



Risk-Based Bridge Postings



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➤ Aging, Heavily Used System

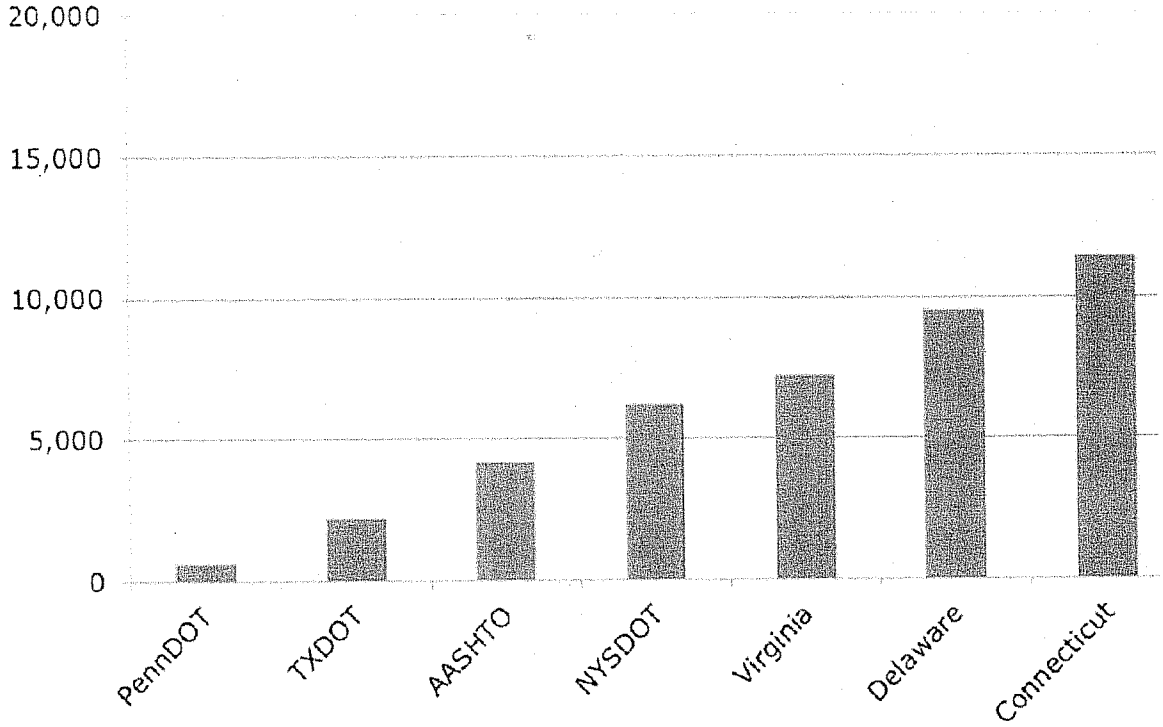
- 25,000 state-owned bridges
- 6,000 locally owned bridges
- Average bridge age is 51 years
- 8th most heavily traveled interstates in the nation
(source FHWA)

Before these restrictions:

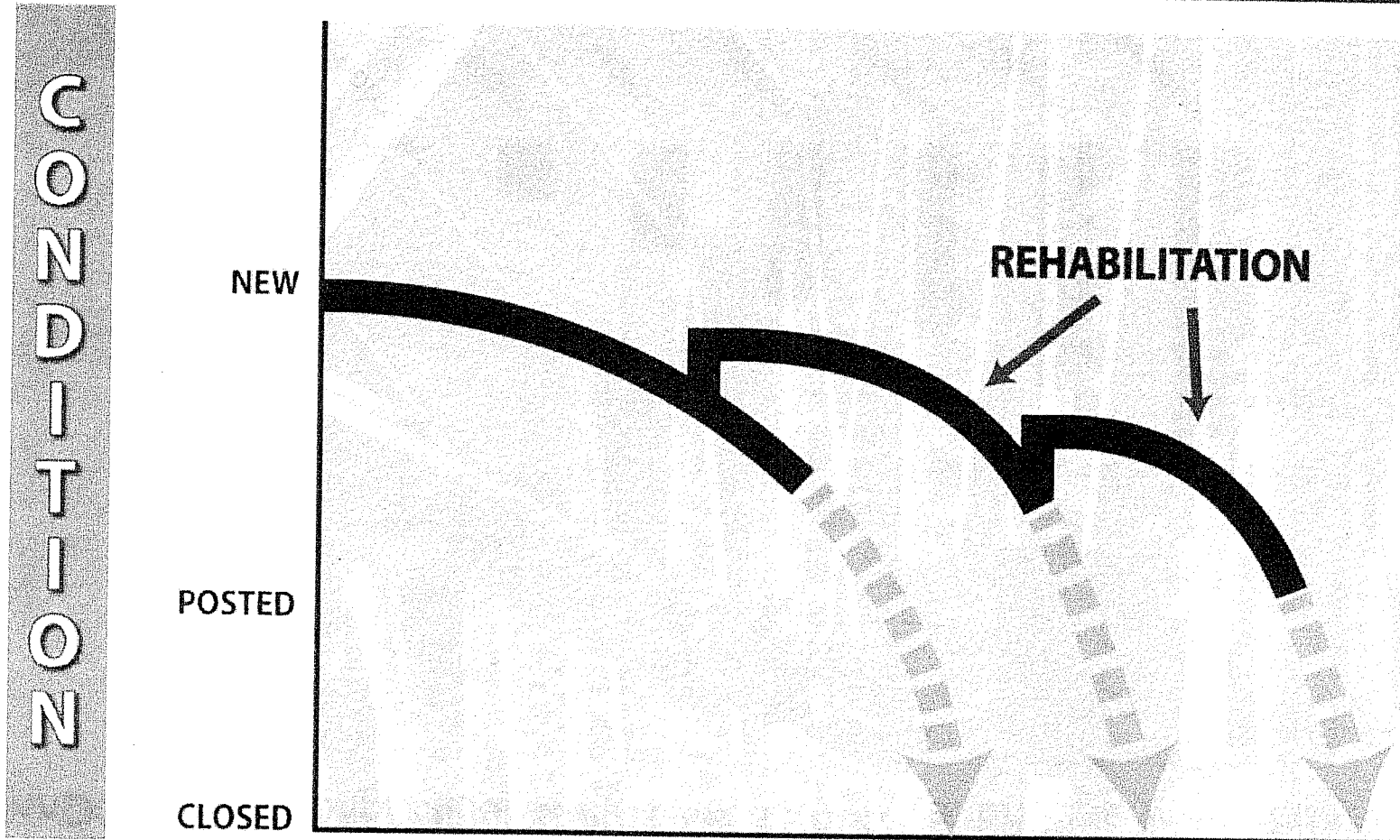
State Owned	Locally Owned
567 weight restricted bridges	1,600 weight restricted
42 closed bridges	200 closed bridges

Compared to other States

If PennDOT used Connecticut standards, 11,000 Pa. bridges would be restricted.



Life Cycle of a Bridge



Goal: extend service life, prioritize projects to minimize weight postings and closings



