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**HOUSE OF REPRESENTATIVES**

COMMONWEALTH *of* PENNSYLVANIA

***House Democratic Policy Committee Hearing***

**Bridge Health and Safety**

**Tuesday, March 8, 2022 | 10:00 a.m.**

**Frick Museum – 7227 Reynolds St, Pittsburgh, PA 15208**

**Representative Dan Frankel**

- 10:10a.m.                    **Alan McGaughey, *Regent Square Neighborhood Resident***
- 
- 10:25a.m.                    **Mike Keiser, Deputy Secretary for Highway Administration  
*Pennsylvania Department of Transportation***
- Cheryl Moon-Sirianni, District 11 Executive  
*Pennsylvania Department of Transportation***
- 
- 10:50a.m.                    **Katharine Kelleman, CEO  
*Port Authority of Allegheny County***
- Pittsburgh City Councilman Corey O'Connor, *District 5***
- 
- 11:15a.m.                    **Alexander Baikovitz, Co-Founder and CEO  
*Mach9 Robotics***
- Matt Macey, CEO  
*CDR Maguire***
- 
- 11:40a.m.                    **Mayor Ed Gainey, *City of Pittsburgh***
- Rich Fitzgerald, Executive  
*Allegheny County***

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**HOUSE OF REPRESENTATIVES**  
COMMONWEALTH *of* PENNSYLVANIA

Alan McGaughey  
7500 Rosemary Road  
Pittsburgh, PA 15221  
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mcgaughey@cmu.edu

March 2, 2022

My name is Alan McGaughey. I live with my wife Sophie and 1-year old daughter Hazel at 7500 Rosemary Road, which is at the southeast corner of Rosemary Road and Undercliff Road. Our house is 1/8<sup>th</sup> of a mile from the eastern end of the former Fern Hollow bridge. I am a Professor of Mechanical Engineering at Carnegie Mellon University, where I have been on the faculty since 2005. My expertise is in heat transfer. I do not have any professional credentials or experiences related to bridges or infrastructure.

In this testimony, I will address three topics: (i) My family's experiences on Friday, January 28, 2022, the day the bridge collapsed, (ii) How the loss of the bridge has impacted our lives, and (iii) General comments about infrastructure.

(i) On Friday, January 28, 2022, sometime between 6:30 AM and 6:45 AM, Sophie and I were awoken by two large booms that shook the house. After the booms dissipated, there was a loud, continuous sound that some have described as being like a jet engine or a waterfall. I initially thought that a snowplow had hit the house, but a look outside revealed only a snow-covered street. With no idea as to what had happened, I went through the entire house, looking for potential sources of the noises. The furnace, hot water heater, radiators, and everything else were intact. Realizing that the sound was not coming from inside, I stepped outside, where it became much louder. A few minutes later, I noticed police lights at the western edge of the bridge, which I can see from the second floor of the house. Sophie went outside and walked down Undercliff Road to investigate. Undercliff Road is a dead end to cars, with a walking/biking path that continues up to Forbes. Sophie saw a neighbor standing at the end of the road. Despite yelling at him from six feet away, Sophie was not able to get his attention because the noise was so loud. He eventually turned around, walked closer, and pointed at the valley. Sophie saw the collapsed bridge (the two booms) and realized, by the strong smell, that the deafening sound was high pressure natural gas expanding out of a broken pipe.

I would like to emphasize how terrifying the initial 10-15 minutes were. We had no idea what had happened. It felt like the start of a post-apocalyptic movie. The idea that the bridge had collapsed never crossed our minds.

A flurry of messages were exchanged on our neighborhood email list. The immediate concern was the gas flow. No one from Equitable Gas ever came to our house or contacted us. They were, however, in communication with families on Briar Cliff Road, who were being asked to evacuate. Not wanting to take any chances, Sophie and I packed up Hazel and our cat Mia and

drove to a friend's house on the other side of Point Breeze. It is by no means easy to wrangle a toddler or cat into a car at the best of times, let alone both of them on a stressful, scary morning. While it seems almost absurd upon reflection, there was a real, terrifying thought in our minds that our house might not be there when we got back. Through emails and texts from our neighbors, we learned that the gas lines had been closed by mid-morning. We returned shortly afterwards. It was a huge relief to be back, although the enormity of what had happened was only beginning to hit us.

