

Rapid Bridge Replacement Project

Construction Update



**NEARLY 300
BRIDGES
SLATED FOR
REPLACEMENT
IN 2017**

The Rapid Bridge Replacement Project originated in 2013 when PennDOT was challenged by an aging, structurally deficient bridge inventory and limited funding and resources. Through this public-private partnership with Plenary Walsh Keystone Partners, PennDOT is replacing 558 of the state's roughly 4,000 structurally deficient bridges quickly while achieving significant savings and minimizing impact on motorists.

For more information, visit www.parapidbridges.com.



Construction Overview

The second year of construction for the Pennsylvania Department of Transportation's (PennDOT) Rapid Bridge Replacement Project is coming to an end. Through this innovative project, the development entity, Plenary Walsh Keystone Partners (PWKP) and PennDOT have been working diligently to replace hundreds of the "Keystone State's" aging bridges.

With the project progressing, many communities are getting to drive over newly constructed bridges that are designed to last over 100 years. Each bridge will undergo a 25 year maintenance period that holds PWKP responsible for general maintenance operations such as, bridge inspections, filling potholes and making day-to-day repairs due to accidents and normal wear and tear. PennDOT will maintain responsibility for roadway striping and snowplowing and retain ownership of all of the structures.

By the end of 2016, crews will have completed 173 bridges throughout the state. Even with accelerated construction schedules implemented, some of the projects were able to be completed ahead of schedule.

Ten weeks to the day after it was closed, the Route 106 bridge in Lenox Township, Susquehanna County reopened to traffic. The original closure was scheduled for 15 weeks, but PennDOT was able to coordinate with PWKP to expedite the project by having crews work 24 hours days, when possible to have it open early for the community.



JV-145 Susquehanna County

All bridges under this program are assigned a JV number. JV references the joint-venture partnership between Walsh/Granite, which is leading construction for the entire project. You can find all bridges and their JV numbers on the project website here: <http://parapidbridges.com/bridgesbycounty>.



The construction joint-venture team, Walsh/Granite JV has involved many Pennsylvania-based companies to help replace these bridges and provide materials.

To-date, there have been 671 contracts awarded to subcontractors and suppliers to work on various bridge projects since commencement in mid-2015.

Bidding opportunities for remaining bridges can be found on the project website here: <http://parapidbridges.com/howdoibid/biddingopportunities.html>



Crews are gearing up for their busiest year of the project with nearly 300 bridges slated for replacement in 2017. The project team is looking forward to another successful year on the Rapid Bridge Replacement Project.

For information on bridge projects near your area, visit www.parapidbridges.com. You can also call or email the project hotline at 877-444-9990 or info@parapidbridges.com.

