

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 IJA 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

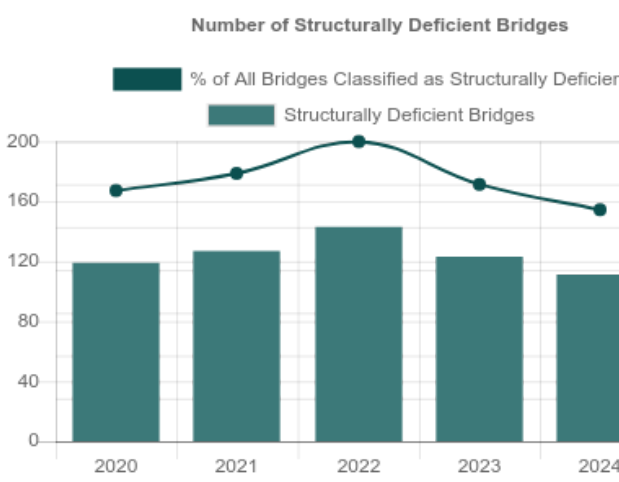
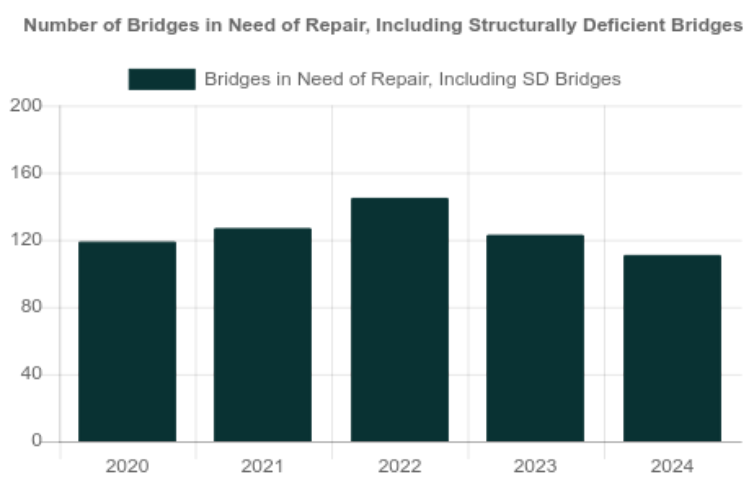
1. Iowa	4,544
6. New York	1,664
7. California	1,527
8. Louisiana	1,458

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.