

## Pennsylvania Turnpike Commission PA Turnpike/I-95 Interchange Project Design Management

### Meeting Summary

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<b>Meeting Purpose:</b>	Design Advisory Committee (DAC) Meeting #1
<b>Date and Time:</b>	March 2, 2005 at 2:00 p.m.
<b>Location:</b>	PA Turnpike/I-95 Interchange Project Office
<b>Attendance:</b>	Jay Roth, Edwards and Kelcey Jeff Davis, Pennsylvania Turnpike Commission See Attached Sign-In Sheet

#### I. Welcome and Introductions

Jeff Davis welcomed everyone and started introductions around the table. Mr. Davis explained that Don Klingensmith will be the day-to-day Pennsylvania Turnpike Commission (PTC) contact as project manager and that Jay Roth, who was the KCI project manager for the Environmental Impact Statement (EIS) phase, has been hired by Edwards and Kelcey to be the Project Manager during the design phase. Mr. Davis reminded everyone that this is not just a PTC project, but also a federal project with PennDOT involvement. In terms of funding, it is considered a federal project. The purpose of the Design Advisory Committee (DAC) is to provide the group with project information, receive their input, and have DAC members disperse that information out in the communities.

#### II. Project Design

Jay Roth provided a brief background on project activities. Mr. Roth explained that the project has entered the design phase. The EIS is completed and the Record of Decision (ROD) issued to allow the project to move into the design process. During the EIS phase, the project was divided into three elements: the Interchange Element, the Toll Plaza Element, and the Delaware River Bridge. The combined selected alternative in these elements have been divided into two stages. Project Stage 1 includes the work from just west of the Turnpike Route 1 interchange to the toll plaza near the Delaware River bridge; and involves widening the Turnpike in each direction from two to three lanes, construction of new tolling facilities, the new I-95/ PA Turnpike Interchange and some associated widening on I-95. Project Stage 2 includes the design and construction of a new bridge across the Delaware River to New Jersey. The new bridge is needed to maintain three travel lanes in each direction. Project Stage 2 is anticipated to enter the design and construction phase in a few years. Considering this is an interstate completion project, redesignation of the Turnpike east of the new interchange as I-95 and of existing I-95 north of the new interchange as I-295 will occur in consultation with the Federal Highway Administration (FHWA).

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There were approximately a dozen residential and a dozen business displacements identified during the EIS phase, as well as two churches. These displacements and the remainder of the identified mitigation commitments will be tracked as the project moves forward. Bensalem, Bristol and Middletown Townships are represented on the DAC because impacts occur in each of these municipalities.

Edwards and Kelcey will be the Design Manager for the design phase. A.D. Marble and Company, which is part of the design team, will be responsible for handling environmental monitoring and the public involvement during the design phase.

Since the ROD was issued, a number of activities occurred. Project Stage 1 has been divided into eight different design sections, each lead by a separate design team. The design team selection has been made by the PTC for all sections. Four sections have already begun work on preliminary design and the other four will start shortly. The four sections which have begun the design process are 1) Design Section S-the six overhead structures which cross either I-95 or the Turnpike in the study area, 2) Design Section D-the interchange section, 3) Design Section B-the toll plaza section, and 4) Design Section ITS-Intelligent Transportation Systems, signing and lighting. The next section to begin will be 5) Design Section E-east Turnpike widening up to the existing and planned new Delaware River bridges. Design Section E also includes the removal and reconfiguration of the existing bridge toll facilities. The remaining three sections will start shortly after Design Section E and not necessarily in this order : 6) Design Section A-west Turnpike widening including US 1 interchange modifications, 7) Design Section C-central Turnpike widening between the toll plaza section and the interchange section, and 8) Design Section F-the widening of I-95 south of the Turnpike including PA 413 interchange ramp modifications. Handouts depicting the sections and their approximate limits were distributed to the attendees for future reference.

**Comment:** The Bucks County Transportation Management Association (BCTMA) would like to schedule an emergency management seminar. BCTMA would like to be notified as soon as the construction staging is formulated so that they can properly coordinate this seminar.

The first construction will begin on the overhead bridges. Construction on the first overhead bridge should occur in late 2006 or early 2007. Construction on the interchange is anticipated to start in 2008. A six to ten year continuous construction process is anticipated in order to fully construct Project Stage 1.

There are a number of partial property acquisitions in addition to the approximately two dozen total displacements. Advanced notice will be given to the property owners. The PTC is in the

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process of hiring a right-of-way consultant. This consultant will handle all aspects of the right-of-way acquisition process, including notification, appraisals, offers, negotiation, relocation assistance, etc. Generally, PTC follows PennDOT's right-of-way procedures for a project being constructed with federal funding. The right-of-way process is often an amicable one.

### III. Public Involvement

This DAC meeting is one of the first public involvement outreach efforts of the design phase. A public officials meeting was held in December 2004 and more public official meetings will be scheduled.

This group differs from the Community Advisory Committee (CAC) that met during the EIS phase. The alternatives have been selected and the project has moved into a different level of design and construction. Many members of the DAC are aware of public opinion and are able to bring those opinions back to the group. This project is bringing millions of federal dollars into the area. It provides an opportunity to take advantage of economic and land-use revitalization opportunities. It is important for DAC stakeholders to share this type of information with their communities and organizations.

