

I-78 Lenhartsville Bridge Replacement Project

www.penndot.pa.gov/i78Lenhartsville

Existing Bridge Statistics

User Profile:

Mix of commuters and interstate traffic, including trucks

Built:

1955

Last Major Rehabilitation:

1985

Existing Bridge

Average Daily Traffic

50,000 vehicles per day

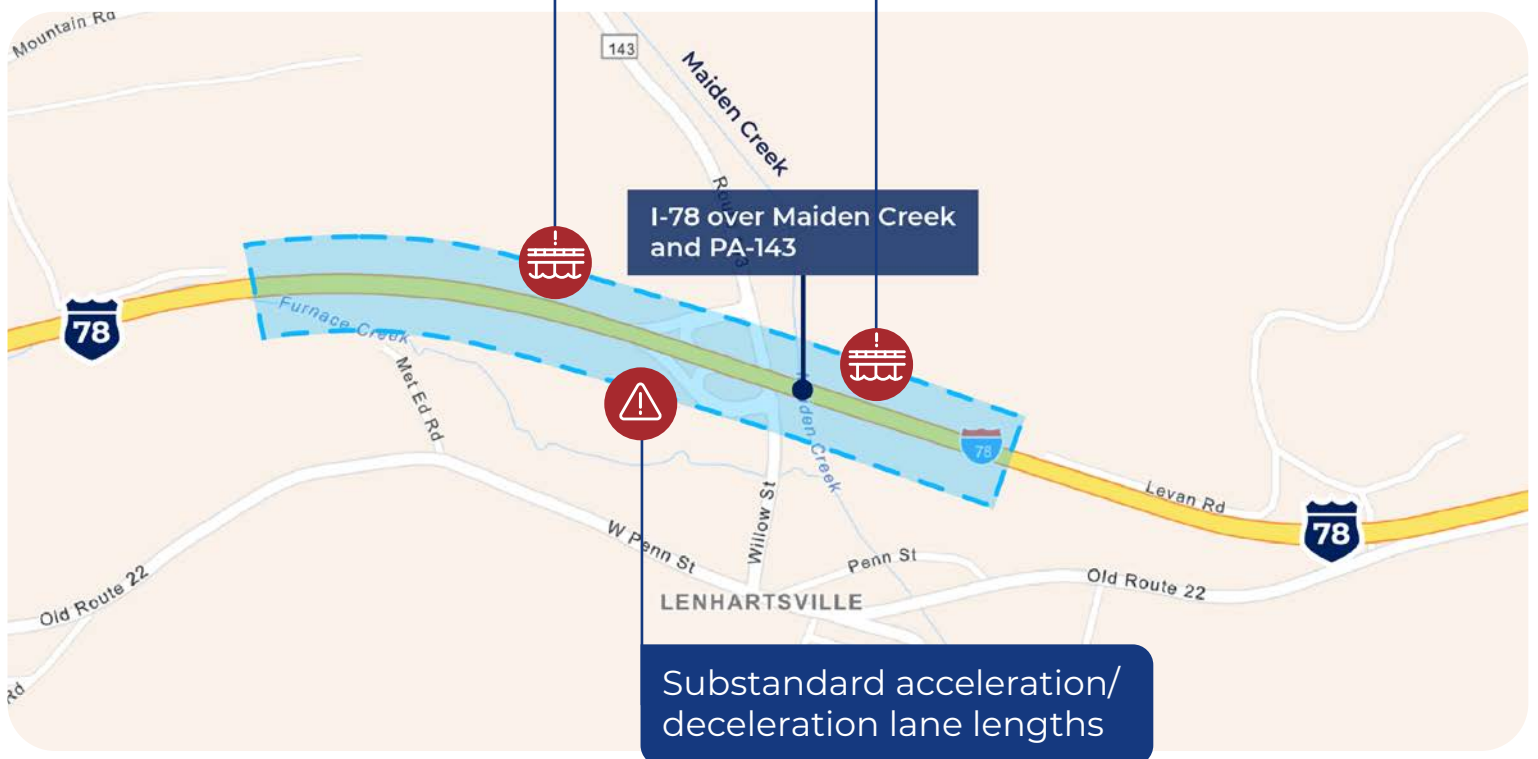
Truck Traffic

30% of total vehicles

Why do we need to fix this bridges?

Bridge width inconsistent with the rest of I-78 corridor

Aging bridge structure nearing the end of its serviceable lifespan





Why this bridge?

Overview

The purpose of the project is to replace the existing bridge on I-78 over Maiden Creek and PA-143 and to widen it to accommodate the addition of auxiliary lanes and full inside and outside shoulders on I-78 in each direction.

The project is intended to address the substandard I-78 westbound deceleration and I-78 eastbound acceleration lane lengths to and from the PA-143 interchange.

Why

- ✓ This portion of the I-78 corridor is a vital east/west trucking route through Pennsylvania.
- ✓ Replacing the bridge will greatly increase its longevity and reduce the cost and frequency of future repairs.
- ✓ Improvements to the bridge and acceleration and deceleration lanes will improve safety along 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 this project.

Estimated Construction Cost: \$50 million – \$60 million

The I-78 Lenhartsville Bridge Replacement Project is critical and needs to be completed. If the Lenhartsville Bridge 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