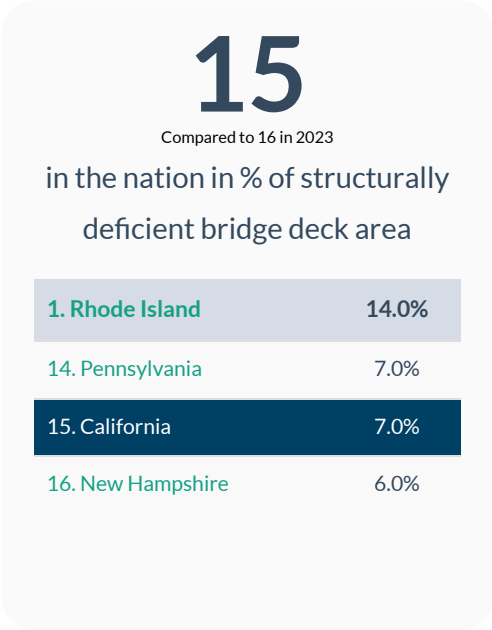
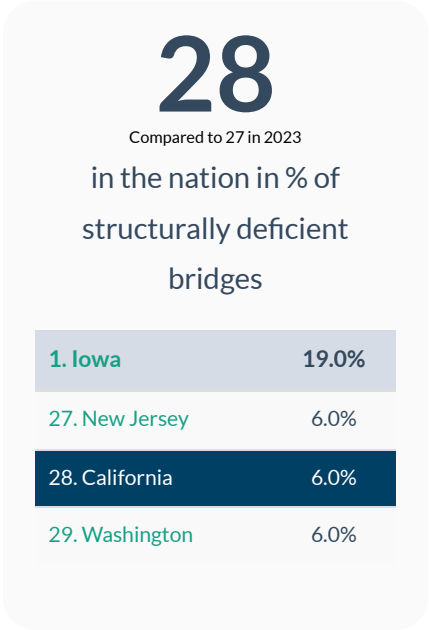
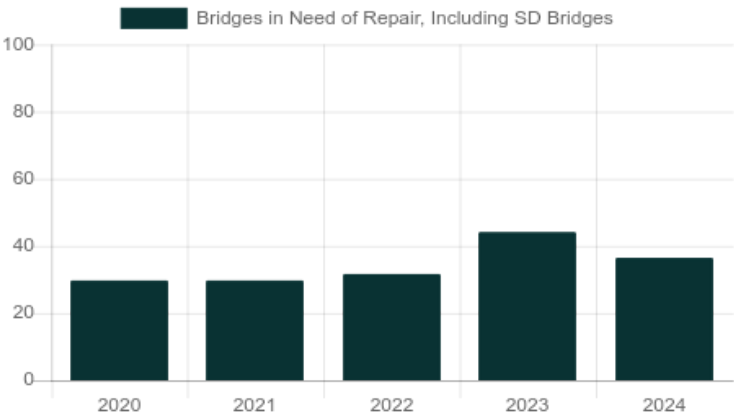


California Congressional District 6

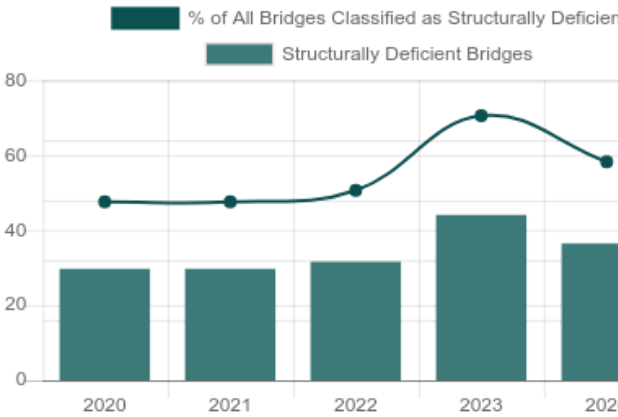
- Of the 1,011 bridges in the counties of this district, 38, or 3.8 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 31 bridges classified as structurally deficient in 2020.
- Repairs are needed on 38 bridges in the district, which will cost an estimated \$183.7 million.
- This compares to 31 bridges that needed work in 2020.
- The state has committed \$307.7 thousand in IIJA bridge formula funds to support 1 project in the District.