PennDOT Districts

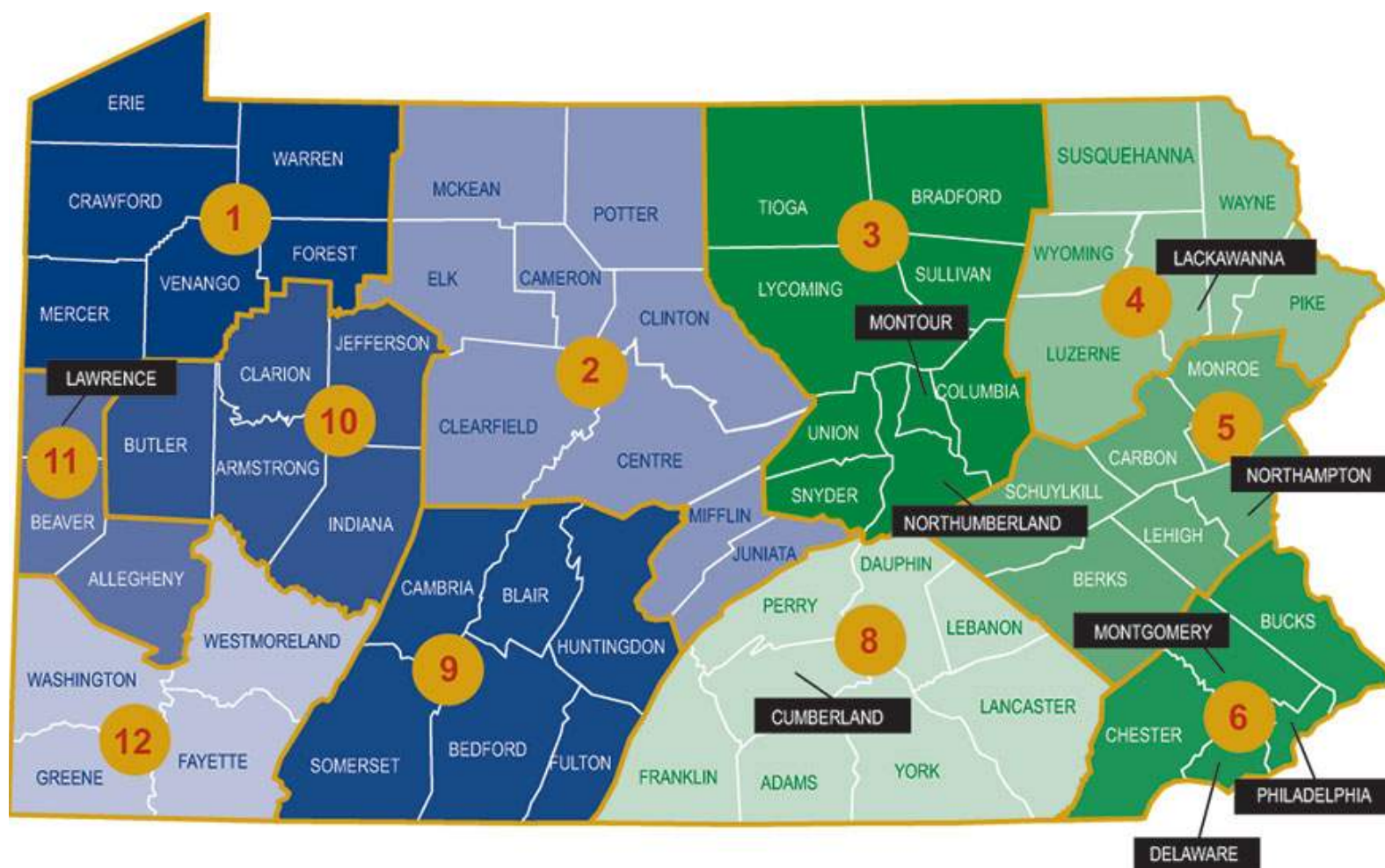
The Rapid Bridge Replacement Project is broken down into three regions of the state, West, Central and East. Each region includes several PennDOT Engineering Districts.

The West region includes PennDOT Districts 1, 10, 11 and 12.

The Central region includes PennDOT Districts 2, 3 and 9.

The East region includes PennDOT Districts 4, 5, 6 and 8.

Below is a map of PA counties included in each PennDOT District.



West Region

In 2016, residents across Western Pennsylvania enjoyed the benefits of 48 newly reconstructed bridges and culverts in their communities - built to replace and modernize aging, structurally deficient roadway infrastructure. Construction crews replaced bridges and culverts throughout PennDOT Engineering Districts 1, 10, 11 and 12. Allegheny, Beaver and Lawrence counties gained half of those new bridges and culverts.

With credit to the Rapid Bridge Replacement Project, a total of 70 bridges and culverts in Western Pennsylvania have been replaced since the project began in mid-2015. Many of the new bridges and culverts can be found crossing small streams in rural farmlands, while others have been built on major four-lane roadways - such as the Grand Army Highway (Route 006) in Crawford County.



Looking ahead to 2017, construction will accelerate in every PennDOT District in the West region, with the goal to replace 126 additional structurally deficient bridges. Communities in PennDOT District 1 will see 10 new bridges from Erie County to Warren, Crawford, Mercer, Forest and Venango counties. In PennDOT District 10, the project team will replace 18 bridges while PennDOT District 11 will see 47 bridges replaced. The bulk of construction in 2017 will take place in District 12, which includes Washington, Greene, Westmoreland and Fayette Counties. 51 bridges are scheduled for replacement across the district.



Central Region

The Central region had a successful year in 2016, resulting in the replacement of 47 bridges and culverts in PennDOT Districts 2, 3 and 9. Counties such as Bedford, Somerset, Bradford, Lycoming, Clearfield and McKean all benefited from the newly reconstructed bridges and culverts in their communities.

