Pennsylvania Turnpike Corridor Reinvestment Project
Montgomery County

Transportation Summary

Project Goal: To enhance Pennsylvania Turnpike accessibility within Montgomery County through new and modernized interchanges which will provide more direct connections to key employment centers, will better distribute local and regional traffic, will encourage economic revitalization and re-investment within adjacent Montgomery County communities, and bring new traffic and revenue to the Turnpike Commission.

Project Scope
Implementing All Electronic Tolls (AET) eliminates the need for traditional toll plazas, allowing the Turnpike Commission to re-think its business and operations plan in Southeastern Pennsylvania and statewide.

Montgomery County is proposing to enhance the four existing interchanges at Valley Forge, Fort Washington, Virginia Drive, and Willow Grove as well as provide three strategically placed new ones at Henderson Road in Upper Merion Township; Lafayette Street/Ridge Pike in Norristown and Plymouth Township; and PA-63 Welsh Road in Upper Dublin, Horsham and Upper Moreland Townships.

Findings
• A full system investment in modernized and new interchanges will generate an estimated 42,650 new daily vehicle trips to the Turnpike in 2040 compared to leaving the system and zoning as it currently exists.

• Cumulative new revenue generated by these new daily trips is conservatively estimated to be $481 million from 2020 to 2040.

• Design and construction costs are estimated at $232 million for three new interchanges and modifications at Virginia Drive, Fort Washington, Valley Forge, and Willow Grove interchanges.

• The traffic modeling performed by Delaware Valley Regional Planning Commission confirm that new and modernized interchanges on the Turnpike provide a travel convenience for shorter trips not currently available with the Turnpike’s widely spaced interchanges.

• Conservative growth and development assumptions used in the modeling imply that the new trips and new revenue may be even greater as the existing office and industrial parks along the Turnpike Corridor redevelop to take advantage of the greatly improved access to the Turnpike.
These Reinvestment Areas comprise 10,500 acres of office/industrial parks posed for new development and redevelopment with new and modernized interchanges.
Full System Investment (“Full Build”)

This scenario would provide three new interchanges at Henderson Road, Lafayette Street/Ridge Pike, and PA-63 Welsh Road; add east bound off and east bound on ramps at the current Virginia Drive interchange, and construct a new Commerce Drive connector ramp at the Fort Washington interchange. It would modernize the PA-611 Willow Grove interchange and the Valley Forge interchange by providing direct ramps to First Avenue in the King of Prussia Business Park both from the Turnpike and the Schuylkill Expressway.

Current Daily Volume = 389,300
2040 Volume (No Action) = 430,900 (+10.7% increase over Current)
2040 Volume (Full Build) = 516,200 (+19.8% increase over No Action)

2040 with Full Build
New Trips Each Day: 42,650
Cumulative Revenue: $481 Million
Design and Construction Cost: $232 Million
Southeastern Pennsylvania Interchanges

- **Current Volume**: 389,300
- **2040 Volume (No Action)**: 430,900
- **2040 Volume (Full Build)**: 516,200

### Key Data

- **19.8%**: 42,650 New Trips
- **$481m**: New Revenue
- **$232m**: Design and Construction Costs

### Interchanges

- **FORT WASHINGTON** (Modified Exit 338):
  - Current Volume: 63,200
  - 2040 Volume (No Action): 55,500
  - 2040 Volume (Full Build): 78,400
  - Decrease: 7,100

- **VIRGINIA DRIVE** (Modified Exit 340):
  - Current Volume: 11,400
  - 2040 Volume (No Action): 6,800
  - 2040 Volume (Full Build): 57,500

- **WELSH ROAD** (Potential Exit 342):
  - Current Volume: 24,700
  - 2040 Volume (No Action): 20,400
  - 2040 Volume (Full Build): 49,000

- **BENSALEM/STREET ROAD** (Exit 351/352):
  - Current Volume: 57,500
  - 2040 Volume (No Action): 71,800
  - 2040 Volume (Full Build): 78,400

### Remaining Interchanges

- **INNISFALLEN PIKE** (Exit 337):
  - Current Volume: 20,400
  - 2040 Volume (No Action): 17,100
  - 2040 Volume (Full Build): 30,900

