



PRESS RELEASE

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For Immediate Release

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DRBA Contracts for Multi-Year UHPC Bridge Deck Project *UHPC Solutions North America LLC to Begin Work on New Jersey-bound Span in September*

NEW CASTLE, Del. – Today, Delaware River and Bay Authority (DRBA) officials announced that UHPC Solutions North America LLC of Orange, New Jersey has been hired to undertake the Ultra High-Performance Concrete (UHPC) deck overlay project on the New Jersey-bound Span of Delaware Memorial Bridge. The phased project, which will cost approximately \$71 million, is expected to begin in September 2022.

A bridge deck study conducted on the New Jersey bound structure noted that the bridge deck was exhibiting accelerated deterioration and required substantial repair. Partial depth deck reconstruction utilizing Ultra High-Performance Concrete (UHPC) has been identified as the most effective solution.

“More than fifty years old, the bridge deck of the New Jersey-bound span has reached the end of its serviceable life and requires substantial repair and rehabilitation,” said Chief Engineer David Hoppenjans. “Based on the testing and analysis performed during the pilot project completed in September 2020, the UHPC process has more than met our expectations as a cost-effective and durable solution to restore the bridge deck.”

The project includes removal of the top 2” of the existing deck slabs and replacement with an Ultra High-Performance Concrete (UHPC) overlay on the New Jersey-bound Span of Delaware Memorial Bridge. The project will be performed in three phases noted below:

- Phase 1 (Fall 2022): Northbound Span, two right lanes (Lanes 1 & 2), west of suspended bridge midpoint (“Delaware side”) – September 6, 2022 – November 22, 2022
- Phase 2 (Spring 2023): Northbound Span, two left lanes (Lanes 3 & 4), for the full length of the bridge – February 1, 2023 – May 25, 2023
- Phase 3 (Fall 2023): Northbound Span, two right lanes (Lanes 1 & 2), west of suspended bridge midpoint (“New Jersey side”) – September 5, 2023 – November 21, 2023

Construction activity associated with this project will be suspended during the winter months and the peak summer travel season.

Two lanes on the New Jersey bound structure will be closed to traffic throughout each overlay placement period – with an additional third lane shut down during the overnight hours. The remaining lanes on the New Jersey bound structure will be open to traffic.

To accommodate anticipated traffic volumes, a bypass lane will also be provided diverting traffic around the construction. This bypass lane will divert traffic to the exterior lane of the Delaware bound structure and will accommodate traffic bound for the New Jersey Turnpike only. The traveling public should expect traffic congestion and delays heading into New Jersey.

Hoppenjans added that a full deck replacement, the only viable alternative identified, is significantly more expensive, takes longer to construct, and is much more disruptive to traffic in comparison to the UHPC deck overlay process.

For more information on this project, please visit www.delawarememorialbridge.com

About the Delaware River and Bay Authority

The DRBA, a bi-state governmental agency created by Compact in 1962, owns and operates the Delaware Memorial Bridge, the Cape May- Lewes Ferry, and the Forts Ferry Crossing. The DRBA also manages corporate and aviation properties through its economic development powers - two airports in New Jersey (Millville Airport and Cape May Airport) and three in Delaware (New Castle Airport, Civil Air Terminal and Delaware Airpark). All DRBA operating revenues are generated through the bridge, ferry and airport facilities. For more information, visit www.drba.net. The construction project was publicly bid and the contract was awarded to the low bidder, UHPC Solutions North America LLC. I've attached the fully executed contract.