(ii) My family traveled on and below the Fern Hollow bridge many times every day. The night before it collapsed, I drove over it coming back from a pick-up hockey game at Schenley Park. The Tranquil Trail, passing under the bridge, connected us to the southern parts of Frick Park by walking, running, or biking. I had run under the bridge on multiple January mornings before 7 AM. My family walked across the bridge many weekends to access Frick Park's Clayton Trails. My daughter Hazel's day care is in Squirrel Hill. The bridge gave us a fast and direct route there.

Now, I make a southern loop to get to the rink. I run through the Homewood Cemetery to make a new loop. We access the rest of Frick Park from near the tennis courts. Sophie drives a longer and busier route to Hazel's day care. None of these changes are life altering, just inconvenient. But I think of all the people facing such disruptions, spending more time in their cars or on city buses on our already busy streets, leaving earlier for work and arriving home later, having their children spend more time at day care. People will not frequent the Squirrel Hill or Regent Square business districts as much as before, depending on what side of the valley they live on. The effect on this part of Pittsburgh will be profound for potentially many years.

(iii) I grew up in Toronto, Canada and received my Bachelor's degree in mechanical engineering from McMaster University in nearby Hamilton, which is Canada's steel town. Upon graduation, I received, as did all my peers at Canadian engineering schools, the "Iron Ring." Worn on the pinky finger of an engineer's working hand, this ring reminds him or her me that their first and most important responsibility is to society. Originally made from iron, and now stainless steel, the ring is a symbol of a bridge collapse in Quebec in 1907 due to poor planning and design.

I do not know what happened to cause the Fern Hollow bridge to collapse. We may not know for some time. I do not know if there was negligence or oversights during its annual inspections. I certainly hope not. But as an engineer and a citizen, I want to know how this disaster could have been avoided. It is simply luck that the bridge collapsed on a snowy morning, when schools were delayed and few people were out. It could easily have happened during a busy afternoon rush hour, with cars and buses backed up on Forbes Avenue well into Frick Park. That thought is terrifying.

Living in Pittsburgh, it is a necessity to cross bridges, big and small, on a regular basis. There are no ways around them. After a disaster like the Fern Hollow bridge collapse, we get back into our daily routines, but small doubts remain. Will it happen again? When? These doubts will fade with time, but that doesn't matter. What matters is that the city, county, state, and federal governments work together to ensure that there is not a repeat somewhere else in the city.

Looking now at the construction site, it is almost as if the bridge was never there. The clean-up crews have quickly and efficiently removed much of the rubble. I hope that Pittsburghers do not forget the Fern Hollow bridge once a new bridge is built. It is an important reminder that the trust we place in our infrastructure may not always be warranted.

Thank you.

A handwritten signature in black ink that reads "Alan McGaughey". The signature is written in a cursive style with a prominent flourish at the end.

Alan McGaughey

**Port Authority of Allegheny County  
 Authority Owned Bridge Summary  
 March 8, 2022**

Port Authority of Allegheny County proudly serves the second-largest county in the Commonwealth of Pennsylvania. It is the second largest transit agency in Pennsylvania and the 25<sup>th</sup> largest in the country. The agency’s system includes over 2,600 employees who operate, maintain, and support bus, light rail, incline, and paratransit services. In 2019, Port Authority provided almost 63 million rides per year.

Port Authority of Allegheny County (Authority) provides a network of fixed route public transportation services to persons traveling within a 745-square mile area, including the City of Pittsburgh and all of Allegheny County. Operating a fleet of 700 buses, 83 light rail vehicles and the Monongahela Incline, and by sponsoring ACCESS (the nation’s largest paratransit program of its kind for senior citizens and persons with disabilities), Authority is one of the largest and most diversified public transit agencies in the United States.