- **HICKORY HILL ROAD** (Exit 339):
  - Current Volume: 7,100
  - 2040 Volume (No Action): 5,600
  - 2040 Volume (Full Build): 13,200

- **DEERFIELD ROAD** (Exit 341):
  - Current Volume: 4,500
  - 2040 Volume (No Action): 3,600
  - 2040 Volume (Full Build): 7,600

### Other Details

- **2040 Daily Volume (Full Build)**: 19.8%
- **2040 Daily Volume (No Action)**: 19.5%
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Existing Interchange Modernization

**VALLEY FORGE** (Exit 326)
Current Daily Volume = 64,200
By 2040 (No Action) = 70,600
By 2040 (Full Build) = 87,000
2040 Daily Increase (Full Build) = 16,400 (+23.2%)
Design and Construction Cost = $41,600,000

**VIRGINIA DRIVE** (Exit 340)
Current Daily Volume = 5,800
2040 (No Action) = 6,800
If Built Alone
2040 Daily Volume = 12,200
2040 Daily New Trips Total 2,050 to 2,650
2040 New Cumulative Revenue = $23.1 to $29.8 Million
Design and Construction Cost = $27,500,000

**FORT WASHINGTON** (Exit 338)
Current Daily Volume = 51,500
By 2040 (No Action) = 55,500
By 2040 (Full Build) = 63,200
2040 Daily Increase (Full Build) = 7,700 (+13.9%)
Design and Construction Cost = $4,700,000

**WILLOW GROVE** (Exit 343)
Current Daily Volume = 55,400
By 2040 (No Action) = 57,500
By 2040 (Full Build) = 49,000
2040 Daily Decrease (Full Build) = -8,500 (-14.8%)
Design and Construction Cost = $33,900,000
**Incremental System Investment in New Interchanges**

**HENDERSON ROAD (Exit 329)**
Full Build
- 2040 Daily Volume = 20,600
If Built alone
- 2040 Daily Volume = 22,600 to 24,900
- 2040 Daily New Trips Total = 4,250 to 6,800
- 2040 New Cumulative Revenue = $48M to $76.6 Million
Design and Construction Cost = $32,500,000

**LAFAYETTE/RIDGE (Exit 331)**
Full Build
- 2040 Daily Volume = 21,500
If Built alone
- 2040 Daily Volume = 15,300 to 18,900
- 2040 Daily New Trips Total = 5,900 to 8,000
- 2040 New Cumulative Revenue = $66.4M to $90.2 Million
Design and Construction Cost = $48,000,000

**WELSH ROAD (Exit 342)**
Full Build
- 2040 Daily Volume = 24,700
If Built alone
- 2040 Daily Volume = 20,900 to 23,100
- 2040 Daily New Trips Total = 6,050 to 8,900
- 2040 New Cumulative Revenue = $68.2M to $100.4 Million
Design and Construction Cost = $54,600,000

**Note:** “Full Build” is the construction and modernization of all seven interchanges shown. “No Action” means that all seven remain as they are today.

A “new trip” is a driver enticed to use the Turnpike rather than local roads due to improved access and convenience. New trips generate cumulative revenue.
Opportunity

With the potential conversion of the PA Turnpike to All Electronic Tolls (AET) by 2020 the existing interchanges can be modified and modernized. It also presents the opportunity to add strategically placed new interchanges at key locations. The County has identified seven re-investment areas comprising 10,500 acres in the Valley Forge to Willow Grove Corridor to reestablish this as a premiere office centers in the Philadelphia region. With improved access to the Turnpike and a commitment from the municipalities, major property owners and large companies along with modern zoning and land development ordinances, this area can generate new revenue for the Turnpike. The re-investment into these seven areas can stabilize and expand the tax base in nine municipalities: Upper Merion, Bridgeport, Norristown, Plymouth, Whitemarsh, Whitpain, Upper Dublin, Upper Moreland, and Horsham as well as seven school districts serving these municipalities.

For the full report visit: www.montcopa.org/TurnpikeCorridorProject

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