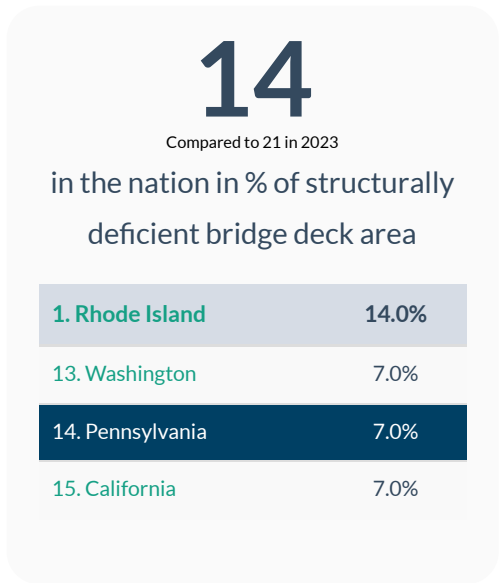
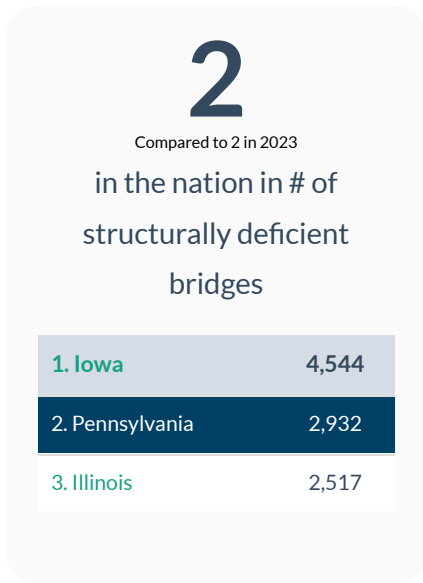
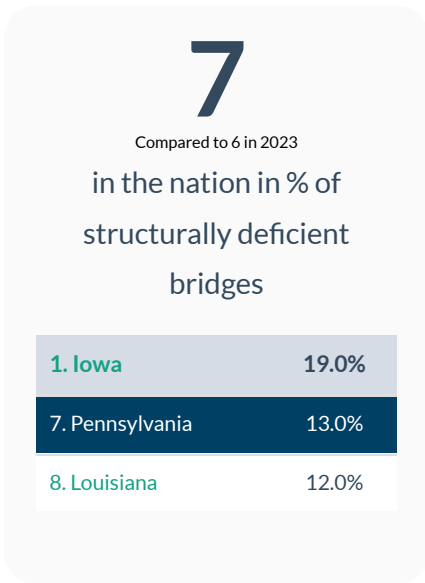
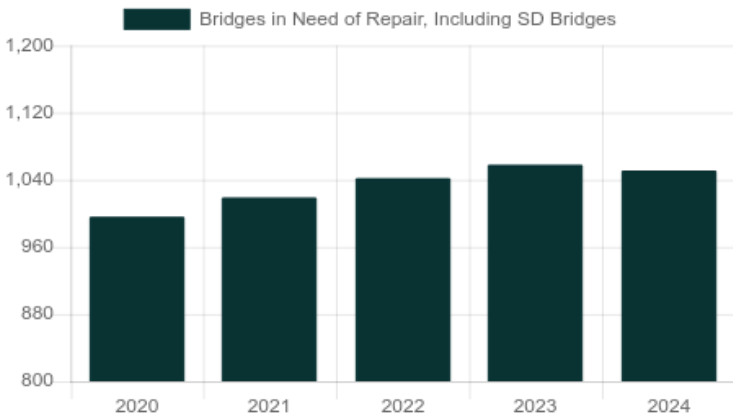


# Pennsylvania Congressional District 8

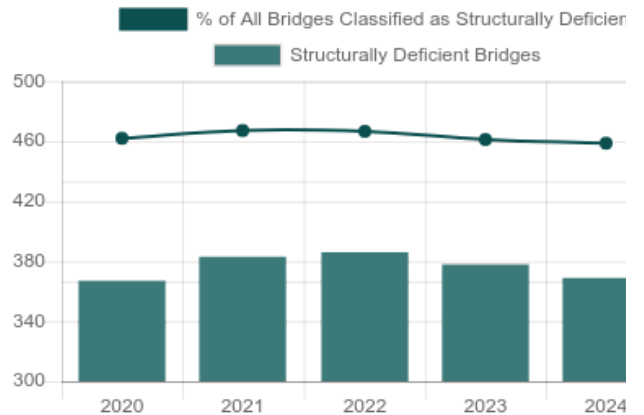
- Of the 1,552 bridges in the counties of this district, 369, or 23.8 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 367 bridges classified as structurally deficient in 2020.
- Repairs are needed on 1,051 bridges in the district, which will cost an estimated \$1.5 billion.
- This compares to 996 bridges that needed work in 2020.
- The state has committed \$70.8 million in IJA bridge formula funds to support 26 projects in the District.



