

**GENERAL PROJECT INFORMATION**  
**Interstate -76 VSL & Queue Warning Project**  
**King of Prussia, Montgomery County and Philadelphia, Philadelphia County**

**Project Summary:** Installation of intelligent transportation system devices including 72 Variable Speed Limit Signs, 27 Vehicle Detectors, 9 Dynamic Message Signs, and 1 CCTV Camera along I-76 (Schuylkill Expressway) between the PA Turnpike and US 1/City Avenue.

**Project Location:** Montgomery and Philadelphia Counties, PA

**Construction Start:** Spring 2018

**Construction Completion:** Late 2020, currently undergoing testing

**Construction Cost:** \$10,537,167

**Funding:** 80% Federal; 20% State

**Contractor:** Carr & Duff, Inc., Huntingdon Valley, PA

**Design Engineering:** Jacobs Engineering Group Inc., Philadelphia, PA

**Project Website:** <http://transform76.com/>

**Construction Summary**

Under this project (SR0076 Section PCC), PennDOT is installing intelligent transportation system devices along the 14-mile stretch of I-76 (Schuylkill Expressway) from the PA Turnpike in King of Prussia, Montgomery County to the US 1/City Ave interchange in Philadelphia. The devices include 72 variable speed limit signs, 27 vehicle detectors, 9 dynamic message signs and 1 CCTV camera. The system will be activated in Spring 2021.



This project is a part of the larger I-76 Integrated Corridor Management project that will deploy advanced traffic management solutions along the corridor including dynamic junction control, flexible lane use, ramp metering and multimodal improvements. Please see the project website for more details.

## Project Fact Sheet

**Project Length** – 14 miles

**Lanes** – Varies, Two Lane Eastbound, Two Westbound

**Construction Eastbound** – 2018 to 2020

**Construction Westbound** – 2018 to 2020

**Location** – Interstate -76 (Schuylkill Expressway) from the PA Turnpike in King of Prussia, Montgomery County to the US 1/City Ave interchange in Philadelphia County.

**I-76 Average Daily Traffic** – 163,000 in Philadelphia County and 109,000 in Montgomery County

**I-76 Originally Built** – 1950s

### Project Goals

- Reduce Rear-End Crashes – Rear end crashes occur at elevated levels along I-76
- Provide warnings to motorists in advance of lane restrictions and backups
- Harmonize traffic flow during periods of recurring congestion.

### Project Highlights

- Installation of 109 new Intelligent Transportation System Devices will help facilitate variable speed limit and safety messaging.
- Enhancements to communications and electrical service infrastructure along the corridor.
- Enhancements to PennDOT's central management software will facilitate the automated posting of speed limits and safety messages based on real-time traffic conditions.
- Following a testing and analysis period, speed limits will fluctuate between 35 mph and 55mph (50 mph maximum in City of Philadelphia). Maximum and Minimum speed limits are subject to change based upon system performance.
- Speed limits will be enforced by State Police. Speed limits will not be automatically enforced daily at this time.
- VSLs and dynamic message signs will support upcoming Flex Lane construction between US 202 and I-476 and westbound between US Route 1 and Belmont Avenue (expected to begin in 2025).