The Authority provides bus service on three exclusive busways: the 4.3-mile South Busway; the 9.1-mile Martin Luther King, Jr. East Busway; and the 5-mile West Busway. Port Authority operates its light rail transit service, known as “the T”, on a 25-mile rail system. In addition, the Authority owns and operates 4 bus operating divisions, a major bus overhaul facility, a light rail vehicle maintenance facility, a light rail transportation control center, and a major service facility that supports maintenance of Authority facilities, properties, Park and Ride lots and rights-of-way.

In addition to the services the agency provides, Port Authority owns and maintains 79 bridges throughout Allegheny County. Most of these bridges are single-mode spans that directly support Authority operations. These bridges are vital to the safe and efficient operation of our system. Despite their cost to maintain, Port Authority maintains ownership and oversight of these spans because they directly serve and support public transit operations. Of the bridges the Authority owns and maintains, there are 65 single mode bridges that support Incline, pedestrian, light rail and other dedicated busway operations, 13 multi-mode bridges that include local use only, HOV and shared light rail and busway operations, and one special use bridge that supports freight rail.

**The table below shows the inventory of Port Authority owned and maintained bridges organized by single mode, multi-mode, and special use bridges:**

**Bridge Mode Inventory:**

Mode	Number of Bridges	Notes
Single Mode	65	Support Incline, Pedestrian, Light Rail, Dedicated Busway
Multi-Mode	13	11 Local use only 1 HOV 1 Shared Light Rail & Busway
Special Use	1	Freight Rail

In addition to the bridges that Port Authority uses for regular service, the agency also owns and maintains 11 local use bridges that were originally owned by the Authority’s predecessor companies. These 11 bridges are not critical to supporting the Authority’s transit operations but are primarily used by the public at large. Port Authority owns and maintains these bridges after having acquired them as successor-in-

interest to the now-defunct private trolley or bus lines that originally owned them and/or as buildouts in relation to the expansion of the Authority's East Busway and light rail system. Some of these bridges directly benefit the Authority while others are owned by the Authority and used by the agency but could be better served by exploring transfer of ownership to a more appropriate entity that has the resources to maintain them.

The average age of Port Authority's bridge inventory is approximately 51 years, with more than a third over 50 years. Fourteen bridges are more than 100 years old.

**The table below shows the number of bridges organized by age classification:**

**Bridge Age Classification:**

Age category	Number of Bridges	Percentage of Inventory
Over 100 years in Service	14	18%
Between 50 and 100 years in Service	9	11%
Between 25 and 50 years in Service	27	34%
Less than 25 years in Service	29	37%

It is not uncommon for transit agencies to own bridges to support the agency's fixed guideway transit system. The Authority's fixed guideway system is relatively unique in that, in addition to the light rail system, it also consists of three dedicated busways and two inclines. Ownership of bridge infrastructure allows Port Authority direct and immediate access to the physical structures and inspection reports; provides direct oversight of maintenance and rehabilitation, and oversight of how such work is carried out so it can be done in a coordinated manner that does not disrupt other services or riders.

The Authority has a detailed and prioritized bridge program and effectively maintains system owned bridges. However, to fix more bridges before their ratings decrease, it is critical that federal and state infrastructure funding continue to be made available to public transit agencies to help pay for such large public works initiatives. The Authority bridge program is the comprehensive process for which the Authority employs to maintain its bridge inventory in state of good repair (SOGR). The program generally consists of several subcomponents such as bridge inventory management; inspection and condition assessment; prioritization, planning and programming; and design and construction for repairs, rehabilitation, or replacement.

Port Authority is not unlike other systems in that our State of Good Repair needs exceed the amount of available funding to address aging infrastructure such as those associated with bridges and other portions of our system. This concern has been echoed not only across the Commonwealth of Pennsylvania but across the country. The Panhandle Bridge is one example of a SOGR need that is included in the Authority bridge repair backlog. The Authority currently owns the Panhandle Bridge, a 3,950-foot structure carrying light rail transit (LRT) trains over the Monongahela River as they enter and leave Downtown Pittsburgh from Allegheny County's South Hills communities. Rehabilitation of the bridge is needed in order to keep the structure in operable condition.

