



Executive Summary

Walt Whitman Bridge Deck Replacement
Category H: Transportation

The Delaware River Port Authority (DRPA) reopened the Walt Whitman Bridge to full-width traffic nine months early, \$600,000 under budget, and with no claims thanks in part to construction managers Urban Engineers and joint venture partner URS Corporation.

The bridge is a vital artery between Southern New Jersey and Philadelphia, averaging 120,000 vehicles per day, consisting of commuters, commercial vehicle operators carrying goods to and from the ports along the Delaware River, tourists visiting the New Jersey Shore, and countless others traveling along Interstate 76. Over the years, all of that traffic and application of deicing salts resulted in deterioration of the bridge and its related infrastructure.

The DRPA implemented \$128 million in improvements to the 57+-year-old structure, which included replacing the seven-lane, 3,500-foot-long suspension span roadway deck with a lightweight concrete-filled steel grid "floating" deck, and the 250-foot-long Pennsylvania and New Jersey anchorage decks.

In addition to the narrow working conditions, adjacent to live traffic and 150' above the Delaware River, numerous issues had to be overcome, yet the project opened to full-width traffic nine months early. As a result, the contractor received the maximum contract incentive of \$1,200,000 for completing Stage 4, and a \$25,000-per-day early completion milestone bonus of \$5 million for completing all seven stages.

The DRPA stated that they could not be happier with the outcome, and the contractor's Chief Operating Officer, Dan Bell, stated that he has never worked with a better construction manager, both testaments to a successful project.