# 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 IIJA 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

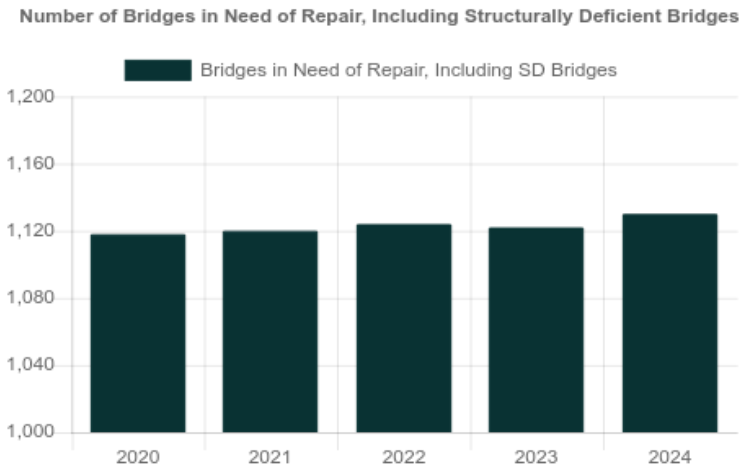
| | |
|---|---|
| 1. Iowa | 4,544 |
| 2. Pennsylvania | 2,932 |
| 3. Illinois | 2,517 |

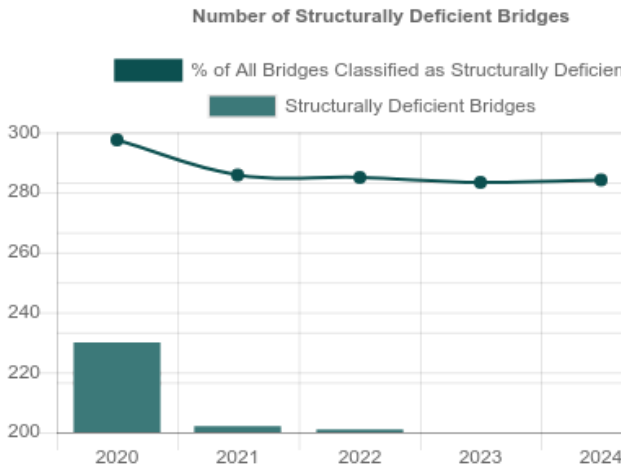
**14**

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% |



## 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 | Blvd 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.