

"Urban worked with the contractor, owner, and design consultant to successfully beat the milestone date despite unforeseen delays."

**Client:** Delaware River Port Authority

**Cost:** \$20 Million



### HIGHLIGHTS:

- Scheduling
- Reconstruction Monitoring
- AASHTO Roadside Guidelines Compliance
- On-Time Completion

Urban provided construction management services for the management of this \$20 million section of the Walt Whitman corridor, owned and maintained by the DRPA. Included in the project work was reconstructing the existing bridge superstructures; rehabilitating the roadway pavement structure; replacing the existing rocker-type bridge bearings with multi-rotation elastomeric pad bearing assemblies; providing an acceleration lane for the existing eastbound Passyunk Avenue on ramp (requiring a full shift of westbound lanes); raising the profile grade of the existing eastbound Passyunk Avenue on-ramp approach to the acceleration lane in order to increase sight distance; providing a deceleration lane for westbound Passyunk Avenue off-ramp (requiring the widening of the westbound Passyunk Avenue overpass); lowering the roadway grades in the vicinity of the Pennsylvania railroad overpass to reestablish the minimum 14' – 6" vertical clearance required for non-defense network interstate highways, as well as improve under-bridge lighting; installing a continuous glare screen median divider; increasing shoulder widths from eight feet to 10 feet; modifying the parapets of the existing retaining walls to accommodate the concrete safety shape; eliminating existing roadway hazards by providing barriers, guiderails, or attenuator protection meeting AASHTO Roadside Guidelines; modifying roadway cross-slopes and superelevations to conform to current design standards; and installing pavement base drains.

The narrow corridor through which this section travels required that a portion of the project be constructed with eastbound traffic in a single lane, with a fast-track schedule and interim milestone dates to open to two lanes of traffic.

Urban's scheduling responsibilities included review of baseline schedules and updates and monitoring the development of time impact evaluations.