

## Highlights from FHWA's 2018 National Bridge Inventory Data

- Of the 25,737 bridges in the state, 1,812, or 7.0 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 2,388 bridges classified as structurally deficient in 2014.
- 150 of the structurally deficient bridges are on the Interstate Highway System.
- 561 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 5,093 bridges at an estimated cost of \$8.8 billion.
- This compares to 5,512 bridges that needed work in 2014.

## Bridge Inventory

Type of Bridge <sup>4</sup>	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
<b>Rural Bridges</b>						
Interstate	1,204	1,329,042	30,853,241	60	44,063	1,024,600
Other principal arterial	1,392	1,269,846	22,567,218	55	63,417	778,482
Minor arterial	1,457	1,003,191	7,358,527	73	45,938	301,521
Major collector	2,198	1,031,178	5,699,733	249	136,862	637,543
Minor collector	1,217	409,703	1,412,380	141	39,436	104,115
Local	4,189	1,069,473	3,063,300	456	97,727	186,235
<b>Urban Bridges</b>						
Interstate	2,623	8,070,469	269,979,982	90	266,063	8,030,186
Freeway/expressway	3,111	6,950,392	210,500,664	100	502,698	4,281,182
Other principal arterial	2,527	3,800,741	60,817,083	199	432,006	5,119,936
Minor arterial	2,584	3,081,385	36,857,256	174	246,203	2,609,617
Collector	1,404	952,997	8,735,805	107	70,687	651,125
Local	1,831	1,099,215	8,366,102	108	56,964	377,983
<b>Total</b>	<b>25,737</b>	<b>30,067,632</b>	<b>666,211,328</b>	<b>1,812</b>	<b>2,002,063</b>	<b>24,102,524</b>

## Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	1,096	\$1,582,253	6,121,656	616,073
Widening & rehabilitation	3	\$63	3,600	339
Rehabilitation	3,825	\$7,194,892	98,904,008	6,097,924
Deck rehabilitation/replacement	8	\$362	465	1,955
Other work	161	\$10,669	224,396	46,052
<b>Total</b>	<b>5,093</b>	<b>\$8,788,239</b>	<b>105,254,125</b>	<b>6,762,343</b>



## Top Most Traveled Structurally Deficient Bridges in California

County	Year Built	Daily Crossings	Type of Bridge	Location
Los Angeles	1959	289,000	Urban freeway/expressway	US Route 101 over Kester Ave
Los Angeles	1961	283,000	Urban Interstate	Interstate 405 over 213th Street
Orange	1992	279,000	Urban Interstate	Interstate 5 over State Route 261
Orange	1979	279,000	Urban Interstate	Interstate 5 over Culver Dr
Los Angeles	1963	272,600	Urban Interstate	Interstate 405 over Imperial Highway
Orange	2000	241,000	Urban Interstate	Interstate 5 over Orangewood Ave
Orange	2000	241,000	Urban Interstate	Interstate 5 over Anaheim Blvd
Los Angeles	1961	237,800	Urban Interstate	Interstate 405 over 223rd Street Oh
Contra Costa	1998	235,000	Urban Interstate	Interstate 680 over Monument Boulevard
Los Angeles	1959	229,750	Urban freeway/expressway	US Highway 101 over Sepulveda Blvd

**About the data:** Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released March 15, 2019. 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 2017 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.