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
Yolo	1951	90,000	Urban Interstate	US Hwy 50 (I-305) over Westacre Rd
Sacramento	1958	58,000	Urban freeway/expressway	State Route 99 over Log Cabin Creek
Sacramento	1975	46,500	Urban Interstate	Interstate 5 SB over Beach Lake
Sacramento	1975	46,500	Urban Interstate	Interstate 5 NB over Beach Lake
Sacramento	1990	39,505	Urban other principal arterial	Antelope Road over Rail Road Tracks
Sacramento	1959	35,000	Urban other principal arterial	Fruitridge Road over State Route 99
Sacramento	1915	26,500	Urban freeway/expressway	St Rte 160 WB, Lrt over American River
Sacramento	1970	19,991	Urban minor arterial	Northgate Blvd over Natomas E Main Drn Canal
Yolo	1960	17,439	Urban other principal arterial	NB Jefferson Blvd over Deep Water Canal
Sacramento	2003	13,540	Urban minor arterial	Bradshaw Road over Morrison Creek
Sacramento	1975	13,295	Urban collector	Center Parkway over Union House Creek
Sacramento	1959	8,500	Urban freeway/expressway	Stockton BI-S99 On over State Route 99
Sacramento	1970	7,500	Urban Interstate	Longview Dr-W80 On over W80-Light Rail Parking
Yolo	1997	6,000	Urban other principal arterial	Industrial Blvd over Deep Water Canal & RR
Yolo	1970	5,000	Rural minor collector	County Road 17 over Interstate 5
Yolo	1973	5,000	Rural minor collector	County Road 99S over Interstate 5
Yolo	1958	4,620	Urban minor arterial	C Street over UP RR,BNSF Ry,Amtrak,2nd
Sacramento	1959	4,310	Urban collector	41St Ave over State Route 99
Sacramento	1959	3,500	Urban collector	5th Ave over State Route 99
Sacramento	1929	3,112	Rural minor arterial	Freeport over Sacramento River
Yolo	1968	3,000	Rural minor collector	County Road 6 over Interstate 5
Yolo	1970	3,000	Rural local road	County Road 12 over Interstate 5
Yolo	1970	3,000	Rural local road	County Road 96 over Interstate 5
Yolo	1968	2,500	Rural minor collector	County Road 91 over Interstate 5
Sacramento	1950	2,311	Rural major collector	Clay Station Road over Browns Creek

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	65	276,292	1,601,300	0	0	0
Rural arterial	17	30,676	526,050	0	0	0
Rural minor arterial	54	41,961	400,455	1	1,352	3,112
Rural major collector	71	56,888	231,449	5	3,210	6,886
Rural minor collector	58	29,450	152,282	5	3,937	15,700
Rural local road	116	31,058	173,974	7	2,700	7,827
Urban Interstate	101	363,327	6,504,760	4	9,418	190,500
Urban freeway/expressway	94	335,077	7,473,594	3	4,355	93,000
Urban other principal arterial	116	183,804	3,393,120	4	9,704	97,944
Urban minor arterial	116	153,164	1,862,646	3	4,632	38,151
Urban collector	87	69,646	613,968	3	2,469	21,105
Urban local road	116	45,251	419,879	3	6,007	2,200
Total	1,011	1,616,592	23,353,477	38	47,784	476,425

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	12	\$52	113,783	10,194
Widening & rehabilitation	0	\$0	0	0
Rehabilitation	26	\$132	362,642	37,590
Deck rehabilitation/replacement	0	\$0	0	0
Other structural work	0	\$0	0	0
Total	38	\$184	476,425	47,784

About the data:

Data includes information for the following area(s): Sacramento County, Yolo 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.