100 YEARS
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▶ Compared to Other States

#1
% SD Bridges

#1
% SD Bridges

Current

#17
% Posted / Closed

Revised

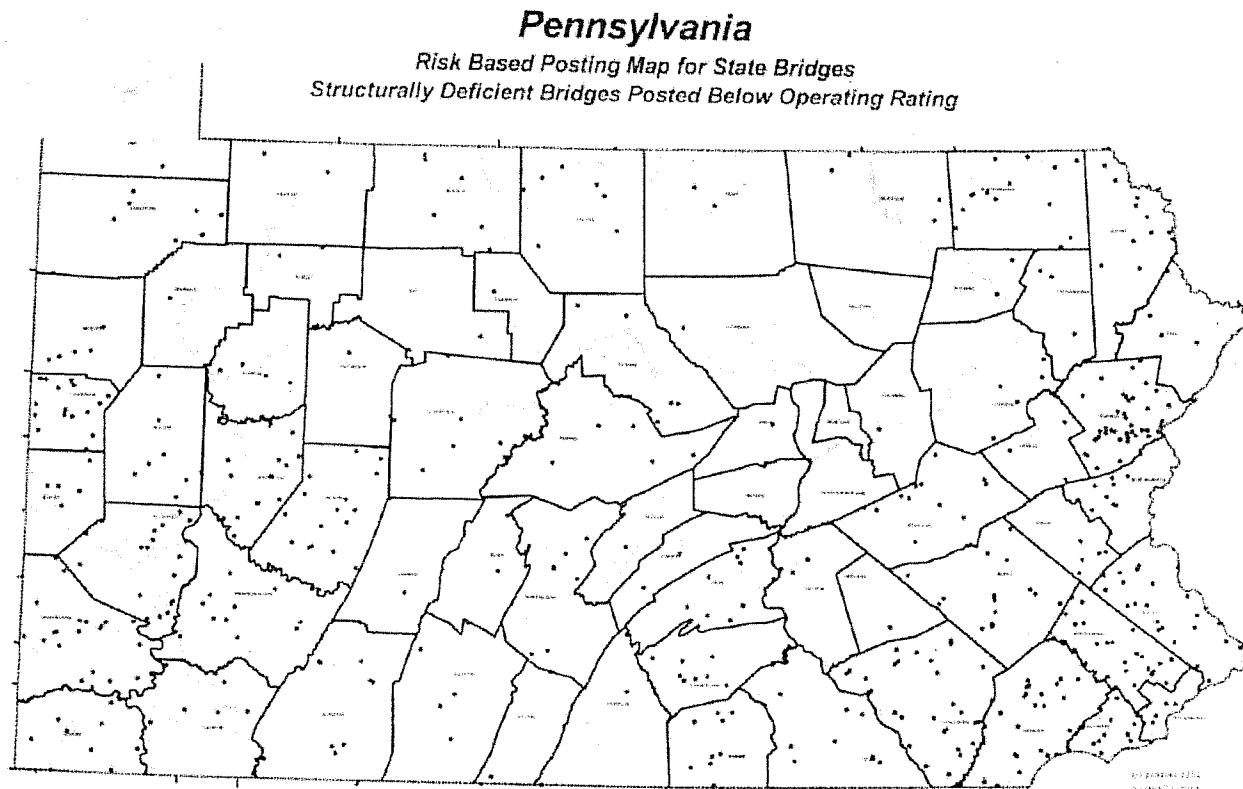
#14
% Posted / Closed

#35
**% SD Bridges
Posted / Closed**

WEIGHT
LIMIT
