

PROYECTO DE RECONSTRUCCIÓN DE LOS PUENTES SOBRE NORTH FORK EN LA INTERESTATAL I-80, PENNSYLVANIA (EE. UU.)

El propósito del proyecto es proporcionar cruces seguros, eficientes y efectivos en la carretera interestatal I-80 sobre el río North Fork Redbank y la carretera Water Plant Road que se adapten adecuadamente al tráfico interestatal con respecto a la conectividad, movilidad, carga y geometría. Ambos puentes deben ser reconstruidos debido a los detalles de fatiga en sus estructuras.

Project Information

County: Jefferson

State Route: SR 0080 Section 550 (Interstate 80)

Local Name: I-80 North Fork Bridges Project

Project Type: Bridge Replacement

Estimated Cost: \$165 million-\$185 million

Proposed Construction Start: 2024

Estimated Construction Duration: 3-4 years

Last Updated: February 2021

The cost for the project is estimated at between \$165 million and \$185 million. The funds received from the bridge toll will go back to the I-80 North Fork Bridges project to pay for construction, maintenance and operation.

Project Contact

Jason Layman, E.I.T., Project Manager
i80NorthFork@pa.gov
814-796-5009

The SR 0080 (I-80) North Fork Bridges are dual structures (one eastbound and one westbound) built in 1962 and most recently rehabilitated in 2013. These bridges cross over the North Fork Redbank Creek and Water Plant Road in Brookville Borough and Pine Creek Township, Jefferson County, PA. Combined, these bridges are expected to carry approximately 30,897 vehicles daily. Approximately 44 percent of the traffic over the bridges is truck traffic.

The purpose of the project is to provide safe, efficient and effective crossings of I-80 over North Fork Redbank Creek and Water Plant Road that appropriately accommodate interstate traffic with respect to connectivity, mobility, loading and geometry. The main spans of the existing bridges are steel two-girder systems with floor beams and stringers; the bridges are fracture critical since many components of the bridges are nonredundant. Both bridges have problematic fatigue details which have received multiple retrofits during the service lives of the structures. The eastbound bridge is in poor condition and the westbound bridge is in fair condition; inspections are required on a 6-month and 1-year basis, respectively. The existing bridges are separated by approximately 1,100 feet, with the Walter Dick Memorial Park located between and below the two bridges. Both bridges are reaching the end of their serviceable lifespan.

This section of I-80 has a posted speed limit of 70 miles per hour (mph) and has horizontal and vertical geometry that does not meet 70 mph design criteria. Many crashes, nearly twice the statewide average, have occurred on this segment of I-80 due to a substandard curve on the western approach to the EB bridge.

In addition to the replacement of the I-80 North Fork Bridges, this project will include the replacement of the I-80 EB and WB bridges over SR 4003 (Jenks Street), as well as the replacement of the SR 4005 (Richardsville Road) bridges over I-80. The project will also include the extension of the North Fork Park Culvert, which carries I-80 traffic over the tributary to North Fork Redbank Creek.

To comply with the National Environmental Policy Act (NEPA), the project is being advanced as Categorical Exclusion (CE) and impacts to natural, social, economic and cultural resources are being assessed.

The I-80 North Fork Bridges Project is 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 for the project is estimated at between \$165 million and \$185 million. The funds received from the bridge toll will go back to the I-80 North Fork Bridges project to pay for construction, maintenance and operation.

As part of the environmental review process, 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 Summer 2021, we will present our findings for public review and comment in a virtual meeting or, if safety precautions allow, an in-person public meeting.

The project team is also hosting an online virtual meeting from March 1 to March 22, 2021. In the meeting, the team shares specific project details, such as engineering design, environmental impacts, construction schedule, maintenance and protection of traffic during construction and access to Walter Dick Memorial Park.

The project is currently in preliminary design, and construction is anticipated to begin in 2024.

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->

<10/ConstructionsProjectsAndRoadwork/Pages/I-80-North-Fork.aspx>

Para más información, ver documento electrónico y enlace.