

# I-80 Nescopeck Creek Bridges

[www.penndot.pa.gov/i80Nescopeck](http://www.penndot.pa.gov/i80Nescopeck)

## Existing Bridge Statistics

### User Profile:

Mix of commuters and interstate traffic, including trucks

### Built:

1965

### Last Repaired:

2005

Existing Bridges

### Average Daily Traffic

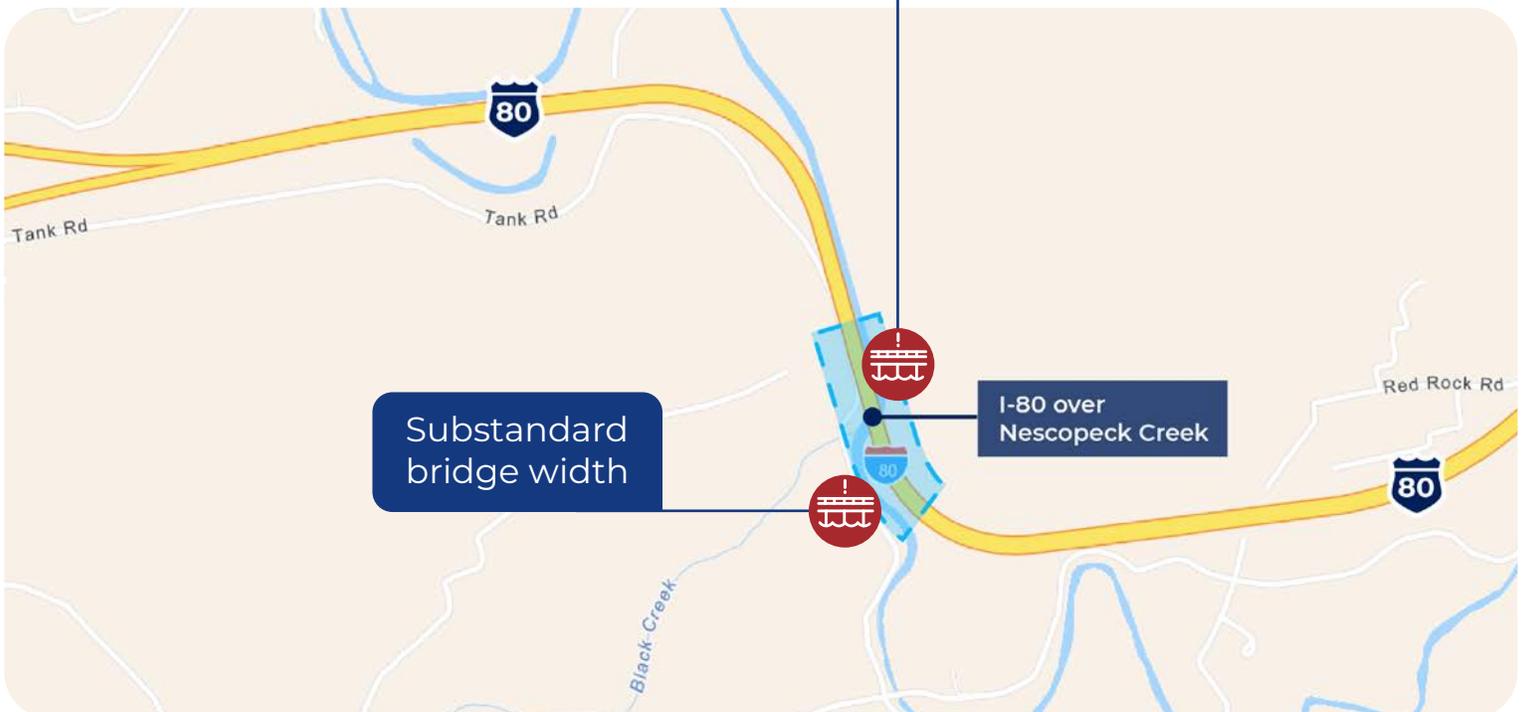
**33,000** vehicles per day (2019)

### Truck Traffic

**36%** of total vehicles

## Why do we need to fix these bridges?

Aging bridge structures nearing the end of their serviceable lifespan





# Why these bridges?

## Overview

The purpose of the I-80 Nescopeck Creek Bridges project is to provide a sustainable travel way/crossing that accommodates interstate highway freight and mobility and to provide a safe and efficient highway for motorists over Nescopeck Creek. The project will replace and widen the bridges to provide wider shoulders that meet current standards and accommodate and facilitate future maintenance activities.

Once complete, the new bridges will improve traffic flow, extend the life of existing infrastructure and enhance traffic safety.

## Why

- ✓ The corridor is part of a major trucking route through eastern Pennsylvania.
- ✓ Replacing the bridges will greatly increase their longevity and reduce the cost and frequency of future repairs.
- ✓ Widening the bridges will allow future inspections to take place in the shoulders, reducing short-term traffic impacts.

# How will this benefit your region?

- Accommodate future growth in traffic volumes
- Benefits to freight travel
- Reliable transportation — less frequent repairs and maintenance

Revenue generated from bridge toll goes back into the I-80 Nescopeck Creek Bridges.

**Estimated Construction Cost:** \$40 million – \$45 million

The I-80 Nescopeck Creek Bridges are critical and needs to be completed. If the Nescopeck Creek Bridges are 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