



I-95/I-276 INTERCHANGE

CHALLENGE

FOR MORE THAN 60 YEARS, DRIVERS TRAVELING ON THE MOST-USED ROAD IN AMERICA WERE FACED WITH A NUMBER OF INCONVENIENCES AND INEFFICIENCIES.

SERVICES

- Drainage
- Erosion & Sediment Control Plan
- Highway Design
- Noise Barrier Design
- Parking Design
- Permits
- Planning
- Signing & Lighting
- Stormwater Management
- Survey
- Traffic
- Traffic Control Plan
- Utility Coordination

I-95/I-276 INTERCHANGE: PENNSYLVANIA TURNPIKE

Interstate 95 (I-95) is the main highway down the U.S. east coast, spanning Maine to Florida for 1,900 miles.

While I-95 is the most traveled road in America, drivers were faced with an inconvenience when traveling between Pennsylvania and New Jersey. In this area, I-95 had an eight mile gap where motorists were forced off the highway and onto local roads before rejoining I-95.

To close this gap, the Pennsylvania Turnpike Commission (PTC) worked on a number of projects for eight years. The high profile project included six overhead bridges, toll plazas, and flyover ramps.

In addition to the gap in I-95, drivers were also faced with issues when accessing I-276 from I-95. When driving on I-95, drivers were forced to divert onto U.S. 13 onto PA 32 to access I-276.

INTERCHANGE PROJECT OVERVIEW

While closing the gap on I-95 itself was an important element of this project, the PTC also wanted to connect I-95 to I-276 in eastern Pennsylvania.

ms was enlisted to assist on Section I-95-F of the I-95/I-276 interchange project. Section F was later combined with Section D to form Section D20. This project included the design and construction of approximately 1.4 miles of I-95 within Bristol Township in Bucks County, PA.

This unique section is also the only one within the project that is entirely off the turnpike system requiring unique coordination efforts with PennDOT Engineering District 6-0.

The project begins at the northern abutment of the I-95 bridge over Neshaminy Creek and extends north to the southern limits of the I-95/I-276 interchange ramps, now called I-295. The interchange with PA 413 is within the project limits. South of the PA 413 interchange, I-95 provides a six-lane cross-section, north of the interchange a four-lane section is currently provided. The project involves widening I-95 to provide a six-lane section along its entire length.

ADDITIONAL PROJECT DETAILS

The I-95/I-276 interchange project also included:

- Extension of an existing noise wall approximately 2,250 feet
- Realignment of the southbound ramp to I-95
- Modification of the northbound ramp to accommodate the existing and proposed sections of I-95 roadway
- Updated and redesigned roadway drainage system
- Pavement marking and delineation
- Four stormwater ponds
- Updated ITS design, completed by other consultants
- Park and ride design as part of the environmental mitigation for the overall connection
- Coordination with the re-designation efforts for I-295