The Panhandle Bridge was originally constructed by the Pennsylvania Railroad (PRR) in 1903. In 1980, Port Authority purchased the bridge from a PRR successor, Conrail. Subsequently, Port Authority renovated and reconfigured the bridge as part of its Stage I LRT Project. The bridge work was completed when the Downtown subway opened for revenue service in 1985. As to be expected for a 119-year-old bridge, some

structural elements have deteriorated. The bridge requires repair of structural members and a paint system overhaul due to environmental corrosion and wear. The proposed work would include steel repairs to its superstructure, structural steel painting, concrete repairs, substructure masonry repairs, direct rail fixation repairs, and new bridge lighting.

Without making the necessary improvements, the structure will continue to deteriorate to a point where the bridge could be rated as structurally deficient, require load restrictions, or eventual closure, removing or restricting a key transportation link in our system in the Pittsburgh region. This project will complement Port Authority's other planned investments in its LRT system such as replacement and mid-life overhaul of light rail vehicles, LRT station improvements, upgrades and repairs to tunnels, rehabilitation of track, improvements to grade crossings, and vehicle maintenance facility improvements.

Port Authority's LRT system is a key transportation facility, which supports the economic vitality of the City of Pittsburgh and many of Allegheny County's southern suburbs. Keeping the Panhandle Bridge operable is essential to ensuring that tens of thousands of daily riders will continue to be able to access employment, educational, cultural and entertainment opportunities in Pittsburgh. The estimated cost to bring the Panhandle Bridge into a SOGR is \$65 Million.

In addition to SOGR needs required to maintain safe and efficient service, emergency repairs can also become necessary, which are costly and disruptive to service. An emergency repair requires immediate access to funds in any situation where an unexpected system breakdown is identified. Port Authority experienced this type of situation recently when on February 4, 2022, Authority closed the Saw Mill Run Boulevard Bridge, also referred to as the Palm Garden Bridge, that it owns and maintains in Pittsburgh's Mt. Washington neighborhood after Engineers discovered that a portion of the bridge had shifted. The 1,052-foot bridge constructed in 1977 is used only by Port Authority buses and light rail vehicles. It was last inspected in October 2020 and was rated Satisfactory (6).

Just before 9 a.m. on February 4, a Port Authority employee noticed that a gap in the joint at the end of the bridge appeared to be larger than normal. Port Authority suspended bus and rail traffic immediately and dispatched engineers and a bridge consultant to begin examining and surveying the bridge for signs of distress and movement. Upon further investigation, Port Authority engineers and consultants determined water had penetrated a portion of the concrete support structure at the end of the bridge. The water subsequently froze and expanded when temperatures plummeted below freezing, resulting in the bridge shifting several inches. The bridge, which is sometimes known as the Palm Garden Bridge, was determined to be stable but would remain closed until repairs can be made. The work consists of removing a portion of the concrete bridge deck and approach slab to access the bridge's superstructure; removing and replacing the existing anchor bolts and bridge bearings and resetting the position of the bridge; repairing rail joints; and replacing the portion of the concrete deck and approach.

Port Authority expects repairs to take two to three months. Motorists traveling beneath the bridge on Saw Mill Run Blvd. should not be impacted, the closure of the bridge has greatly impacted service on Port Authority's Red Line, requiring all Red Line rail cars to travel via the Blue Line. Red Line rail cars will detour via the Blue/Silver Line from Overbrook Junction to Downtown. A rail shuttle will operate between Overbrook Junction to Potomac Station. Bus shuttles will operate between Potomac Station and Station Square. A rail shuttle is operating between Overbrook Junction and Potomac Station, and a bus shuttle is operating between Potomac Station and Station Square. Both run approximately every 20 to 30 minutes. Neither shuttle is collecting fares. The estimated cost to repair this bridge is in excess of \$2 Million.



Port Authority requires approximately \$185 million to attain full state-of-good repair for all 79 of its bridges. It is anticipated that state-of-good-repair demand will continue to increase non-linearly due to years of deferred maintenance and inflation. Deferred maintenance generally results in more costly repairs and/or necessitating replacement toward end of service life, which would otherwise be avoided or minimized through routine rehabilitation and restoration.

