California Congressional District 24

- Of the 1,320 bridges in the counties of this district, 68, or 5.2 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 71 bridges classified as structurally deficient in 2020.
- Repairs are needed on 75 bridges in the district, which will cost an estimated $318.7 million.
- This compares to 79 bridges that needed work in 2020.
- The state has committed $50.8 million in IIJA bridge formula funds to support 9 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

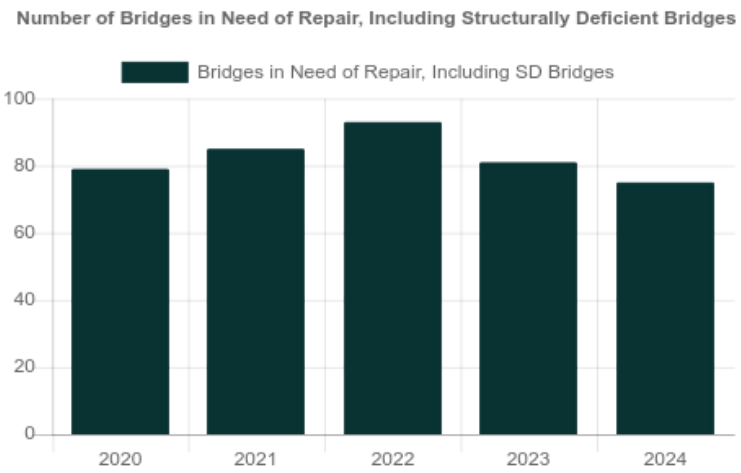
1. Iowa	4,544
6. New York	1,664
7. California	1,527
8. Louisiana	1,458

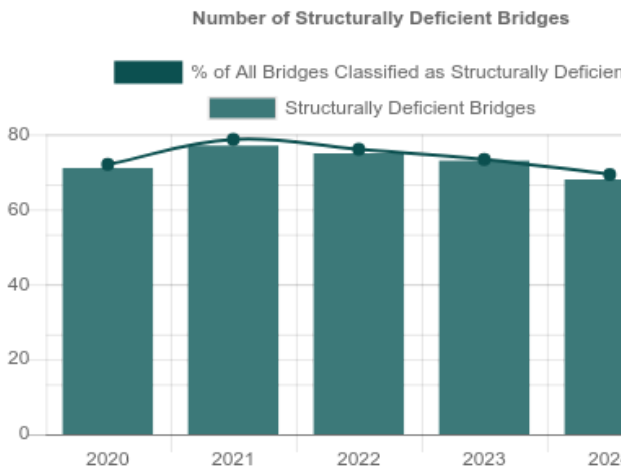
15

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
Ventura	1966	193,000	Urban freeway/expressway	U.S. Highway 101 over Hampshire Rd
Ventura	1966	193,000	Urban freeway/expressway	U.S. Highway 101 over Conejo School Rd
Ventura	1968	68,500	Urban freeway/expressway	US Highway 101 NB over Vcy Ry
Ventura	1961	64,500	Urban freeway/expressway	US Highway 101 SB over UP RR, Amtrak, & Lemon
Santa Barbara	1961	60,500	Urban freeway/expressway	US Highway 101 NB over San Jose Creek
Santa Barbara	1946	60,500	Urban freeway/expressway	US Highway 101 SB over San Jose Creek
Santa Barbara	1961	60,500	Urban freeway/expressway	US Highway 101 NB over Maria Ygnacio Creek
Santa Barbara	1963	54,500	Urban freeway/expressway	US Highway 101 NB over Castillo Street
Ventura	1966	37,500	Rural arterial	State Route 126 over O Leary Creek
Ventura	1981	33,000	Urban other principal arterial	Madera Road over UP RR, Amtrak, Metrolink
Santa Barbara	1971	32,500	Urban other principal arterial	US Highway 101 SB over UP RR & Amtrak
Santa Barbara	1971	32,500	Urban other principal arterial	US Highway 101 NB over UP RR & Amtrak
San Luis Obispo	1987	30,055	Rural minor arterial	Niblick Road over US Highway 101
San Luis Obispo	1956	30,000	Urban freeway/expressway	US Highway 101 NB over Traffic Way
San Luis Obispo	1956	30,000	Urban freeway/expressway	US Highway 101 SB over Atascadero Creek
Ventura	1979	30,000	Urban other principal arterial	Madera Road over Arroyo Simi
Ventura	1981	30,000	Urban other principal arterial	State Route 126 over Pole Creek
San Luis Obispo	1956	30,000	Urban freeway/expressway	US Highway 101 SB over Traffic Way
San Luis Obispo	1956	30,000	Urban freeway/expressway	US Highway 101 NB over Atascadero Creek
San Luis Obispo	1957	28,000	Urban other principal arterial	US Highway 101 SB over Nipomo Creek
Ventura	1965	25,000	Rural arterial	State Route 126 over Ellsworth Barranca
Ventura	1971	22,500	Urban other principal arterial	1st Street over Arroyo Simi
San Luis Obispo	1956	21,000	Rural arterial	US Highway 101 SB over Santa Margarita Creek
Ventura	1936	20,500	Urban other principal arterial	State Route 33 over San Antonio Creek
Ventura	1962	18,500	Urban freeway/expressway	S33-S101 Connector over US Highway 101

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	5	2,135	3,690	0	0	0
Rural arterial	139	133,352	2,868,268	8	7,212	138,500
Rural minor arterial	128	94,426	625,884	4	14,425	51,155
Rural major collector	85	48,738	239,039	4	6,251	6,247
Rural minor collector	37	8,909	38,263	1	231	249
Rural local road	165	55,339	149,524	7	1,901	1,756
Urban Interstate	0	0	0	0	0	0
Urban freeway/expressway	260	289,213	14,119,237	17	15,555	929,201
Urban other principal arterial	151	212,620	3,086,973	16	23,755	298,967
Urban minor arterial	139	92,087	1,306,610	5	2,069	23,769
Urban collector	92	29,131	371,256	3	1,770	24,465
Urban local road	119	51,192	282,422	3	403	1,001
Total	1,320	1,017,142	23,091,166	68	73,573	1,475,310

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	21	$74	102,669	14,251
Widening & rehabilitation	0	$0	0	0
Rehabilitation	48	$210	1,372,841	59,758
Deck rehabilitation/replacement	0	$0	0	0
Other structural work	6	$35	5,600	10,159
Total	75	$319	1,481,110	84,167

About the data:

Data includes information for the following area(s): San Luis Obispo County, Santa Barbara County, Ventura 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.