

I-80 Canoe Creek Bridges

www.penndot.pa.gov/i80CanoeCreek

Existing Bridges

Existing Bridge Statistics

User Profile:

Mix of commuters and interstate traffic, including a high percentage of trucks

Construction Info:

Built in 1966, extended in 1985, has undergone multiple retrofits since 2013

Average Daily Traffic

30,119 vehicles per day (2025-projected)

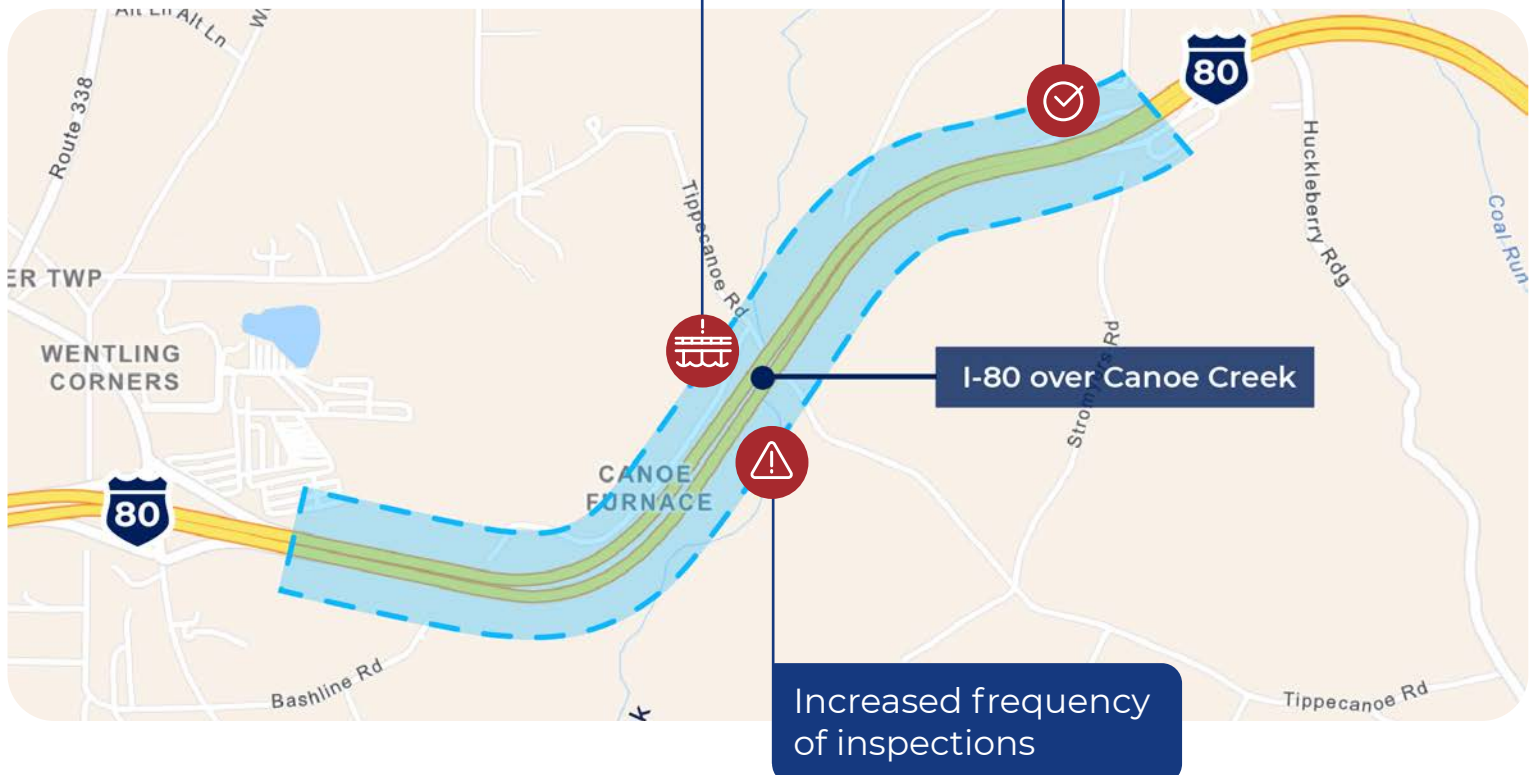
Truck Traffic

50% of total vehicles

Why do we need to fix these bridges?

Aging, fracture-critical bridge structures

Need for design improvements



Increased frequency of inspections






Why these bridges?

Overview

The purpose of the I-80 Canoe Creek Bridges project is to provide a safe and reliable crossing of I-80 over Tippecanoe Road and Canoe Creek. While both bridges have been repaired several times throughout their lifespan, recent inspections show the westbound bridge is in poor condition, and the eastbound bridge is in fair condition. The project is intended to replace the existing structures and update the roadway within the project limits to meet current design criteria and improve safety along the corridor.

Why

-  The corridor is a major trucking route and part of a vital thoroughfare in rural western Pennsylvania.
-  Replacing the bridges will greatly increase their longevity and reduce the cost and frequency of future repairs.
-  Improvements will enhance safety and bring the corridor up to current design standards.

How will this benefit your region?




-  Accommodate future growth in traffic volumes
-  Benefits to freight travel
-  Reliable transportation — less frequent repairs and maintenance

Revenue generated from bridge toll goes back into this project.

Estimated Construction Cost: \$110 million – \$135 million

The I-80 Canoe Creek Bridges project is critical and needs to be completed. If the Canoe Creek Bridges are funded by bridge tolling, funds would be freed up to allow other critical projects to continue to move forward in the region.

PennDOT’s Major Bridge P3 Initiative is anticipated to invest approximately \$2.5 billion in the replacement and rehabilitation of major bridges across the state. Funding these bridges with tolls could free up enough funds* to either:

-  Repave ~2,500 miles of highways
- or
-  Build ~960 miles of new highway lanes
- or
-  Replace ~8,600 miles of guiderail

* Based on 2020 infrastructure costs