Since the beginning of the Rapid Bridge Replacement Project in mid-2015, the Central Pennsylvania project team has been able to complete a total of 59 bridges. Many of these newly constructed bridges and culverts can be found in remote areas crossing small streams in rural farmlands and small town roadways.

Looking ahead to 2017, crews in the Central region plan to reconstruct 98 bridges and culverts. PennDOT District 2 will experience the most reconstruction with 44 bridges in Cameron, Centre, Clearfield, Clinton, Elk, McKean, Juniata, Mifflin, and Potter counties. In District 3, there are 17 bridges scheduled for replacement in Lycoming, Bradford, Montour, Northumberland, Sullivan, Snyder and Tioga counties. In District 9, there are 37 bridges scheduled for replacement in Cambria, Bedford, Somerset, Huntingdon, Fulton, and Blair counties.



East Region

On the eastern side of the state, construction started on 39 bridges, with 34 returning to traffic in 2016. Five additional bridges currently under construction are scheduled for completion by early 2017. Since the start of the project, 49 bridges have returned to traffic in the eastern region.

Looking ahead to 2017, construction will accelerate in every PennDOT District in the East region, with the goal to replace approximately 90 additional structurally deficient bridges.

Construction will continue in PennDOT District 4 with 13 bridges being replaced from Wayne County to Wyoming, Susquehanna, Lackawanna and Pike counties.

In PennDOT District 5, crews will replace 17 bridges, while work kicks off on replacing bridges and culverts in PennDOT District 6 next year.

Among the seven crossings anticipated to begin includes the oldest bridge on the Rapid Bridge Replacement Project – the Grosstown Road crossing, located in West Pottsgrove, Montgomery County – originally built in 1880.

The bulk of construction in 2017 will take place in PennDOT District 8, which includes bridge replacements in Adams, Cumberland, Franklin, Lancaster, Lebanon, Perry, and York Counties. Approximately 58 bridges are scheduled for replacement across the district.

PHOTO COURTESY OF PENNDOT DISTRICT 8, EASTERN REGION, RAPID BRIDGE REPLACEMENT PROJECT



'Enhanced' Bridges to Open in 2017

Nearly 300 bridges are slated for replacement in 2017, but seven of them will be different than the others. While functional designs have and will vary based on geography and other practical variables, a uniform aesthetic has so far described the appearance of bridges completed for the rapid bridge program. That will change in 2017 as seven "enhanced" bridges come on line that bear unique visual qualities that reflect the communities surrounding them. These bridges were singled out because of their locations amid historic areas or their proximities to landmarks. As the a rapid bridge program's lead design firm, HDR has developed aesthetic details for these bridges through collaboration with Pennsylvania Department of Transportation (PennDOT), Plenary Walsh Keystone Partners (PWKP), the Federal Highway Administration (FHWA) and the Pennsylvania Historical and Museum Commission (PHMC).

An example of one of these "enhanced" bridges is JV-175 in Allentown, Pennsylvania. It's near the western city limit, just east of Cedar Beach Park Historic District. This bridge is scheduled to open by fall 2017. Allentown's abundant architectural history informed a visually appropriate aesthetic influence.

The setting of JV-175, which is located on a major arterial running through Allentown, creates a diverse context in which the bridge needs to fit. With the historic district and park to one side and commercial properties on the other, the bridge's aesthetic treatment needed to mesh with two styles. By using a pattern found on a fountain in nearby, historic West Park, the bridge architecture team was able to find a balance that will complement local surroundings. Similar care and attention to detail went into the unique aesthetic decisions made for the additional six bridges listed below -

- JV-437, Upper St. Clair, Allegheny County
- JV-460, Brady's Run Park, Beaver County
- JV-461, Brady's Run Park, Beaver County
- JV-462, Brady's Run Park, Beaver County
- JV-426, SE of McKeesport, Allegheny County
- JV-220, Gettysburg, Adams County



Given the accelerated schedule of this project, HDR reconciled aesthetic qualities with constructibility through close partnership with PWKP. The results will be durable and attractive new bridges that harmoniously take their places amid the history and architecture of the surrounding areas.



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