10
TONE
#27
**% SD Bridges
Posted / Closed**

State-Owned Bridges

- 530 state-owned bridges



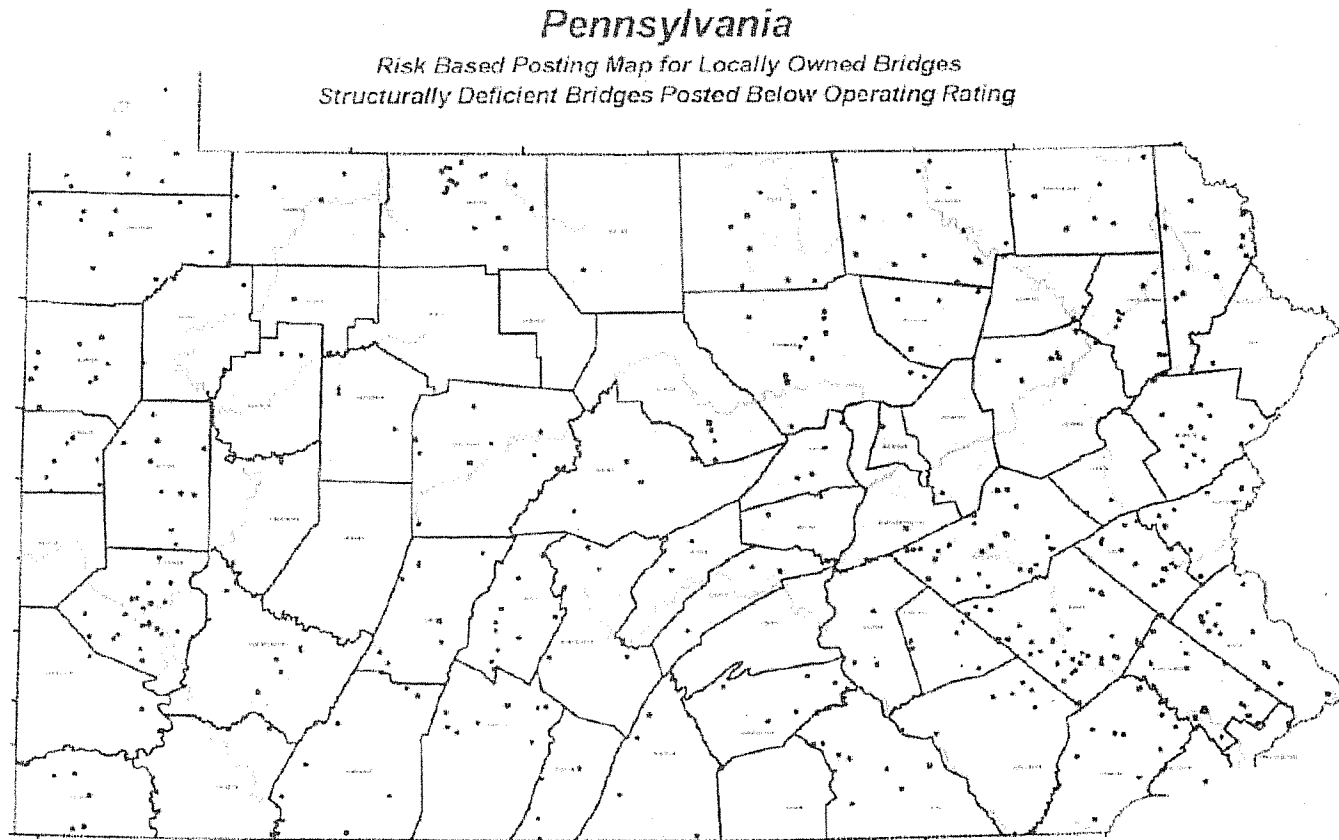
PA 2010
PENNSYLVANIA



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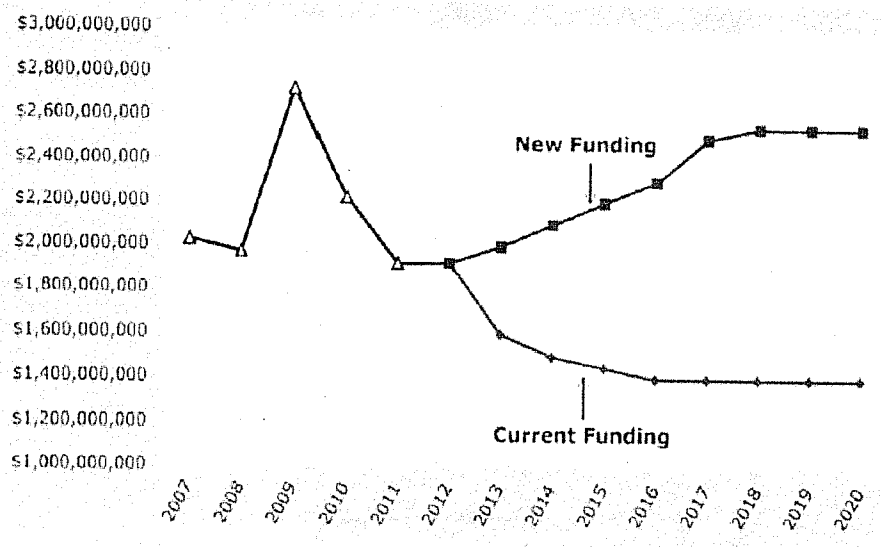
Locally Owned Bridges