Port Authority respectfully asks for your consideration and support of prioritizing funding solutions that address the significant aging infrastructure needs of transit agencies that serve the residents of the Commonwealth of Pennsylvania. This step is critical to ensure that safe and reliable transit options are not only available to today's riders but future generations as well.



# COREY O'CONNOR

## Councilman, City of Pittsburgh – District 5

Tuesday March 8, 2022

Honorable Committee Members,

First and foremost, I'd like to thank Committee Chairman Rep. Ryan Bizzarro, Rep. Dan Frankel, and the rest of the Committee for the invitation to share testimony.

My name is Corey O'Connor and I represent City Council District 5, which includes Squirrel Hill and Regent Square, the two neighborhoods on either side of the Fern Hollow Bridge. Both as a representative of that area and as a Pittsburgher, I can't stress enough how genuinely fortunate we are that, even amidst this disaster, no one lost their life that day. I'd be remiss if I didn't thank, from the bottom of my heart, each and every person there that day from the City of Pittsburgh's Bureaus of Fire, Emergency Medical Services, and Police, as well as the additional public safety professionals who provided support and aid.

The collapse was a shock to all of us: residents, local elected leaders, state officials, and more. It drove home the critical point that our infrastructure and built environment can't be taken for granted. This event was a wake-up call, telling us that, as the City of Bridges, we can't just rely on what might seem like bare-minimum maintenance to keep things moving. We must be proactive and deliberate in how we invest in our bridges.

I've had a lot of neighborhood conversations with residents about the state of our infrastructure since Friday, January 28. But, I'm not alone in that. My colleagues at City Council, the Mayor of Pittsburgh, State Representatives, State Senators, and more have all been asked the tough but fair question of what we're doing to make sure that Pittsburghers get to where they need to go safely and securely. Not only do we need to rebuild the bridge, but we also need to rebuild peoples' confidence in the roads, streets, and bridges beneath their feet.

Here, in the City of Pittsburgh, we've been trying to do just that. Because public infrastructure is vital to the health and well-being of our communities, I was proud to introduce legislation to create asset condition reporting requirements for our municipal bridges, tunnels, major roadways, infrastructure affected by or at risk of being affected by landslides, and more. This bill is focused on transparency, which is crucial if we want the public to feel safe. While some of this information is already public, we wanted to centralize it and make it easier than ever for the public to have access to it.

I also championed the creation of a Commission on Infrastructure Asset Reporting and Investment. This will bring experts to the table to provide recommendations to the Mayor and City Council and advise the same on best practices for both short- and long-term strategic investment in the upkeep and improvement of major City-maintained infrastructure assets. These subject matter authorities from the City, organized labor and the trades, the construction industry, public financing, and more will help us better orient our future actions.

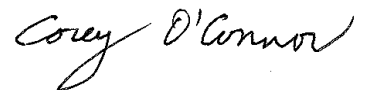
Not only will these two bills give us at the City of Pittsburgh more information, but it'll also strengthen our strong working relationship with the Commonwealth of Pennsylvania's elected leadership. We'll be equipped with far better insight and guidance on where to focus, so that we can determine immediate and long-range priorities, strategic partnerships with our friends in Harrisburg and Washington, D.C., funding requests, and so on.

The City of Pittsburgh is fortunate that Pennsylvania's leadership made funding for repairing the Fern Hollow Bridge available. On behalf of the City, I want to say thank you.

No matter how prudent the City is in its spending and investment and no matter how fiscally responsible we are, we need help from the state and the federal government if we want to bring all of our infrastructure up to its top condition. Many of the bridges and tunnels across Pennsylvania, including those in Pittsburgh, were built and developed at a time when state and federal infrastructure funding was much more secure. Left alone, many cities, boroughs, and townships will struggle to mend our weakest infrastructure assets. They can't do it alone. We can't do it alone.

Honorable Members of the Committee, I want to thank you for your time and for this opportunity to share testimony. I'm grateful that you've chosen to highlight the importance of infrastructure here in Pittsburgh. I look forward to continuing to work with you in partnership to improve the lives of the people that we represent.

Sincerely,

A handwritten signature in black ink that reads "Corey O'Connor". The signature is written in a cursive style with a large, looped "C" and "O".

