

2007 PennDOT-ASHE Meeting

Interstate Management Plan

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Interstate Management Plan

- IM Program Development
- District Long-Range Interstate Planning
- Long-term issues

Interstate Management Plan

- IM Program developed during the 2007 Program update
- Manage Interstate System as a single, statewide asset
- Approximately \$370 million annually was allocated for funding Interstate roadway and bridge projects on a statewide basis

Interstate Management Plan

- Each District was tasked with developing a ten-year long-range Interstate Plan
- For roadways, plan will address pavement preservation and major rehabilitations
- For structures, plan will address SD bridges and effective bridge preservations

Interstate Management Plan

- Baseline assessment was data driven. Using 2005 information from RMS, BMS, STAMPP, and other sources.
- Interstate field views were conducted with Central Office and District staff
- Interstate Plan to be presented as part of the District's overall Business Plan

Interstate Management Plan

COUNTY	SR	SEG	LENGTH	2005 IRI	ADT	T %	CURRENT PAVEMENT SURFACE	YEAR PLACED	YEAR BUILT
LEBANON	78	2	2640	103	20,878	40	14" Conc.	1995	1967
LEBANON	78	3	2617	103	21,014	38	14" Conc.	1995	1967
LEBANON	78	4	2640	91	20,878	40	14" Conc.	1995	1967
LEBANON	78	5	2632	103	21,014	38	14" Conc.	1995	1967
LEBANON	78	10	2640	88	20,878	40	13" Conc.	1991	1968
LEBANON	78	11	2640	97	21,014	38	13" Conc.	1991	1968
LEBANON	78	14	2640	78	20,878	40	12" Conc.	1991	1968
LEBANON	78	15	2640	83	21,014	38	12" Conc.	1991	1968
LEBANON	78	20	2640	111	20,878	40	13" Conc.	1991	1968
LEBANON	78	21	2640	112	21,014	38	13" Conc.	1991	1968
LEBANON	78	24	2640	109	20,878	40	13" Conc.	1991	1968
LEBANON	78	25	2640	98	21,014	38	13" Conc.	1991	1968
LEBANON	78	30	2640	97	20,878	40	12" Conc.	1991	1968
LEBANON	78	31	2640	86	21,014	38	12" Conc.	1991	1968
LEBANON	78	34	2640	85	20,878	40	12" Conc.	1991	1968
LEBANON	78	35	2640	74	21,014	38	12" Conc.	1991	1968

Interstate Management Plan

I-78 Mainline Structures									
COUNTY	SR	SEG	OFF	TYPE	LENGTH	SPANS	SD/FO	RATING	DECK
LEBANON	78	0003	2477	P/S Conc. Box	137	3		89.50	7
LEBANON	78	0020	0108	P/S Conc. Box	146	3		93.50	7
LEBANON	78	0021	0198	P/S Conc. Box	146	3		93.50	7
LEBANON	78	0020	0658	P/S Conc. I	298	3		70.50	8
LEBANON	78	0021	0683	P/S Conc. I	298	3		70.50	7
LEBANON	78	0024	0302	R.C. Slab, Cont.	88	3		82.10	5
LEBANON	78	0025	0327	R.C. Slab, Cont.	88	3	FO	80.10	5

I-78 Overhead Structures									
COUNTY	SR	SEG	OFF	TYPE	LENGTH	SPANS	SD/FO	RATING	DECK
LEBANON	81	0884	1376	Steel I	340	2	FO	94.00	7
LEBANON	72	0250	1679	P/S Conc. Box	232	5		72.00	6
LEBANON	1020	0080	0000	P/S Conc. Box	334	5		72.90	6
LEBANON	1005	0023	0000	P/S Conc. Box	245	5		82.40	6
LEBANON	343	0160	0524	P/S Conc. Box	279	5		84.10	5

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ACTIVE I-78 PROJECTS									
Co.	SR	SEC	MPMS	BEG SEG	END SEG	PROJECT LOCATION	CON (000)	Let Date	
Leb.	78	007	20228	20	75	I-78 Mainline Bridges from I-81 to Berks Co.	2,091	12/21/2006	
						Preservations: Mainline			
						38-78-0020-0108 & 38-78-0021-0198			
						38-78-0020-0658 & 38-78-0020-0683			
						38-78-0024-0302 & 38-78-0025-0327			
						38-78-0044-1135 & 38-78-0045-1135			
						38-78-0070-0273 & 38-78-0071-0333			
Leb.	72	006	69136	250	250	I-78 Overhead Bridges, I-81 to Berks Co.	2,690	12/21/2006	
						Preservations: Overhead			
						38-72-0250-1679			
						38-343-0160-0524			
						38-1005-0022-0000			
						38-1011-0710-1275			

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Proposed I-78 Project Candidates - Lebanon County									
BEG SEG	END SEG	Length (miles)	PROJECT LOCATION	Ph	EST COST (\$000)			CON Year	REMARKS
					Federal	State	Total		
2	40	4	I-78, 81/78 split to MP14	PE	80	20	100	2017	21,120 Ft; 12"-13" 1991 Conc
				FD	80	20	100		Pavement Ground in 2007
				U	20	5	25		Bridges PM'd in 2007
				C	6,400	1,600	8,000		4" Overlay, Minor Bridge Patching
40	80	4.5	I-78, MP14 to Berks Co.	PE	80	20	100	2019	23,760 Ft; 12"-13" 1991 Conc
				FD	80	20	100		Pavement Ground in 2007
				U	20	5	25		Bridges PM'd in 2007
				C	7,200	1,800	9,000		4" Overlay, Minor Bridge Patching

Interstate Management Plan

- Long-term issues involve several factors:
 - Sustained level of funding
 - Buy-in from planning partners
 - Project selection and prioritization on a statewide basis
 - MPT for high volume roadways
 - Narrow bridge widths
 - Regional growth and development
 - Inflating construction costs