- 470 locally owned bridges

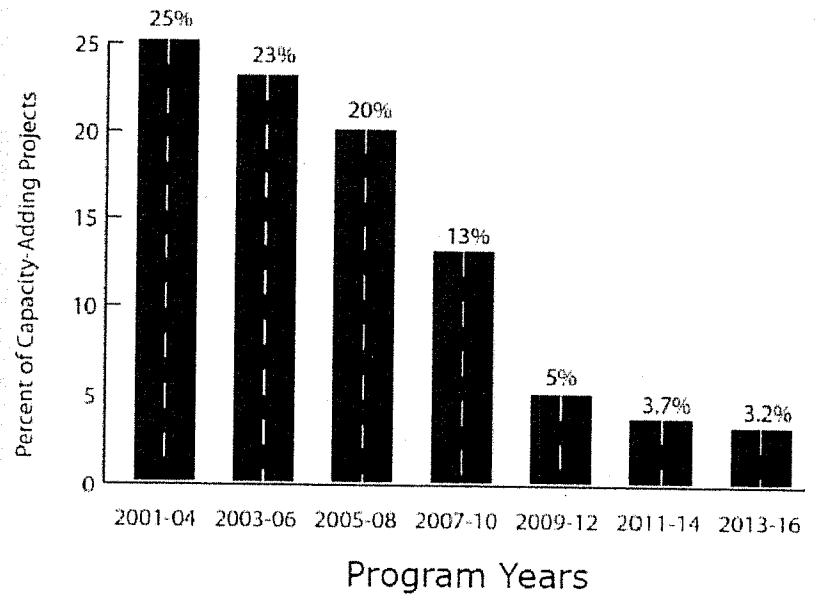


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Less Spending, Fewer Capacity Projects

