

# I-80 Canoe Creek Bridges Project Video

## Transcript

By 2025, more than 30,000 vehicles are expected to cross the I-80 Canoe Creek bridges every day, and trucks will make up half of that traffic. By then, the dual, multi-span bridges over Canoe Creek and Tippecanoe Road in Beaver Township, Clarion County will have stood for nearly 60 years.

Both bridges have been repaired several times over the past six decades, and recent inspections show the westbound bridge is in poor condition, while the eastbound bridge is in fair condition. To keep people moving through this area safely, the existing structures need to be replaced and the roadway updated to improve alignment and geometry, meet modern design criteria and increase safety along this busy corridor.

However, as you may have heard, PennDOT faces an \$8.1 billion annual deficit in highway and bridge funding. The agency receives 74 percent of its funding from federal and state gas taxes, but due to better fuel efficiency of today's cars and the increased popularity of electric vehicles, this funding continues to decline as drivers buy less fuel, a trend that shows no signs of stopping.

One immediate funding solution is PennDOT's Major Bridge P3 Initiative, which is designed to raise revenue for the replacement or rehabilitation of nine major bridges across the state through tolling. Tolling means that those who use the bridge pay for the bridge and revenue from the tolls goes back into the project for maintenance and operations, allowing other important transportation projects in the region to move forward.

The I-80 Canoe Creek Bridges Project alone is estimated to cost between \$90 million and \$105 million, part of the estimated \$1.6 billion to \$2.2 billion investment in these critical components of our state's infrastructure through the MBP3 Initiative. In Pennsylvania, every \$1 billion invested in bridge replacement or rehabilitation creates 10,493 jobs and generates \$2.2 billion for our state's economy. In fact, paying for all these projects through tolling could free up enough funds to either build 730 miles of new interstate lanes, replace 6,600 miles of guide rail or repave 1,900 miles of highways. To put that into perspective, 1,900 miles is the distance between Harrisburg, Pennsylvania and Albuquerque, New Mexico.

The bottom line is the I-80 Canoe Creek Bridges Project is critical and needs to be completed. Funding this necessary replacement with bridge tolling will allow money that would have been used to pay for it to instead be spent on other important transportation projects in the region.

Learn more about the I-80 Canoe Creek Bridges Project on our website at [penndot.gov/i80CanoeCreek](https://penndot.gov/i80CanoeCreek).