

## Highlights from FHWA's 2023 National Bridge Inventory Data

- The state has identified needed repairs on 1,781 bridges.
- Over the life of the IIJA, California will receive a total of \$2.9 billion in bridge formula funds, which will help make needed repairs.
- California currently has access to \$1.1 billion of that total, and has committed \$262.2 million towards 41 projects as of June 2023.
- Of the 25,818 bridges in the state, 1,591, or 6.2 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 1,797 bridges classified as structurally deficient in 2019.

## Bridge Inventory

Type of Bridge	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
<b>Rural Bridges</b>						
Interstate	1,206	1,330,067	29,159,899	85	101,607	1,913,933
Other principal arterial	1,422	1,330,873	22,541,544	66	81,045	753,051
Minor arterial	1,482	1,041,678	7,564,255	67	75,373	397,313
Major collector	2,196	1,052,491	5,816,501	178	120,576	427,574
Minor collector	1,225	423,184	1,389,920	115	34,564	134,963
Local	4,121	1,081,620	3,120,657	354	74,189	166,899
<b>Urban Bridges</b>						
Interstate	2,615	7,978,479	274,076,956	110	348,019	10,792,805
Freeway/expressway	3,104	7,179,506	216,471,255	122	625,247	7,329,893
Other principal arterial	2,555	3,836,124	62,316,852	155	314,809	4,006,335
Minor arterial	2,597	3,108,755	37,752,744	170	229,206	2,499,191
Collector	1,435	982,331	8,997,460	75	44,443	466,381
Local	1,860	1,117,606	8,937,625	94	53,678	312,423
<b>Total</b>	<b>25,818</b>	<b>30,462,714</b>	<b>678,145,664</b>	<b>1,591</b>	<b>2,102,754</b>	<b>29,200,760</b>

## Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	490	\$1,317.3	3,028,483	292,866
Widening & rehabilitation	3	\$1.2	3,600	341
Rehabilitation	1,118	\$4,802.2	26,177,731	1,815,577
Deck rehabilitation/replacement	7	\$3.2	265	881
Other work	163	\$216.1	262,227	59,419
<b>Total</b>	<b>1,781</b>	<b>\$6,340.0</b>	<b>29,472,306</b>	<b>2,169,084</b>

## Top Most Traveled Structurally Deficient Bridges in California

County	Year Built	Daily Crossings	Type of Bridge	Location
Los Angeles	1996	300,000	Urban Interstate	Interstate 110 over Slauson Ave & BNSF Ry
Los Angeles	1959	293,000	Urban freeway/expressway	U.S. Highway 101 over Kester Ave
Los Angeles	1962	269,000	Urban Interstate	Interstate 405 over Vermont Ave, 190th St
San Diego	1971	250,000	Urban Interstate	Interstate 805 over Telegraph Canyon Drain
Los Angeles	1967	240,000	Urban freeway/expressway	State Route 134 over Pacific Ave
Orange	1976	229,000	Urban freeway/expressway	State Route 57 over BNSF Ry, Amtrak, Metrolink
Orange	1961	227,000	Urban freeway/expressway	State Route 55 over Lincoln Ave
Los Angeles	1955	220,000	Urban Interstate	Interstate 710 over Los Angeles River
Los Angeles	1962	218,000	Urban Interstate	Rte 110 over Torrance Blvd
Los Angeles	1993	217,000	Urban Interstate	Route 105 & Lrt over Wright Road

**About the data:** Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on February 1, 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.