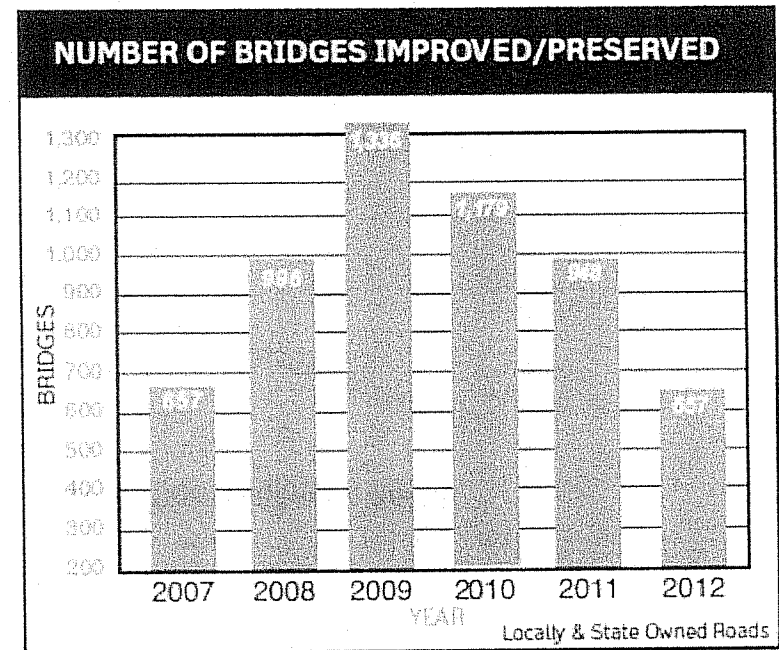
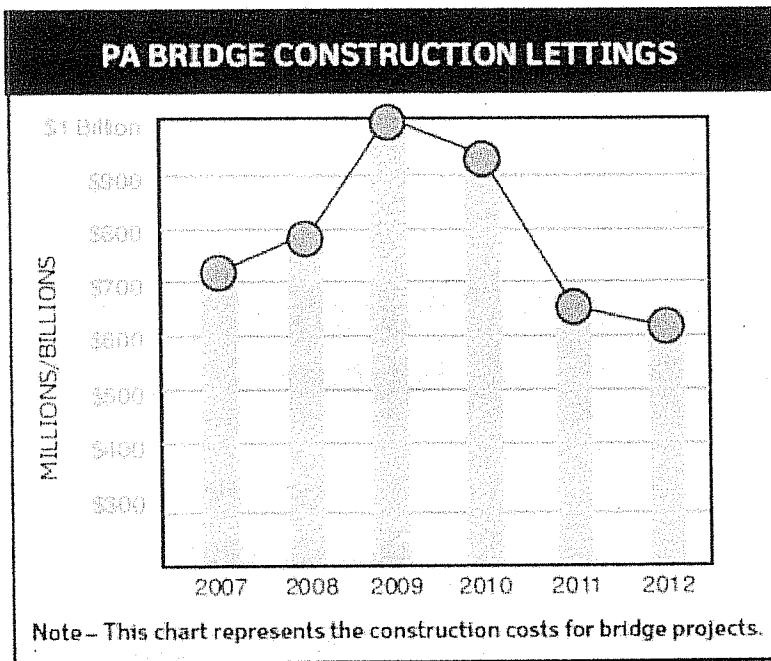


Capacity-Adding Projects: Percentage of Total Program



Past Investment

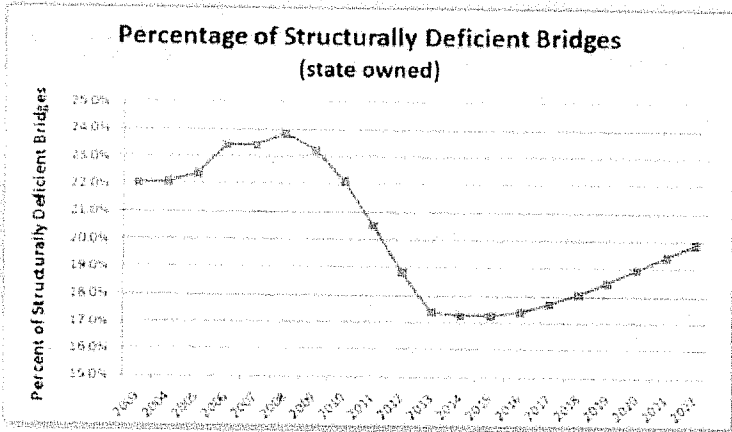
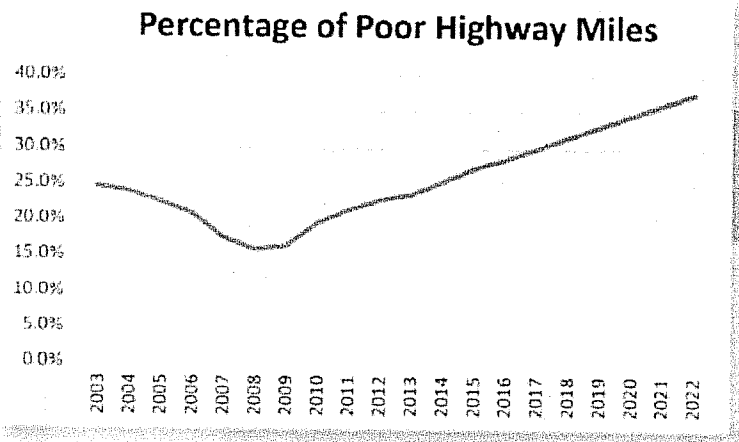
- Accelerated Bridge Program and federal recovery funding supported increased bridge focus.



