



PennDOT Dist. 6-0, I-476/SR 3



PennDOT Dist. 6-0, I-95/ECA & EC2



# ROAD TO INNOVATION

## I-95, Sections ECA & EC2 - Traffic Restoration & Mobility Solutions

When the I-95 bridge collapse over Cottman Avenue disrupted a corridor carrying 160,000 vehicles daily, Benesch prioritized restoring traffic flow and minimizing impacts to commerce. The team partnered with PennDOT and the contractor to quickly implement detours, retune signals, and coordinate with agencies and law enforcement to keep freight moving. Simultaneously, Benesch designed and oversaw a temporary roadway using a welded wire retaining wall system with geogrid supports and ultra-lightweight foamed glass aggregate, restoring three lanes in each direction just 12 days after the collapse and maintaining 75% of interstate capacity. This rapid, innovative response kept traffic moving and supported the region's economic vitality.

**Emergency Response:** On June 11, 2023, when the nation was gripped by the fiery truck crash that caused a section of I-95 in Philadelphia to partially collapse, the Benesch team sprang into action. Thanks to Benesch's commitment to rising to challenges, we worked in close collaboration with PennDOT and the contractor, Buckley & Company, finding innovative solutions. Remarkably, a mere 12 days after the collapse, on June 23, the roadway reopened to traffic.

## SR 0322, Section 101 - Corridor Improvements

The project widened 2.5 miles of SR 0322 from two to four travel lanes separated by a grass median for this east-west suburban principal arterial from US 1 (Baltimore Pike) to Clayton Park Drive. Once all sections of the project are complete, the Delaware Valley Regional Planning Commission predicts traffic will increase by over 50% since the corridor serves as the main connector between US 1 and I-95 in the region.

**Traffic Technology Solutions:** Traffic demand is projected to increase once the entire corridor is completed. To prevent the new corridor from being antiquated as soon as it was constructed, the decision was made to incorporate adaptive computer software along with intersection-based video detection to optimize the traffic flow at signalized intersections.

## I-476, Sections HSR & ATC - Active Traffic Management Strategies

Benesch is providing engineering services for two active traffic management projects on I-476 and I-95 in the Philadelphia region. On I-476, Section HSR, improvements include flexible use lanes, lane control gantries, ramp metering upgrades, and new sound barriers, with Benesch handling roadway design, structure evaluations, and crash analysis. For Section ATC, the project adds variable speed limit signs, queue detection, and dynamic messaging along 14.5 miles of I-476 and one mile of I-95, with Benesch responsible for utility clearance, erosion control, permitting, and traffic control design.

**Traffic Management Enhancements on I-476:** These traffic improvements on I-476 and I-95 will enhance mobility, reduce congestion, and improve safety for drivers throughout the region. Flexible use lanes, upgraded ramp metering, lane control gantries, and variable speed limit signs will help manage peak-hour volumes and provide real-time guidance, reducing bottlenecks and smoothing traffic flow. Together, these strategies will create a safer, more efficient corridor for commuters and freight.



**ENR**East

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