Corey O'Connor  
Pittsburgh City Council

## Bridge Health and Safety - Testimony by Matthew Macey, PE

Good Morning. My name is Matt Macey, a professional engineer and Chief Operating Officer for CDR Maguire, an engineering firm engaged in the delivery of significant infrastructure projects in PA. Our company has been engaged in advocating for and drafting legislation focused on addressing the backlog of locally owned poor bridges. On behalf of my company, I appreciate the opportunity to testify to this committee today.

With increased funding, an intense focus, and expanded procurement options through P3, PennDOT has done well reducing the number of structurally deficient bridges on the state-owned transportation system. However, according to PennDOT data from March 2021, there are 6,663 locally-owned bridges in the Commonwealth with 1,755 (26%) of those considered to be in poor condition and in need of replacement or rehabilitation. The available funding on current TIP updates to support local government, whether City, County, or municipality, is not sufficient to address current needs, let alone reduce the backlog of locally-owned poor rated bridge inventories. The estimated programming cost to replace the 1,755, structurally deficient, locally-owned bridges is more than \$2B.

Our view of the issues with local bridges is resource driven. First and foremost, the lack of financial resources, secondarily, the lack of resources for staff oversight at the local level, including consultant procurement, and PennDOT staff availability to support an expanded and expedited program, etc. This problem is exacerbated by local government's knowledge of the TIP process. Education of local municipal staff alone will not solve the problem. Additional and alternative means of project financing and delivery are needed to help local governments address this major issue. This is demonstrated by PennDOT's use of unsolicited P3s as well as the Rapid Bridge Replacement P3 project. However, this approach is not available to local governments as readily as they are to PennDOT. In accordance with Act 88, a local government cannot participate in a solicited or unsolicited P3 without an approved "Authority" acting as the Proprietary Public Entity (PPE). This may not be an issue at the County level where Authorities such as the Port Authority of Allegheny County or Southeast PA Transit Authority (SEPTA) exist, however at the Township/municipal level, these types of Authorities may not be available. Additionally, the use of county and regional level transit authorities to address infrastructure needs at the local level would not be the most effective method to address this situation.

In 2020, CDR Maguire had worked with various government officials to introduce Legislation which would amend Act 88 to permit Counties and 2<sup>nd</sup> Class cities to pursue P3 projects acting as their own PPEs. This Legislation was well received in both the House and the Senate; however, it was tabled in November 2020 after the announcement of the plan to toll Interstate bridges. The tabling of the Act 88 modification essentially stopped an unsolicited P3 for Mercer County which would have had the potential to replace 16 bridges over 20' and 11 structures under 20,' because the County does not have an approved Authority to act as the PPE. On a much larger scale, this proposed modification of Act 88 would allow the City of Pittsburgh to participate in a P3 to potentially replace or rehabilitate structurally deficient bridges.

The aforementioned 1,755 structurally deficient local bridges are the responsibility of hundreds of different jurisdictions, which makes a P3 bundle like PennDOT used on the RBR more difficult to implement. Therefore, an additional program is needed to assist local governments to aggressively tackle their deficient bridges and expand the delivery options available to those local governments. One such solution is a "Local Bridge Trust Fund" which would provide the financial and management

# CDR | MAGUIRE ENGINEERING

resources for local governments to replace their poor rated bridges and enable those municipalities to establish a sustainable approach to maintaining their inventory of bridges going forward.

A Local Bridge Trust could be modeled after the Commonwealth's PENNVEST program to provide grants and technical support to local governments that apply. That is, an authority would be created with a Board of Directors appointed by the Governor and/or the legislature. The Local Bridge Trust would have limited staff to manage the program. Like PENNVEST, it would utilize private engineering/management companies, on an as needed basis, to provide the technical resources to assist local governments that receive grants and which need assistance to implement their project(s). Those same engineering companies would also provide oversight of funded projects to ensure that:

1. Designs are in accordance with AASHTO and/or PennDOT standards,
2. Environmental permitting regulations are followed and permits are received, and that
3. Acceptable administrative contracting procedures are followed.

