Interstate Steering Committee Update

December 5, 2018
Interstate Update

• Interstate Steering Committee Background
  ➢ Purpose
  ➢ Workgroup

• Current Conditions
  ➢ Pavement
  ➢ Bridges

• 2019 Interstate TYP
  ➢ Interstate Rides & Presentations
  ➢ Priorities, Challenges, Best Practices
Interstate Steering Committee (ISC)

- DE’s, ADE’s, BOPD, BOMO, Planning
- Evaluate the Interstate System as a single asset, not 11 separate Districts
- Monthly Pre-PMC meetings
- Quarterly ISC meetings to review Interstates
Pennsylvania Interstate System

- 21 interstates = 2,740 segment miles.
- 2,201 PennDOT bridges.
- Our interstate makes up 6% of the total state owned miles, and holds 24% of the traffic volumes.
Lehigh Valley’s total segment miles is 63 miles.
  - Making up 2% of the entire interstates segment miles.

Lehigh Valley consists of 60 bridges.
  - Making up 3% of the entire interstates bridges.

The average combined age of Lehigh Valley’s interstates highway is 34 years old.

The average combined age of Lehigh Valley’s interstates bridges is 31 years old.

The oldest underlying sections of roadway reside on I-78 in Lehigh County, District 5. About 13.5 miles, of both east and west bound lanes, of I-78 was built in 1958.
Statewide 2017 IRI Pavement Condition

- Excellent, 1373
- Good, 814
- Fair, 427
- Poor, 102

IRI CONDITION IN MILES
Lehigh Valley Interstates-2017 IRI Pavement Conditions

- Excellent, 8
- Good, 17
- Fair, 26
- Poor, 13

IRI CONDITION IN MILES
Statewide 2017 OPI Pavement Condition

- Excellent: 604 miles
- Good: 1630 miles
- Fair: 356 miles
- Poor: 35 miles

OPI CONDITION IN MILES

Pennsylvania Department of Transportation
Lehigh Valley Interstate—2017 OPI Pavement Conditions

- Excellent, 9
- Good, 34
- Fair, 13
- Poor, 4

OPI CONDITION IN MILES

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Statewide 2017 Bridge Condition Ratings

- Good (NBI 6 or greater): 1556
- Fair (NBI 5): 565
- Poor (NBI 4 or lower (SD)): 80

Pennsylvania Department of Transportation
Lehigh Valley Interstates-2017 Bridge Condition Ratings

Good (NBI 6 or greater) 55
Fair (NBI 5) 5
Statewide 2017 Poor Bridge Deck Area

- Deck Area: 29,407,152
- Poor Deck Area: 1,553,840
Pennsylvania’s Interstate Highway System is a mature system and, as such, is posing an increasingly severe financial burden on the Commonwealth.”

- March 1982
• Based on Interstate Cycle Needs, $1.1 Billion per year is required to maintain Interstate mainline and ramps.

• The calculations do not include capacity expansion needs or Year of Expenditure (YOE).
Interstate Update
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Statewide Concerns

- Some Interstates have $0 on 12 Yr TYP
- SD bridges unfunded
- Critical Preservation is not funded
- Preservation is not lasting as long
  - Reconstruction is what’s needed
- Capacity/Freight issues unfunded
- Rest Areas
• $13.8 Billion of Priority Projects (286 Projects)
  – $7.3 Billion Programmed (98 Projects)
  – $6.5 Billion Unfunded (188 Projects)

• 2019 IM TYP Financial Guidance $5.5 Billion
  (approximately $458 Million per year)

• The priority needs list address most of the needs but not all, especially the extensive capacity needs

• Lehigh Valley - $259 Million of Priority Projects (7 Projects)
  – $7.9 Million Programmed (1 Project)
  – $251 Million Unfunded (6 projects)
Interstate Priority Needs By Interstate Corridor

![Bar chart showing estimates in billions for different Interstate priorities.](image)
Lehigh Valley Interstate Priority Needs
By Interstate Corridor

Total Costs, $259M

- Hwy Preservation, $27M
- Hwy Rehab, $15M
- Hwy Reconstruction, $210M
- Bridge Preservation, $5M
- Bridge Recon/Replace, $3M

Estimates in Millions

- Interstate Hwy Preservation
- Interstate Hwy Rehab
- Interstate Hwy Reconstruction
- Interstate Bridge Preservation
- Interstate Bridge Recon/Replace

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Interstate

Pennsylvania DEPARTMENT OF TRANSPORTATION
Interstate Priority Needs
By Project Type

- Hwy Preservation: 15%
- Hwy Reconstruction: 50%
- Hwy Rehab: 4%
- Bridge Recon/Replace: 12%
- Bridge Preservation: 1%
- Bridge Rehab: 1%
- Capacity: 10%
- Safety Need: 3%
- Operational: 2%
- Other: 2%

Pennsylvania Department of Transportation
Interstate Priority Needs

Programmed vs Unfunded by Corridor

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Pennsylvania Department of Transportation
Lehigh Valley Interstate Priority Needs
Programmed vs Unfunded by Corridor

Cost of Project Programmed
Cost of Unfunded Projects

$251M
$8M

78

Millions

$0
$50
$100
$150
$200
$250
$300

Pennsylvania
DEPARTMENT OF TRANSPORTATION

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Interstate Priority Needs

Programmed vs Unfunded by Project Type

[Bar chart showing Interstate Priority Needs, with project types including Highway Preservation, Highway Rehabilitation, Highway Reconstruction, Bridge Preservation, Bridge Rehabilitation, Bridge Recon/Replace, Safety Need, Capacity, Operational, and Other. The chart compares programmed and unfunded amounts for each category.]
Lehigh Valley Interstate Priority Needs
Programmed vs Unfunded by Project Type

- Hwy Preservation: Programmed $8M, Unfunded $20M
- Hwy Rehab: Programmed $15M
- Hwy Reconstruction: Programmed $210M
- Bridge Preservation: Programmed $5M
- Bridge Recon/Replace: Programmed $3M
ISC Next Steps

• Review Interstate needs
  – Priorities
  – Policies
  – Funding options
  – Develop Best Practices

• Review and Prioritize Interstate Preservation projects for SPIKE Funding
PennDOT by the Numbers

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