,950 | 17 | 16,675 | 366,500 |
| Rural arterial | 40 | 63,917 | 834,826 | 4 | 3,840 | 132,250 |
| Rural minor arterial | 34 | 24,653 | 252,313 | 2 | 1,585 | 19,020 |
| Rural major collector | 169 | 97,761 | 605,152 | 19 | 17,078 | 67,373 |
| Rural minor collector | 91 | 29,827 | 85,587 | 12 | 4,784 | 16,117 |
| Rural local road | 219 | 58,064 | 200,672 | 18 | 4,124 | 16,415 |
| Urban Interstate | 79 | 151,150 | 4,945,003 | 5 | 36,685 | 374,250 |
| Urban freeway/expressway | 74 | 156,612 | 2,956,680 | 8 | 12,991 | 264,200 |
| Urban other principal arterial | 82 | 123,728 | 1,475,013 | 13 | 19,456 | 304,634 |
| Urban minor arterial | 45 | 48,139 | 474,679 | 6 | 4,300 | 28,564 |
| Urban collector | 44 | 37,513 | 259,688 | 6 | 5,131 | 61,419 |
| Urban local road | 40 | 44,440 | 176,327 | 1 | 1,649 | 23,500 |
| Total | 1,030 | 942,423 | 15,316,890 | 111 | 128,300 | 1,674,242 |

## Proposed Bridge Work

| Type of Work | Number of Bridges | Cost to Repair (in millions) | Daily Crossings | Area of Bridges (sq. meters) |
|---|---|---|---|---|
| Bridge replacement | 28 | $176 | 266,873 | 33,973 |
| Widening & rehabilitation | 0 | $0 | 0 | 0 |
| Rehabilitation | 83 | $333 | 1,407,369 | 94,327 |
| Deck rehabilitation/replacement | 0 | $0 | 0 | 0 |
| Other structural work | 0 | $0 | 0 | 0 |
| Total | 111 | $510 | 1,674,242 | 128,300 |

**About the data:**

Data includes information for the following area(s): San Joaquin County, Stanislaus 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.