Losing Progress without Needed Resources

Pavement quality will continue to suffer.

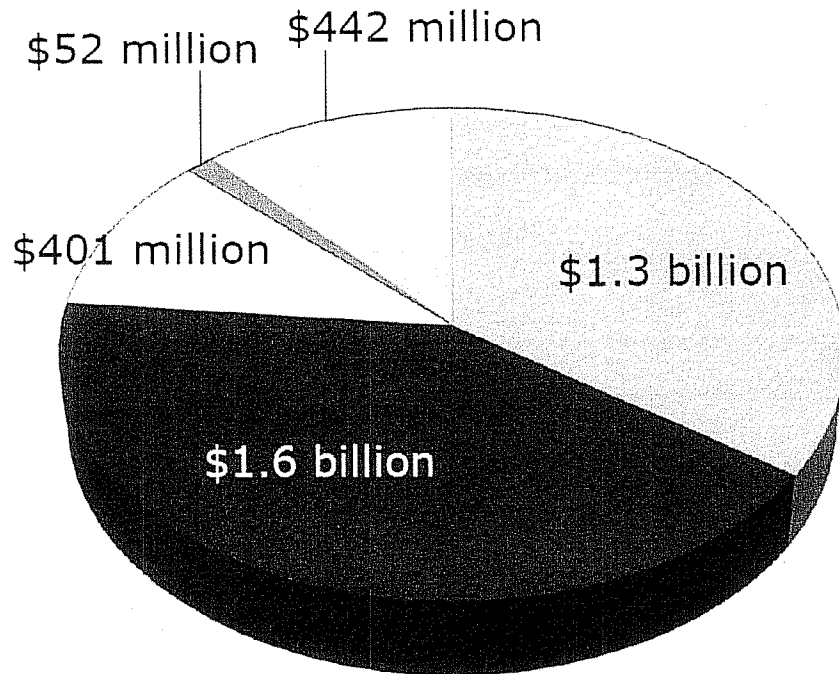
Rougher Roads



Deteriorating Bridges

Roughly 300 bridges become structurally deficient each year due to age.

Highway/Bridge Funding: \$3.8 Billion



- PennDOT Maintenance
- Construction Lettings
- Non Construction (design, planning, right of way)
- Other
- Program Management

HATS MPO Funding(2013-2016)

Total TIP Funding (\$000)		\$190,726
Safety	\$9462	
CMAQ	\$20,429	
Rail	\$906	
Enhancements	\$3,827	
Total	<u>\$34,624</u>	<u>\$156,102</u>

Federal/State Bridge	<u>\$49,692</u>	<u>\$106,410</u>
NHS	\$29,723	
STP	\$29,138	
State Highway	\$9,882	
Urban	\$17,451	
Act 44	\$20,216	
Total	<u>\$106,410</u>	\$0

Of the \$106,410 an additional \$46,625 is being invested on 13 bridge projects, leaving a balance of \$59,785 for roadway improvements.

Minus additional revenue, in order to address more bridges in HATS the following planned improvements would need to be deferred (Note some have already been let):

- US 11 Camp Hill Bypass in Cumberland County
- PA 34 Carlisle Springs Road in Cumberland County
- Wesley Drive in Cumberland County
- Park Boulevard in Dauphin County
- Linglestown Road in Dauphin County
- PA 147 Rock Fence in Dauphin County (safety)
- Main Street in Hummelstown in Dauphin County
- US 11/15 Rock Slope in Perry County (safety)
- PA 34 and Sunnyside Drive in Perry County (safety)

