Risk-Based Bridge Postings
## 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:

<table>
<thead>
<tr>
<th>State Owned</th>
<th>Locally Owned</th>
</tr>
</thead>
<tbody>
<tr>
<td>567 weight restricted bridges</td>
<td>1,600 weight restricted</td>
</tr>
<tr>
<td>42 closed bridges</td>
<td>200 closed bridges</td>
</tr>
</tbody>
</table>
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
Compared to Other States

Current

#1
% SD Bridges

#17
% Posted / Closed

Revised

#1
% SD Bridges

#14
% Posted / Closed

#35
% SD Bridges Posted / Closed

#27
% SD Bridges Posted / Closed
State-Owned Bridges

- 530 state-owned bridges

Pennsylvania
Risk Based Posting Map for State Bridges
Structurally Deficient Bridges Posted Below Operating Rating
Locally Owned Bridges

- 470 locally owned bridges
Less Spending, Fewer Capacity Projects

Capacity-Adding Projects: Percentage of Total Program

Program Years


25%  23%  20%  13%  5%  3.7%  3.2%
Past Investment

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

**PA BRIDGE CONSTRUCTION LETTINGS**

2007 2008 2009 2010 2011 2012

**NUMBER OF BRIDGES IMPROVED/PRESERVED**

2007 2008 2009 2010 2011 2012

Note – This chart represents the construction costs for bridge projects.
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

- $52 million
- $442 million
- $401 million
- $1.3 billion
- $1.6 billion

- PennDOT Maintenance
- Construction Lettings
- Non Construction (design, planning, right of way)
- Other
- Program Management
## HATS MPO Funding (2013-2016)

<table>
<thead>
<tr>
<th>Total TIP Funding ($000)</th>
<th></th>
<th>$190,726</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>$9462</td>
<td></td>
</tr>
<tr>
<td>CMAQ</td>
<td>$20,429</td>
<td></td>
</tr>
<tr>
<td>Rail</td>
<td>$906</td>
<td></td>
</tr>
<tr>
<td>Enhancements</td>
<td>$3,827</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$34,624</td>
<td>$156,102</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Federal/State Bridge</th>
<th>$49,692</th>
<th>$106,410</th>
</tr>
</thead>
<tbody>
<tr>
<td>NHS</td>
<td>$29,723</td>
<td></td>
</tr>
<tr>
<td>STP</td>
<td>$29,138</td>
<td></td>
</tr>
<tr>
<td>State Highway</td>
<td>$9,882</td>
<td></td>
</tr>
<tr>
<td>Urban</td>
<td>$17,451</td>
<td></td>
</tr>
<tr>
<td>Act 44</td>
<td>$20,216</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$106,410</td>
<td>$0</td>
</tr>
</tbody>
</table>

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)