



# I-78 Reconstruction and Widening Project

## Why Is the I-78 Reconstruction Program Needed?

- **Pavement Serviceability**  
Originally constructed in 1957, the pavement continues to fail throughout the corridor on both the mainline and shoulder pavement.
- **Substandard Shoulder Width**  
Shoulder widths vary throughout the corridor and do not meet current design standards.
- **Substandard Ramp Acceleration/Deceleration Lengths and Geometry**
  - The westbound I-78 weave area does not meet current design standards.
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  - The westbound I-78 loop ramp to southbound Route 100 ramp traffic signal leads to queuing toward, and onto, the westbound I-78 weave area.
  - The southbound Route 100 deceleration lane to I-78 does not meet current design standards.
  - A weaving section is not provided between the eastbound I-78 exit loop ramp to northbound Route 100 and the Route 100 to I-78 westbound entrance ramp.
- **Substandard signalized intersection spacing along Route 100**
  - Intersection spacing along Route 100, in relation to the Route 100/I-78 interchange does not provide adequate space for vehicles to change lanes.
  - Traffic exiting westbound I-78 to northbound Route 100 must merge across three lanes over a substandard distance
- **Inadequate Vertical Clearance**  
The Route 3015 (Adams Road) over I-78, Route 4003 (Kecks Road) over I-78, and I-78 over Route 100 structures do not provide adequate vertical clearance.
- **Traffic Congestion and Travel Delay**
  - Traffic operates at a Level of Service D on I-78 at multiple locations along the corridor during the peak AM and PM periods.
  - The Route 100 interchange is expect to operate over capacity in the design year.
  - The combination of nearby interstate and major US routes, combined with the current and projected industrial growth results in a high percentage of trucks at the I-78 and Route 100 interchange.

