

## PROYECTO DE RECONSTRUCCIÓN DE LOS PUENTES SOBRE EL RÍO SUSQUEHANNA EN LA INTERESTATAL I-81, PENNSYLVANIA (EE. UU.)

El Proyecto I-81 Susquehanna es un tramo de nueve millas de trabajos de reconstrucción y reparación a lo largo de la I-81 desde New Milford Borough hasta la frontera con Nueva York. El trabajo incluye el reemplazo de los puentes sobre el río Susquehanna entre Hallstead Borough y Great Bend Borough. También se tiene previsto alargar las rampas de entrada y salida de los puentes, para cumplir con los estándares de diseño interestatales actuales y mejorar la seguridad.

### Project Information

**County:** Susquehanna

**Project Type:** Bridge and Pavement Replacement, Drainage System Replacement

**Proposed Construction Start:** 2023-2025

**Estimated Construction Duration:** 4-5 years

**Designer:** Borton-Lawson

**Last Updated:** February 2021

The cost to construct the project is estimated at between \$175 and \$200 million. The funds received from the bridge toll will go back to the I-81 Susquehanna Project to pay for construction, maintenance and operation.

### Project Contact

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The I-81 Susquehanna Project is a nine-mile stretch of reconstruction and repair work along I-81 from New Milford Borough to the New York border. Work includes the replacement of the dual bridges over the Susquehanna River between Hallstead Borough and Great Bend Borough, which were built in 1961 and rehabilitated in 1979, 1993 and 2006. Combined, the bridges carry about 27,000 vehicles per day, approximately 41 percent of which is truck traffic. The combined daily traffic is expected to more than double by 2045 to around 55,000.

The purpose of the I-81 Susquehanna Project is to address aging pavement and infrastructure along I-81 including the bridge over the Susquehanna River, and to lengthen on and off ramps to meet current interstate design standards and improve safety.

The project is intended to address the following needs:

- 1.
2. - **Aging infrastructure.** Most of the pavement in the corridor is nearly 60 years old, and the Susquehanna River bridges are approaching the end of their serviceable lifespan.
3. - **Outdated interchange designs.** The on and off ramps at the interchanges throughout the corridor do not meet current and future traffic design standards.
4. - **Outdated construction methods.** All structures on the corridor were constructed with reinforced concrete that contains more chloride ion content than modern standards allow. While safe, this type of reinforced concrete has a shorter lifespan than most reinforced concrete used today.
5. - **Drainage concerns.** The storm system built into much of the corridor has exceeded its serviceable lifespan.

The project involves a number of construction activities, including:

- - Repaving all roadway in the corridor
- - Replacing five dual bridge structures, including the bridges over the Susquehanna River and one overpass structure
- - Replacing the drainage system
- - Replacing all guiderails, barriers and signage in the corridor
- - Construction work on Susquehanna Street, PA-171 and PA-1029 (Randolph Road)

Through the National Environmental Policy Act (NEPA) environmental review process, the I-81 Susquehanna Project was approved as a Categorical Exclusion (CE) in 2017, and the project team was allowed to move forward with final design, right-of-way acquisition and construction.

PennDOT is reevaluating the CE for this project because it is one of several projects being evaluated as a candidate for bridge tolling. A bridge toll is a fee that drivers pay when passing a specific location, often by using a service like E-ZPass. The cost to construct the project is estimated at between \$175 and \$200 million. The funds received from the bridge toll will go back to the I-81 Susquehanna Project to pay for construction, maintenance and operation. The proposed bridge toll for this project would be located at the Susquehanna River bridge between Hallstead and Great Bend.

As part of the environmental reevaluation, PennDOT is analyzing how bridge tolling may impact local communities and how alternate routes drivers could take to avoid the toll may impact local traffic and roadways. When studies are completed in Spring 2021, we will present our findings for public review and comment in a virtual public meeting. During the meeting, the team will also share project details, such as engineering design, environmental impacts, construction schedule and maintenance and protection of traffic during construction.

The project is currently in final design, and construction is anticipated to begin between 2023 and 2025.

**To stay informed or to be added to the project mailing list, please complete the form at the bottom of this page. You may also submit your comments and feedback by using this form: <https://www.penndot.gov/RegionalOffices/district-4/ConstructionsProjectsAndRoadwork/Pages/I-81-Northern-Tier.aspx>**

Para más información, ver documento electrónico y enlace.