

Pennsylvania Congressional District 17

- Of the 1,971 bridges in the counties of this district, 199, or 10.1 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 230 bridges classified as structurally deficient in 2020.
- Repairs are needed on 1,130 bridges in the district, which will cost an estimated \$4.3 billion.
- This compares to 1,118 bridges that needed work in 2020.
- The state has committed \$55.2 million in IJA bridge formula funds to support 17 projects in the District.

7
Compared to 6 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
7. Pennsylvania	13.0%
8. Louisiana	12.0%

2
Compared to 2 in 2023

in the nation in # of structurally deficient bridges

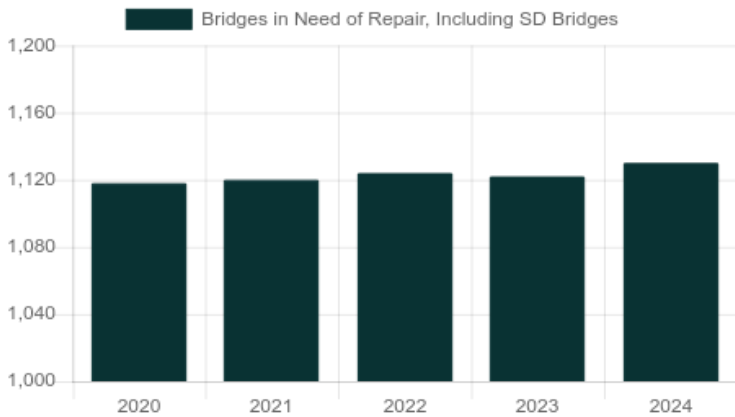
1. Iowa	4,544
2. Pennsylvania	2,932
3. Illinois	2,517

14
Compared to 21 in 2023

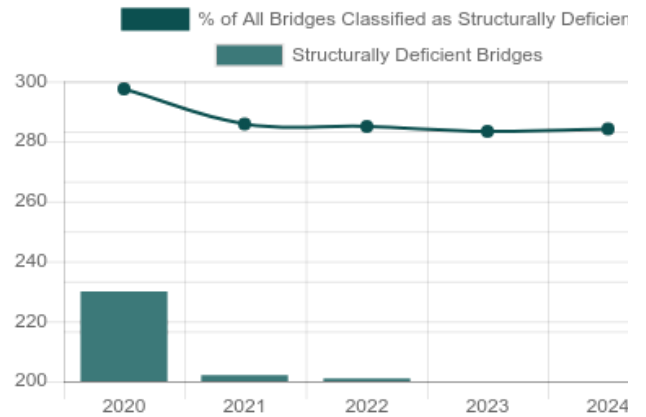
in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
13. Washington	7.0%
14. Pennsylvania	7.0%
15. California	7.0%

Number of Bridges in Need of Repair, Including Structurally Deficient Bridges



Number of Structurally Deficient Bridges



Top Most Traveled Structurally Deficient Bridges in Pennsylvania

County	Year Built	Daily Crossings	Type of Bridge	Location
Allegheny	1962	52,457	Urban Interstate	Parkway East over Old Wm Penn Hwy,Leak Run
Allegheny	1946	46,134	Urban other principal arterial	Mcknight Rd over Babcock Blvd,Girdy S Run
Allegheny	1952	38,689	Rural Interstate	Pa Turnpike (I-76) over Plum Creek
Beaver	1952	22,663	Rural Interstate	Pa Tpk (I-76) over SR 11,Beaver Riv, RR
Allegheny	1938	21,211	Urban other principal arterial	Bldv of The Allies over CSX RR & Bike Trail
Allegheny	1988	21,000	Urban other principal arterial	Panther Hollow Rd overlook Drive
Allegheny	1905	21,000	Urban local road	N Ave&Brighton Rd over N-S RR-Allegheny Park
Allegheny	1928	20,512	Urban other principal arterial	Kennywood Blvd over Union RR, Thompson Run
Allegheny	1983	18,414	Urban other principal arterial	Connor Rd over Pat Trolley # 9830
Butler	1965	18,268	Urban collector	SR3022 over Brush Creek
Allegheny	1960	17,583	Urban other principal arterial	Mckeesport Blvd over Union Railroad
Allegheny	1952	16,924	Urban other principal arterial	Ramp A,Tarentum Br over 4th Ave,Rampd, Ns RR
Allegheny	1924	16,904	Urban local road	Old William Penn over Thompson Run
Allegheny	1981	15,057	Urban other principal arterial	Penn Av over East Busway,N-S RR
Allegheny	1955	15,049	Urban other principal arterial	Painters Run Rd over Painters Run
Allegheny	1924	15,000	Urban minor arterial	South Negley Av over N-S RR & Pat EBusway
Beaver	1969	14,186	Urban Interstate	Beaver Valley Ex over SR 3016-Green Garden Rd
Allegheny	1940	14,106	Urban minor arterial	Lincoln Hwy over Long Run
Butler	1949	13,779	Rural arterial	SR 0422 EB&WB over Trib to Muddy Creek
Allegheny	1940	13,386	Urban other principal arterial	Eighth Ave over Homestead Run
Beaver	1969	13,339	Urban Interstate	Beaver Valley Ex over Bunker Hill Road
Beaver	1969	13,201	Urban Interstate	Beaver Valley Expy over Bunker Hill Road
Allegheny	1930	13,100	Urban local road	Brighton Heights over Verner Avenue
Allegheny	1960	11,814	Urban minor arterial	Beaver Grade Rd over Mont R Trlwy & Montour R
Allegheny	1982	11,568	Urban minor arterial	Wildwood Road over CSX RR.,Creek,Private Rd

Bridge Inventory: Pennsylvania

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	56	65,321	1,021,319	2	8,954	61,352
Rural arterial	24	35,797	246,728	2	323	24,902
Rural minor arterial	36	11,677	172,863	3	221	9,314
Rural major collector	61	20,733	89,066	4	5,290	9,366
Rural minor collector	49	13,266	48,461	6	1,059	3,866
Rural local road	289	42,316	105,806	50	5,841	12,304
Urban Interstate	270	692,959	6,962,131	8	9,580	113,663
Urban freeway/expressway	137	278,469	2,451,178	0	0	0
Urban other principal arterial	303	532,966	5,160,605	22	33,519	290,891
Urban minor arterial	259	207,061	2,010,611	27	17,927	180,763
Urban collector	149	70,124	681,591	13	4,604	59,770
Urban local road	338	154,822	977,403	62	18,492	182,913
Total	1,971	2,125,510	19,927,762	199	105,809	949,104

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	96	\$97	385,484	21,784
Widening & rehabilitation	6	\$291	133,868	95,892
Rehabilitation	807	\$3,353	10,606,090	1,107,498
Deck rehabilitation/replacement	75	\$225	718,397	74,669
Other structural work	146	\$309	954,527	102,619
Total	1,130	\$4,275	12,798,366	1,402,461

About the data:

Data includes information for the following area(s): Allegheny County, Beaver County, Butler 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.