This DAC meeting is taking place at the new project office. The address for this office is Edwards and Kelcey, PA Turnpike/I-95 Interchange Project Office, 3600 Horizon Blvd, Suite 250, Trevoise, PA 19053. The phone number is 215-355-3577. The fax number is 215-355-3147. Everyone is welcome to visit the office or call to have questions answered.

The project office information is also listed on the new project website. The website can be accessed through the Pennsylvania Turnpike homepage, [www.paturndpike.com](http://www.paturndpike.com). In the lower right hand corner of the Pennsylvania Turnpike homepage click on [I-95 Interchange](#) to enter the project website. The project website was launched this week. DAC members are encouraged to review it and make comments.

Project newsletter distribution will again take place. The mailing list used during the EIS phase will be used as a base for the new newsletter. Individuals can add their name to the mailing list by calling the project office or signing up on the website. The first newsletter will contain information on the design process, general schedule, project contacts, project office, project website, and public involvement plan.

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Meetings with communities will be held in a township environment throughout the design process. Special purpose meetings will also be scheduled to discuss specific issues such as noise barriers, stormwater management, construction detours, etc.

### **IV. Design Advisory Committee**

The DAC will meet approximately three times per year. The design phase will be following the outreach procedures from the EIS phase. If any DAC members have suggestion on how to improve these procedures, please contact the design team.

The DAC Guidelines and Ground Rules enclosed with the invitation letter have been revised. The DAC Guidelines and Ground Rules distributed at this meeting are the most recent version. DAC members are asked to review them before the next meeting. At the next meeting, changes will be incorporated and that version will be considered the final Guidelines and Ground Rules of the DAC.

DAC members are asked to designate an alternate and bring that information to the next DAC meeting. This will allow for the continuous flow of project information into the communities.

DAC meeting summaries will be posted to the project website. Names will not be used in the meeting summaries to encourage dialogue. The summary that DAC members receive will be the same one posted to the website.

### **V. Construction**

Construction on the first three overhead structures (bridges) is anticipated to begin in late 2006 or early 2007. Right-of-way negotiations will begin approximately twelve months before construction. This time frame predicts that right-of-way negotiations should begin in fall 2005. Some total take property owners have already contacted the design team with questions regarding process and timeframes.

The interchange section designer will prepare a right-of-way gap plan that will identify total property takes. These displaced property owners will not have to wait until the final design right-of-way lines are drawn to begin the process.

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The communities will be concerned about detours. Most of the work is occurring on I-95 or the Turnpike. Both of these highways should have two lanes in each direction maintained at all times. Most of the overhead bridges should be done in one construction season. In most cases it is best to close the overhead bridge, except for Hulmeville Road which will be done in stages to maintain traffic and possibly Richlieu Road which may be built "off-alignment" while maintaining traffic on the existing bridge. Traffic counts and analyses will be performed to evaluate detours.

**Comment:** The DAC is concerned about what the impact will be to local business when the overhead bridges are closed and how much advance notice will be given to local businesses. Access to businesses will be maintained during construction. The current plan is to close three of the six overhead bridges during one construction season and close the remaining three during the next construction season. Each group of three overhead bridges to be closed during the same season are not within close proximity to each other to allow for traffic to cross over the Turnpike.

**Comment:** The Delaware Valley Regional Planning Commission has been asked to look into the number of accidents occurring on I-95 north of Philadelphia. Emergency Management Services (EMS) and Transportation Management Associations (TMA) have also been involved. The Bucks County TMA is working with DVRPC to form an incident management task force (IMTF). The Bucks County TMA will report on their efforts at the next DAC meeting.

**Question:** The DAC asked if there would be interaction with local business owners regarding detours. The designers for sections requiring detours will prepare materials for Design Management Team coordination with PennDOT and the municipalities regarding the locations for implementing detours.

Mr. Roth added that the project construction will be coordinated with utility work in order to avoid extra road closings. The roadway reconstruction on Route 413 near St. Mary's hospital serves as an example of the win-win situation resulting from a coordinated work effort in this part of the County.

## VI. Funding

The EIS phase was federally funded. The design phase is also federally funded. \$230 million is presently available for Project Stage 1 activities. Project Stage 1 includes everything except the new Delaware River bridge. Project Stage 1 is estimated at a cost of \$500 million. The project

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has nearly half the amount needed to complete Project Stage 1. Money is available to coordinate the utility work, complete the overhead structures, modify the tolling system (including express EZ pass system), remove the tolls on the current Delaware Valley interchange, and build the interchange mainline flyovers that will carry the new I-95 designation. Additional funds are being sought to complete the construction of the project.

**Question:** A question was raised concerning the maintenance of the new Delaware River bridge. The PTC confirmed that the current bridge is maintained jointly with the New Jersey Turnpike Authority (NJTA) and the new bridge will also be maintained jointly with NJTA.

### **IV. Upcoming Activities**

The next DAC meeting will most likely occur in mid to late June, before summer schedules begin. A complete project update will be given at that time.

The DAC contact information sheet will be sent out with the meeting summary.

The previous CAC thought that it was helpful to have a representative from PennDOT District 6 update the group on local projects. A PennDOT District 6 representative will be invited to the next DAC meeting.

DAC members were thanked for volunteering to work on this important committee. DAC input is valuable to the project and the design team is looking forward to working with the committee. DAC members were reminded to call Jay Roth at 215-355-3577 with any questions.

The meeting was adjourned at 3:15 p.m.