THE STATE OF PENNDOT DISTRICT 6
The Numbers

- **Miles of State Highway**: 3,562 miles and 8,845 lane miles
- **Number of State Bridges**: 2,762 bridges (11%) totaling 25.64 msf of deck area (25%)
- **Maintenance Budget**: $166M
- **Average Annual Capital Lettings**: $500M
- **Traffic Signals**: 6,400 (46%) of the 14,000 statewide signals are in District 6
- **Population**: 33% of the total population, 33% of the legislature, 24% of the registered vehicles, 25% of the daily vehicle miles traveled
- **ITS**: 1,110 ITS devices (47%) vs 1,258 in the remainder of the state
Design

- Design Unit let 63 projects totaling $481M in 2015. Most notable projects included:
  - Passyunk Avenue Drawbridge Rehabilitation ($33.2M)
  - Interstate 95 Turnpike Interchange ($119M)
  - U.S. 422 Bridge over Schuylkill River in Valley Forge ($97.4M)
  - Walnut Lane Bridge over Wissahickon Creek ($14.7M)
  - County Line Road Widening ($14.7M)
Construction

- 129 projects worth approximately $2B currently in construction.

- Completed $20.8M improvement of Markley Street (U.S. 202 South) in Norristown and East Norriton Township, Montgomery County.

- Began $65M project to replace seven SD bridges over I-676 in Philadelphia.

- Rebuilt two bridges on Route 41 in Chester County in 41 days.

- Opened new ramps at U.S. 422/PA 363 Interchange in Montgomery County and new PA 213/Maple Avenue bridge in Bucks County.

- Rehabilitating 3 covered bridges in Chester County.
Maintenance

- Staffed 37 locations to close I-676 and I-76 for weekend of papal visit.

- Resurfaced over 200 miles of state highway in 2015.

- Developed state highway maintenance plan using Overall Pavement Index (OPI).

- Added a roadside inspector in each county, and a roadway technician and roadside specialist in the District Office.
Services

• Issued 4,128 Highway Occupancy and Special Hauling permits, with 99.5% of the reviews done within the established 30-day turnaround goal.

• Assisted over 14,000 stranded motorists as part of our Expressway Safety Patrol.

• Coordinated and Planned with external partners for World Meeting of Families and papal visit in September 2015.
Look Ahead

• Advancing $2.5B reconstruction and improvement of I-95 between the I-676 and Cottman Avenue in Philadelphia. Projects in various stages of design and construction, including active construction at Girard Avenue, Betsy Ross Bridge and Cottman Avenue.

• Organizational Assessment launched to better align units with project delivery methods.

• Upcoming design opportunities:
  
  ➢ Bristol Road Extension ($10M construction estimate), Bucks County
  ➢ Marshall Road Bridge ($9.2M construction estimate), Delaware County, Philadelphia
  ➢ I-95 Bridge Capping Study ($10M construction estimate), Philadelphia
  ➢ Active Traffic Management Project ($120M construction estimate), Montgomery County
THE STATE OF PENNDOT DISTRICT 6

Variable Speed Limits and Queue Detection

Capacity & Safety Enhancement

Benefits

- Maximize Capacity With Speed Harmonization
- Reduce Crashes
- Reduce Sudden Stopping
- Reduce Secondary Crashes
**Benefits**

- Maximize Throughput At Junctions With Other Expressways – Serving The Higher Volumes
- Reduce Crashes
- Reduce Sudden Stopping Due To Hesitation
Ramp Metering

Capacity & Safety Enhancement

Benefits

- Increase Vehicle Throughput During Peak Hours
- Increase Expressway Speeds
- Reduce Crashes At Expressway Entrance Points
- Decrease Fuel Consumption/Emissions
Benefits

- Increase Throughput: 30%, Typically 1,000 To 1,500 VPH
- Reduce Bottleneck Length And Duration
- Reduced Crashes Due To Reduced Congestion
**Multimodal Transit Improvements**

**Benefits**

- Opportunity For Station, Services, And Parking Integration
- Traveler Information Coordination And Enhancements
- Alternatives To Make Walking/Biking As A Primary Commuting Mode
I-76 Potential Active Traffic Management Improvements
Motor License Fund Availability

- 67% of PSP funding was generated from the MLF up until FY 05-06.
- By FY 10-11 PSP funding from the MLF rose to 75%.
- The MLF revenue grows 0.87% per year vs. the PSP portion of MLF funding growing 4% per year.
- Restricted Funding – designated by statute for specific purposes. These funds cannot be redirected for any other purpose.
- Non-restricted Funding – can be used for any appropriation and can be requested by departments (i.e. PSP, PennDOT).
Current Motor License Fund Trend

Exhibit 1-1
PennDOT Present Funding Forecast
Total Highway & Bridge Programs Funded by the Motor License Fund

- Maintenance
- State Police
- Construction Total
- Construction (Non Restricted)
- Construction (Restricted/Dedicated)
- Act 89 Maintenance Supplement

Pennsylvania Department of Transportation
Exhibit 2-1
PennDOT Present Funding Forecast
Assuming $300 Million Cap on the State Police in the MLF
Total Highway & Bridge Programs Funded by the Motor License Fund

- Construction Total
- Construction (Non Restricted)
- Maintenance Grown at 1.5%
- Construction (Restricted/Dedicated)
- Act 89 Maintenance Supplement
- State Police

Pennsylvania
DEPARTMENT OF TRANSPORTATION
Exhibit 3-1
PennDOT Present Funding Forecast
Assuming $500 Million Cap on the State Police in the MLF
Total Highway & Bridge Programs Funded by the Motor License Fund

- Construction Total
- Maintenance Grown at 1.25%
- Construction (Non Restricted)
- Construction (Restricted/Dedicated)
- State Police
- Act 89 Maintenance Supplement


Pennsylvania
DEPARTMENT OF TRANSPORTATION
PSP 3-Year Step Down with $500M Cap

Exhibit 4-1
PennDOT Present Funding Forecast
Assuming $755, $625, and $500 Million Cap on the State Police in the MLF
Total Highway & Bridge Programs Funded by the Motor License Fund

- Construction Total
- Maintenance Grown at 1.25
  (starting in FY 16-17)
- Construction (Non Restricted)
- Construction (Restricted/Dedicated)
- State Police
- Act 89 Maintenance Supplement
QUESTIONS?