California – Congressional District 24

American Road & Transportation Builders Association

District Bridge Profile

Highlights from FHWA's 2023 National Bridge Inventory Data

- Of the 1,320 bridges in the counties of this district, 73, or 5.5 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 69 bridges classified as structurally deficient in 2019.
- Repairs are needed on 81 bridges in the district, which will cost an estimated $268.8 million.
- This compares to 75 bridges that needed work in 2019.
- The state has committed $10.8 million in IIJA bridge formula funds to support 3 projects 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	5	2,135	3,690	0	0	0
Other principal arterial	140	133,983	2,869,018	8	7,212	138,500
Minor arterial	127	93,093	623,884	4	14,425	51,155
Major collector	85	48,741	239,039	4	6,983	10,208
Minor collector	37	8,911	38,263	1	231	249
Local	165	54,133	149,104	8	1,842	1,598
Urban Bridges						
Interstate	0	0	0	0	0	0
Freeway/expressway	260	289,018	14,118,187	19	20,013	964,201
Other principal arterial	151	212,635	3,101,823	18	24,775	333,167
Minor arterial	138	91,768	1,299,310	5	1,922	33,451
Collector	93	29,293	373,256	2	396	9,465
Local	119	50,726	282,506	4	490	2,085
Total	**1,320**	**1,014,436**	**23,098,080**	**73**	**78,289**	**1,544,079**

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	23	$54.2	93,859	13,465
Widening & rehabilitation	0	$0	0	0
Rehabilitation	52	$180.2	1,450,450	65,371
Deck rehabilitation/replacement	0	$0	0	0
Other work	6	$34.4	5,600	9,454
Total	**81**	$268.8	**1,549,909**	**88,290**

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Top Most Traveled Structurally Deficient Bridges in this District

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 Maria Ygnacio Creek
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	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

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

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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.