

I-83 John Harris Memorial (South) Bridge

www.penndot.pa.gov/i83SouthBridge

Existing Bridge Statistics

Average Daily Traffic (ADT):

125,000 vehicles per day (2019)
16,000 freight traffic per day (2016)

User Profile:

Vital interstate link across the Susquehanna river. Combination of Harrisburg commuter traffic and through interstate traffic.

Built: 1960

Last Widened: 1982

Bridge Structure:

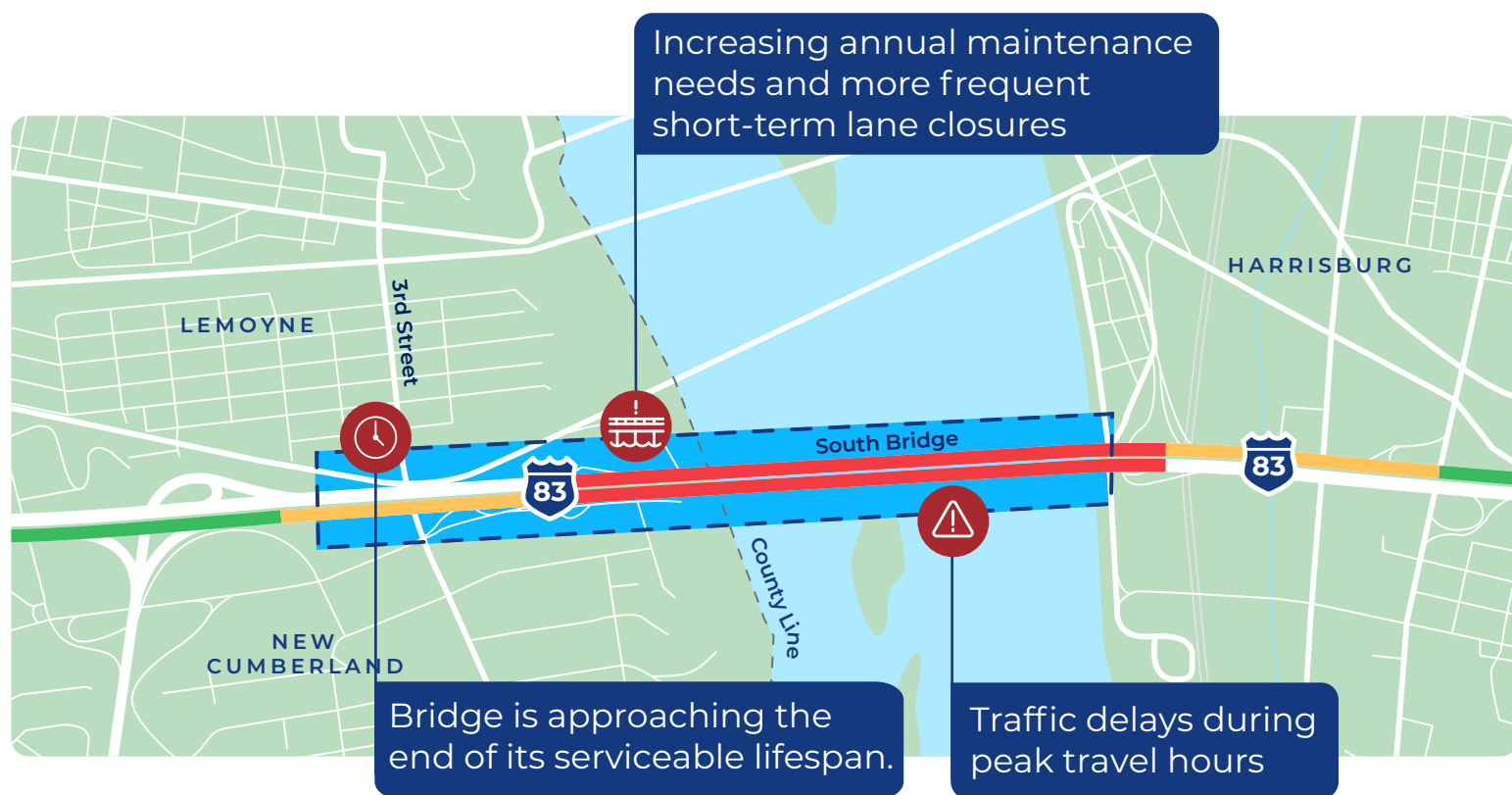
Two girder steel bridge supporting a ~3,300-foot long section of Interstate 83. Approaching the end of its serviceable lifespan.

Existing Bridge

Conceptual Construction Cost Estimate

\$850 million – \$1 billion

Why do we need to replace this bridge?





Why replace South Bridge?

Replace



Low impact to traffic during construction by constructing replacement structure adjacent to current bridge.



Meets future traffic demands by adding lanes.



100-year lifespan.

Rehabilitation



Several multi-year, multiple lane closures for rehabilitation and repairs.



Does not meet future traffic demands. No additional lanes would be added.



Additional lifespan is uncertain, but would be substantially less than a replacement option and would eventually require a full replacement.



Partial replacement of only deck and beams is not feasible. Would cause unacceptable traffic impacts with half of all lanes closed for 4+ years.

Do Nothing



Impacts to traffic during frequent needed maintenance repairs.



Does not meet future traffic demands.



Bridge is approaching the end of its serviceable lifespan. Will need frequent and costly repairs. Potential to restrict freight traffic and implement lane closures or detours.

How will this benefit your region?



Accommodate Future Growth in Traffic Volumes



Benefits to freight travel



Reliable Transportation — less frequent bridge repairs and maintenance

Revenue generated from bridge toll goes back into South Bridge.

South Bridge Estimated Construction Cost:

\$850 million – \$1 billion

Bottom line: The I-83 South Bridge Project is critical and needs to be completed. If the South Bridge is funded by bridge tolling, funds would be freed up to allow other critical transportation 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