

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

- Of the 1,564 bridges in the counties of this district, 378, or 24.2 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 2019.
- Repairs are needed on 1,058 bridges in the district, which will cost an estimated \$1.7 billion.
- This compares to 995 bridges that needed work in 2019.
- The state has committed \$44.8 million in IJA bridge formula funds to support 19 projects in the District.

### 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	91	74,654	1,009,637	8	4,441	104,578
Other principal arterial	23	15,626	378,677	4	1,972	76,314
Minor arterial	97	33,850	437,312	22	6,772	89,935
Major collector	127	41,681	240,490	36	9,821	67,483
Minor collector	110	25,165	97,130	26	3,236	21,919
Local	489	81,980	191,799	154	21,743	44,201
<b>Urban Bridges</b>						
Interstate	176	183,410	4,077,884	25	21,779	442,380
Freeway/expressway	58	107,372	1,270,318	7	10,709	156,588
Other principal arterial	79	77,647	1,137,929	19	26,395	326,541
Minor arterial	130	93,484	1,130,724	24	20,389	232,220
Collector	77	21,831	291,303	23	4,512	80,394
Local	107	32,402	209,544	30	9,726	54,912
<b>Total</b>	<b>1,564</b>	<b>789,101</b>	<b>10,472,747</b>	<b>378</b>	<b>141,494</b>	<b>1,697,465</b>

### Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	132	\$203.4	326,295	43,286
Widening & rehabilitation	14	\$16.1	12,760	5,405
Rehabilitation	651	\$1,085.3	5,265,823	339,379
Deck rehabilitation/replacement	98	\$184.9	569,620	58,283
Other work	163	\$171.3	619,023	54,575
<b>Total</b>	<b>1,058</b>	<b>\$1,661.0</b>	<b>6,793,521</b>	<b>500,928</b>

Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
Luzerne	1963	37,437	Urban other principal arterial	Tr309 Cross Valley over Toby Creek
Luzerne	1963	37,437	Rural arterial	Tr309 Cross Valley over Toby Creek
Lackawanna	1963	34,701	Urban freeway/expressway	SR 66 over SR 11 Tr 11
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	1966	28,064	Urban Interstate	SR 81 I-81 SB over Johnson,Allan, Spring Run
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	1966	26,595	Urban Interstate	I-81 NB over Luz Co Rail Authority

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

**About the data:** Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on July 3, 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.