

Highlights from FHWA’s 2023 National Bridge Inventory Data

- Of the 133 bridges in the counties of this district, 18, or 13.5 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 7 bridges classified as structurally deficient in 2019.
- Repairs are needed on 19 bridges in the district, which will cost an estimated \$119.7 million.
- This compares to 8 bridges that needed work in 2019.
- The state has committed \$22.8 million in IJA bridge formula funds to support 1 project in the District.

Bridge Inventory

Type of Bridge	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	0	0	0	0	0	0
Other principal arterial	0	0		0	0	0
Minor arterial	0	0		0	0	0
Major collector	0	0	0	0	0	0
Minor collector	0	0	0	0	0	0
Local	0	0	0	0	0	0
Urban Bridges						
Interstate	32	837,756	2,926,200	8	31,768	963,000
Freeway/expressway	35	237,180	3,367,300	1	4,080	40,000
Other principal arterial	41	75,733	1,263,409	5	8,014	123,860
Minor arterial	9	9,597	126,775	2	2,247	23,662
Collector	8	5,747	54,872	2	1,271	15,712
Local	8	7,891	21,700	0	0	0
Total	133	1,173,904	7,760,256	18	47,380	1,166,234

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	3	\$12.7	91,200	3,750
Widening & rehabilitation	0	\$0	0	0
Rehabilitation	15	\$104.9	1,075,034	43,630
Deck rehabilitation/replacement	0	\$0	0	0
Other work	1	\$2.1	1,000	577
Total	19	\$119.7	1,167,234	47,957

Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
San Francisco	1960	170,000	Urban Interstate	I 280 N, Al Line over 280/101 Interchange
San Francisco	1964	170,000	Urban Interstate	NB and SB Rte 280 over Lyell Street
San Francisco	1964	166,000	Urban Interstate	I 280 over San Jose & Sickles Ave
San Francisco	1960	153,800	Urban Interstate	101 and 280 over 280/101 Interchange
San Francisco	1966	132,000	Urban Interstate	Interstate 280 over Alemany Blvd
San Francisco	1960	80,000	Urban Interstate	I 280 S, Au Line over 280/101 Interchange
San Francisco	1960	80,000	Urban Interstate	I 280 - 101S (Wu) over 280/101 Interchange
San Francisco	1945	50,000	Urban other principal arterial	Third Street over Islais Creek
San Francisco	1966	40,000	Urban freeway/expressway	S280-S101 Connectr over N101-N280 Connector Ramp
San Francisco	1947	30,000	Urban other principal arterial	Evans Ave over Caltrain & UP RR

Data includes information for the following area(s): San Francisco County

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on July 3, 2023. Note that specific conditions on bridges may have changed because 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 surface transportation law 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 2020 and 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.