CDR Maguire is currently working with the House and Senate Transportation Committees to draft such legislation. Changes in state law to advance legislation for both of these efforts, coupled with revenue streams to support them, could substantially aid local governments in addressing their significant backlog of poor bridges.

Again, I would like to thank you for the opportunity to testify today.

**COUNTY OF**



**ALLEGHENY**

**RICH FITZGERALD**  
COUNTY EXECUTIVE

**Hearing of the House Democratic Policy Committee  
on Bridge Health and Safety - March 8, 2022**

**Testimony of County Executive Rich Fitzgerald**

Chairman Bizarro and members, thank you for inviting me to join you today. It has been my pleasure to welcome you here to Allegheny County and to have the opportunity to show you a bit of the infrastructure and transportation needs in our county.

I'm proud of our commitment to strong fiscal stewardship of the funds that have been provided to the county by the state and federal governments, as well as the financial investment that we have made locally. And while I believe that we have been very efficient with our dollars and addressing needs, I'm also aware that if Act 89 expires without any replacement for that funding, we will find it extremely difficult to continue the progress that we have made to date.

Ensuring the safety of its bridges is one of the county's top priorities, which is reflected by the completion of 95 bridge projects and an investment of about \$284 million into bridge work since 2012. About \$38 million is budgeted for bridge projects this year. That has enabled the county to repair or replace 51% of its poorest-rated bridges over the past decade.

The county's commitment to proper bridge maintenance is also reflected in its staffing. Public Works currently employs nine professional engineers – some with more than three decades of experience – and three more engineering positions are expected to be filled soon. The department is bolstered by a robust engineering internship program, which allows selected local students to work for the county for a semester. Additionally, Public Works participates in University of Pittsburgh's IRISE consortium, where public and private entities conduct research to produce longer-lasting, more reliable transportation systems.

The county is federally mandated to inspect its bridges that are more than 20 feet long at least once every two years, and the Pennsylvania Department of Transportation (PennDOT) hires inspection consultants on behalf of the county to ensure compliance with that mandate. For bridges less than 20 feet in length, the county independently hires multiple consultants to perform inspections at least once every two to five years. Regardless of length, bridges with issues are often inspected more frequently.

**OFFICE OF THE COUNTY EXECUTIVE**

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The county's inspection consultants provide reports to the Public Works Bridge Division, which thoroughly reviews the reports to determine what, if any, immediate action is required. To ensure driver safety, sometimes a weight limit is implemented or, worse case, a bridge is closed. Currently, there are weight limits on 11 county-owned bridges – four of which are rated as being in poor condition. Three of those will be repaired or replaced this year, and another will be under construction next year.

Additionally, two county-owned bridges – Gourhead No. 1 (Naylor Road) in Hampton and Little Sewickley Creek South Branch No. 1 (Pink House Road) in Sewickley Heights – are closed because of structural deficiencies. Gourhead No. 1 will be demolished this year because it is no longer needed, and a Little Sewickley Creek South Branch No. 1 replacement project is expected to be bid next year.

Public Works uses inspection reports to proactively plan bridge projects years in advance. Those projects are prioritized based on the condition of its bridges and their estimated remaining lifespan. Additional factors considered include average daily vehicle traffic, length of a detour if a bridge needs to be closed, if a bridge is used for a bus or school bus route, and a bridge's proximity to fire stations, schools, and hospitals that are essential to a community.

The county maintains 305 bridges that are 8 feet or longer, and 27 of those are rated as being in poor condition – about 8%. Of those 27, seven are expected to be replaced or removed this year. Construction projects for 18 others are expected to be bid before 2024. The remaining two bridges are scheduled to be scoped to begin construction design within the next year.

At the end of this testimony is a table that lists the county-owned bridges 8 feet or longer which are rated as being in "poor" condition.

When including structures less than 8 feet in length, Allegheny County inspects and maintains 533 bridges. There are many more bridges located within the county that are owned by other entities, including PennDOT, municipalities, the Port Authority of Allegheny County, and railroad companies. With so many different entities here, the county created an online tool – Who Owns My Infrastructure – that provides information on who owns a bridge, or other infrastructure, and is responsible for its ongoing maintenance and care.