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
Luzerne	1963	37,437	Rural arterial	Tr309 Cross Valley over Toby Creek
Luzerne	1963	37,437	Urban other principal arterial	Tr309 Cross Valley over Toby Creek
Luzerne	1928	31,449	Urban other principal arterial	SR 0309 Tr 309 over Toby S Creek
Luzerne	1980	29,899	Urban freeway/expressway	SR 0309 Tr 309 over Ramp A; SR 8039
Luzerne	1941	27,451	Urban other principal arterial	SR 0309 Tr 309 over Toby Creek
Luzerne	1941	27,451	Urban other principal arterial	SR 0309 Tr 309 over Toby Creek
Luzerne	1941	27,451	Urban other principal arterial	SR 0309 Tr 309 over Toby Creek
Luzerne	1967	26,444	Urban Interstate	SR 81 I-81 SB over SR 8011 Ramp A
Luzerne	1967	26,444	Urban Interstate	SR 81 I-81 SB over SR 23 Hazelton Street
Luzerne	1966	26,444	Urban Interstate	I-81 SB over Luz Co Rail Authority
Luzerne	1966	25,843	Urban Interstate	SR 81 I-81 SB over Johnson,Allan,Spring Run
Luzerne	1966	24,394	Urban Interstate	I-81 NB over Luz Co Rail Authority
Luzerne	1967	24,394	Urban Interstate	SR 81 I-81 NB over SR 6309
Luzerne	1966	24,394	Urban Interstate	I-81 NB over Johnson,Allan,Spring Run
Luzerne	1984	23,706	Urban freeway/expressway	SR 0309 Tr 309 SB over SR 2022,Railrd,N.Washing
Luzerne	1941	22,078	Rural arterial	Mr 0115 Tr 115 over Reading Bluemt& Northern
Monroe	1930	20,446	Urban other principal arterial	US 209 (LR 461 W) over Marshalls Creek
Monroe	1963	20,037	Urban freeway/expressway	US 209 & Pa 33NB over Appenzell Creek
Luzerne	1967	19,203	Urban Interstate	SR 81 I-81 NB over SR 8011
Lackawanna	1936	19,134	Urban other principal arterial	SR 11 Tr 11 over Leggetts Creek
Lackawanna	1963	18,902	Urban freeway/expressway	US 11 over SR 3013 North Main Ave
Lackawanna	1963	18,902	Urban freeway/expressway	SR 11 Tr 11 over SR 6307 Keyser Ave
Monroe	1963	18,547	Urban Interstate	I-80 EB (LR 12) over SR 25 (LR 45019)
Lackawanna	1974	18,181	Urban Interstate	SR 84 I-84 WB over Tr 435 SB
Luzerne	1965	18,137	Rural Interstate	I-81 NB over SR 37 @ Exit 155

## 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	89	74,375	971,346	6	3,295	87,961
Rural arterial	37	24,124	511,485	8	2,835	108,762
Rural minor arterial	94	25,861	351,863	21	6,380	71,474
Rural major collector	121	37,454	213,834	32	6,423	59,493
Rural minor collector	108	23,091	97,054	26	3,179	27,473
Rural local road	481	79,029	177,149	153	22,243	44,489
Urban Interstate	172	169,845	3,921,558	22	16,558	382,157
Urban freeway/expressway	63	110,779	1,343,904	7	10,943	131,190
Urban other principal arterial	104	85,343	1,490,163	21	25,503	372,711
Urban minor arterial	106	83,725	782,197	20	19,275	170,475
Urban collector	76	20,650	249,114	22	4,116	66,934
Urban local road	101	31,860	201,665	31	9,919	56,736
<b>Total</b>	<b>1,552</b>	<b>766,136</b>	<b>10,311,332</b>	<b>369</b>	<b>130,670</b>	<b>1,579,855</b>

## Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	131	\$192	334,329	43,367
Widening & rehabilitation	9	\$2	7,087	572
Rehabilitation	647	\$1,004	5,124,696	332,655
Deck rehabilitation/replacement	95	\$140	517,059	46,356
Other structural work	169	\$168	639,126	55,894
<b>Total</b>	<b>1,051</b>	<b>\$1,506</b>	<b>6,622,297</b>	<b>478,845</b>

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**About the data:**

Data includes information for the following area(s): Lackawanna County, Luzerne County, Monroe County, Pike County, Wayne 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.