

# **California Congressional District 22**

- Of the 1,505 bridges in the counties of this district, 55, or 3.7 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 79 bridges classified as structurally deficient in 2020.
- Repairs are needed on 76 bridges in the district, which will cost an estimated \$101.1 million.
- This compares to 99 bridges that needed work in 2020.
- The state has committed \$10.6 million in IIJA bridge formula funds to support 2 projects in the District.

228 Compared to 27 in the nation structurally d bridge	) in 2023 in % of leficient is	
1. Iowa	19.0%	
27. New Jersey	6.0%	
28. California	6.0%	
29. Washington	6.0%	

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%

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



Number of Structurally Deficient Bridges



## Top Most Traveled Structurally Deficient Bridges in California

County	Year Built	Daily Crossings	Type of Bridge	Location
Fresno	1974	76,000	Urban freeway/expressway	State Route 41 over O Street
Fresno	1980	49,500	Urban freeway/expressway	State Route 180 EB over BNSF Ry & Amtrak
Fresno	1972	31,600	Urban other principal arterial	Jensen Ave over State Route 41
Fresno	1962	27,039	Urban other principal arterial	E Shields Ave over Dry Creek Canal
Tulare	1949	21,500	Rural arterial	State Route 99 NB over N Branch Tule River
Fresno	1967	16,500	Rural Interstate	Interstate 5 SB over Tumey Gulch
Fresno	1967	16,500	Rural Interstate	Interstate 5 NB over Tumey Gulch
Fresno	1999	13,000	Urban freeway/expressway	W180-S41 Connector over SR 41, SR 180
Tulare	1952	10,250	Urban other principal arterial	SR 137 WB (Tulare) over St Rte 99 (@Pm 29.57)
Fresno	1925	9,815	Urban other principal arterial	N Golden State Bl over Herndon Canal
Fresno	1925	5,867	Urban minor arterial	S Hughes Ave over Houghton Canal
Tulare	1949	5,500	Rural minor arterial	SR 216 & Ave 344 over Friant-Kern Canal
Fresno	1955	4,000	Urban minor arterial	North Abby Street over Dry Creek Canal
Fresno	1947	3,500	Urban minor arterial	State Route 33 over Helm Canal
Fresno	1947	3,025	Rural minor arterial	State Route 33 over Colony Main Canal
Fresno	1969	2,982	Urban collector	E Annadale Ave over C & K Canal
Tulare	1962	2,850	Rural minor collector	Avenue 120 over UP RR
Tulare	1967	2,450	Rural minor arterial	State Route 190 over North Fork Tule River
Fresno	1925	1,696	Urban local road	N Thorne Ave over Dry Creek Canal
Tulare	1922	1,650	Rural arterial	State Route 198 over Kaweah River
Tulare	1963	1,500	Urban local road	Rd 284 over Tule River
Fresno	1925	1,434	Urban collector	E Central Ave over C & K Canal
Fresno	1975	1,400	Rural major collector	S Marks Ave over Murphy Slough
Fresno	1954	1,135	Urban local road	N Fruit Ave over Houghton Canal
Fresno	1952	1,100	Rural major collector	E Adams Ave over Fowler Switch Canal

## 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	33	14,040	544,000	2	578	33,000
Rural arterial	78	54,801	1,393,765	2	712	23,150
Rural minor arterial	86	52,842	373,832	3	1,037	10,975
Rural major collector	194	75,558	419,635	5	569	2,980
Rural minor collector	115	31,857	113,882	2	790	3,250
Rural local road	486	123,393	336,129	25	4,374	6,680
Urban Interstate	0	0	0	0	0	0
Urban freeway/expressway	202	290,852	7,145,331	3	7,134	138,500
Urban other principal arterial	72	71,603	1,210,513	4	3,125	78,704
Urban minor arterial	93	66,512	789,556	4	791	13,767
Urban collector	77	53,022	496,072	2	643	4,416
Urban local road	69	26,614	162,207	3	663	4,331
Total	1,505	861,094	12,984,922	55	20,417	319,753

### Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	21	\$20	96,309	3,925
Widening & rehabilitation	1	\$1	3,500	214
Rehabilitation	40	\$65	225,755	18,685
Deck rehabilitation/replacement	0	\$0	0	0
Other structural work	14	\$15	5,037	4,344
Total	76	\$101	330,601	27,169

#### About the data:

Data includes information for the following area(s): Fresno County, Tulare 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.