**County-owned Bridges 8 feet or Longer Rated as Being in "Poor" Condition**

Bridge	Municipality	Length (in feet)	Average Daily Traffic (vehicles)	Weight Limit (in tons)	Last Inspected	Replacement or repair status
Aber's Creek #3 (Abers Creek Rd.)	Monroeville	46	850	None	6/21/2021	Construction project expected to be bid in 2023
Aber's Creek #4 (Cavitt Rd.)	Monroeville	53	500	None	6/24/2021	Construction project expected to be bid in 2023
Bull Creek #7 (Thompson Rd.)	Fawn	54	390	None	10/21/2021	Construction project expected to be bid in 2022
Bull Creek #8 (Thompson Rd.)	Fawn	65	155	None	10/21/2021	Construction project expected to be bid in 2022
Campbells Run #5 (Campbells Run Rd.)	Robinson	16	5,094	None	3/23/2021	Expected to be replaced in 2022
Campbells Run #6 (Campbells Run Rd.)	Robinson	49	6,125	None	4/19/2021	Expected to be replaced in 2022
Crawford Run #2 (Crawford Run Rd.)	East Deer	16	690	None	6/8/2021	Scheduled to be scoped for design within the next year
Crawford Run #3 (Crawford Run Rd.)	East Deer	8	690	None	2/25/2021	Construction project expected to be bid in 2023
Days Run #3 (Bailies Run Rd.)	East Deer	32	1,899	None	10/29/2021	Construction project expected to be bid in 2023



Fallen Timber #6 (Roberts Hollow Rd.)	Forward	10	2,014	None	6/24/2021	Scheduled to be scoped for design within the next year
Gourdhead #1 (Naylor Rd.)	Hampton	27	0	Closed	9/3/2020	Closed; expected to be removed in 2022
Jacks Run #3 (Jacks Run Rd.)	Ross	205	4,631	None	6/23/2020	Construction project expected to be bid in 2024
Kenmawr Ave. Ramp	Rankin	203	8,381	None	7/15/2021	Construction project expected to be bid in 2023
Kilbuck Run #16 (Blackburn Rd.)	Sewickley Heights	8	1,480	15 single 28 combo	5/1/2021	Expected to be replaced in 2022
Licks Run #1 (Cochran Mill Rd.)	Jefferson	14	4,660	None	6/11/2021	Construction project expected to be bid in 2023
Little Sewickley Creek South Branch #1 (Pink House Rd.)	Sewickley Heights	32	51	Closed	7/20/2021	Closed; construction project expected to be bid in 2023
Long Run #3 (Coulterville Rd.)	White Oak	32	4,813	None	11/3/2021	Expected to be replaced in 2022
McClaren's Run #7 (Coraopolis Imperial Rd.)	Findlay	24	944	15 single 25 combo	6/18/2021	Construction project expected to be bid in 2022
Painters Run #2 (Old Painters Run Rd.)	Upper St. Clair	41	15,049	None	5/5/2020	Construction project expected to be bid in 2023
Painters Run #3 (Painters Run Rd.)	Upper St. Clair	34	15,049	None	4/22/2021	Construction project

						expected to be bid in 2024
Pine Creek South Branch #6 (Vilsack Rd.)	Shaler	25	9,866	21 single 32 combo	8/24/2021	Expected to be replaced in 2022
Pine Creek South Branch #10 (McIntyre Rd.)	Ross	37	1,520	None	8/11/2020	Construction project expected to be bid in 2023
Plum Creek #2 (Universal Road)	Penn Hills	31	7,662	34 single 40 combo	9/16/2021	Construction project expected to be bid in 2023
Pucketa Creek #5 (Lincoln Beach Rd.)	Plum	45	366	None	7/20/2021	Construction project expected to be bid in 2022
Robinson Run #3 (Mill St.)	North Fayette	71	323	None	4/22/2021	Expected to be replaced in 2022
Squaw Run #1 (Old Freeport Rd.)	O'Hara	52	825	None	6/24/2021	Construction project expected to be bid in 2023
Wible Run #1 (Wible Run Rd.)	Shaler	21	6,583	None	5/8/2020	Construction project expected to be bid in 2023

