



Existing Bridges

Existing Bridge Statistics

User Profile:

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

Built:

1961

Rehabilitated:

1979, 1993, 2006

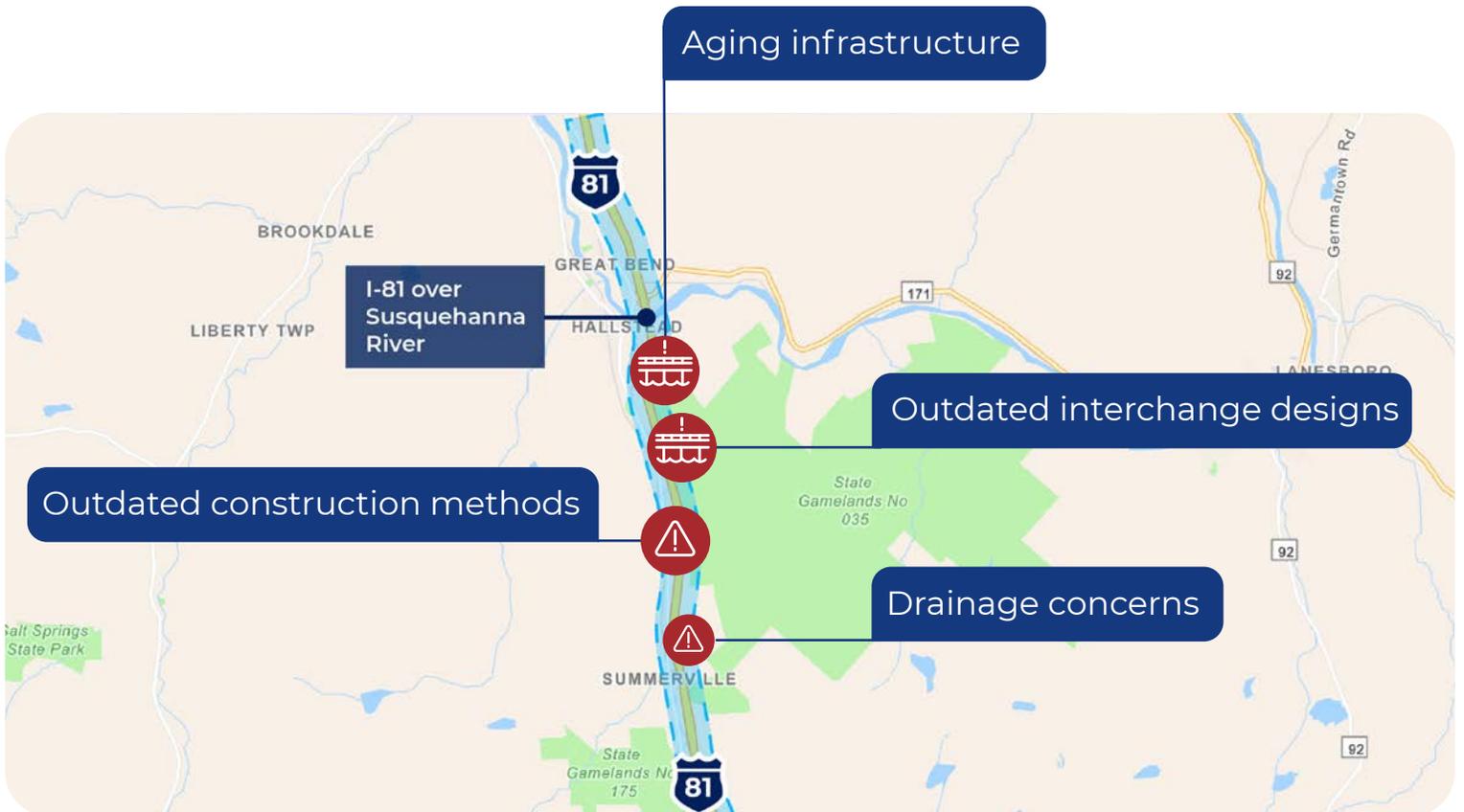
Average Daily Traffic

27,000 vehicles per day (2017)

Truck Traffic

41% of total vehicles

Why do we need to fix these bridges?





Why these bridges?

Overview

The I-81 Susquehanna Bridges Project will replace the dual bridges carrying Interstate 81 over the Susquehanna River between Hallstead Borough and Great Bend Borough, which were built in 1961 and rehabilitated in 1979, 1993 and 2006. The project also includes the full repaving and replacement of guide rail and barrier systems, signage, the drainage network, one overpass structure and four dual bridges over local creeks, roads and a railroad in a nine-mile stretch of interstate from New Milford Borough to the New York border.

Why

-  This portion of the I-81 corridor is a crucial trucking route in eastern Pennsylvania, connecting the state with much of the eastern seaboard.
-  Replacing the Susquehanna River Bridges will greatly reduce the cost and frequency of future repairs.
-  Updating the roadway and interchange design will enhance safety throughout the corridor.

How will this benefit your region?

-  Accommodates current and future traffic volumes
-  Supports freight travel
-  Reliable transportation — less frequent repairs and maintenance

Revenue generated from bridge toll goes back into the Susquehanna Bridges Project.

Estimated Construction Cost: \$195 million – \$240 million

The I-81 Susquehanna Bridges Project is critical and needs to be completed. If the Susquehanna Bridges Project is 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