

Increasing capacity on our nation's transportation system will:

- Unlock Gridlock,
- Generate Jobs,
- Deliver Freight,
- Access Energy, and
- Connect Communities

Did you know that:

- In 10 years the U.S. population will grow by 27 million people? —That's more than the number of people who currently live in Texas.
- Commuters currently waste 22 hours annually sitting in traffic due to congestion?
- Travel on our highways will continue to increase, even with more transit, intercity passenger rail, biking, and walking?

More information at <http://expandingcapacity.transportation.org>

"In Pennsylvania, over the past five years, we have had to cut capacity investments by 80 percent because of constrained resources. We are concentrating our limited resources on fixing our large and old inventory of bridges and our equally large and costly network of highways. Still, there are continuing strategic capacity needs that would help ease congestion, but most are unreachable given current revenue streams. Any debate about the future direction of transportation investment must recognize that even status quo means more resources, and if the discussion includes no additional resources, deteriorating road and bridge conditions are inevitable."

— Allen D. Biehler, P.E., Secretary, Pennsylvania Department of Transportation



Capacity Needs:

I-81, From the Maryland line to its intersection with I-78

I-95, metro Philadelphia sector

I-83, between I-81 and the Eisenhower Interchange

I-81, From the Maryland line to its intersection with I-78

This portion of the I-81 corridor in Pennsylvania (approximately 89 miles), identified by PennDOT's PennPlan as the Cumberland Valley corridor, is a highway of major regional economic significance, providing a major north-south transportation artery along the eastern seaboard. The corridor is within two days delivery time of 50 percent of the U.S. markets. Because of this, the areas along I-81 in this sector are experiencing heavy development pressure from warehouse and distribution centers, resulting in increased truck traffic. Traffic volumes for this section of Interstate roadway range from 35,000 to 85,000 vehicles in both directions; at certain locations, large trucks comprise 35 percent of this traffic. PennDOT has investigated the feasibility of widening this facility from four to six lanes, with the cost to do so currently estimated at over \$1.8 billion. Some of Pennsylvania's impetus to look at widening this portion of key Interstate roadway was based on the increasing traffic volumes including large trucks, but also the regional and economic significance of the facility and by I-81 widening efforts being considered by the neighboring states of, Maryland, West Virginia, and Virginia. Clearly, improvements to I-81 in PA need to be coordinated with efforts in other states for continuity in the movement of goods and services.

I-95, metro Philadelphia sector

I-95 in Pennsylvania is part of a major national corridor which links some of the largest metropolitan areas in the country, including Washington, Baltimore, Philadelphia, New York, and Boston, and carries large volumes of industrial, commercial, commuter, and recreational traffic. The 51-mile portion of I-95 in Pennsylvania carries, in some metro sections, up to 180,000 vehicles daily, and connects dense residential areas and key employment centers and transportation hubs. Delays associated with accidents, asset issues, and congestion have created a negative impact on the region's residents and economy. A recent PennDOT I-95 corridor analysis found that, for the most critical portions of I-95 requiring rehabilitation reconstruction (the metro Philadelphia sector),

Capacity Needs (*continued*)

it would cost an estimated \$6 billion just to bring the roadway and infrastructure into a good state of repair and that it would take 20 plus years for those improvements to occur.

I-83, between I-81 and the Eisenhower Interchange

The five-mile section of I-83 between I-81 and the Eisenhower Interchange is a major interstate corridor through metro Harrisburg carrying on average 45,000 vehicles daily with a truck volume at 20 percent. This sector of interstate serves as a major commercial through connector between I-81, I-83, and the Pennsylvania Turnpike, as well as a connection between residential areas and business/commercial/government employment centers in the metropolitan Harrisburg area. Travel on this corridor experiences highly congested traffic with travel delays and frequent accidents a common occurrence. The widening of this portion of I-83, including two major interchange reconstructions, is estimated to cost nearly \$240 million.