



**Pennsylvania Turnpike Commission
I-95/I-276 Interchange Project
Design Management**

Meeting Summary - DRAFT

Meeting Purpose:	Design Advisory Committee Meeting #2
Date and Time:	September 14, 2005 at 1:00 p.m.
Location:	Project Office, 3600 Horizon Blvd, Suite 250, Trevose
Attendance:	See Attached Sign-In Sheet in Expedition (prov. on request)
Handouts:	Attached in Expedition (prov. on request)

I. Introductions

Mr. Davis welcomed everyone to the second Design Advisory Committee (DAC) meeting of the Design Phase of the Pennsylvania Turnpike/Interstate 95 Interchange Project. He announced that all eight designers have started working on each of the eight design sections, comprising Project Stage 1 of this project.

Mr. Roth stated that the Pennsylvania Turnpike Commission is the lead agency on the project. PennDOT and FHWA are also involved. Edwards and Kelcey, A.D. Marble and Company, and HNTB comprise the Design Management Team. KCI Technologies prepared the EIS and continues to be involved in the design phase with regards to mitigation design and additional environmental studies if aspects of the design extend beyond the FEIS right-of-way. .

The DAC Guidelines have been revised per the comments of the last DAC meeting. The DAC Guidelines and the DAC Meeting #1 Summary have been approved. The DAC Meeting #1 Summary will be posted on the project website.

II. Project Description

Mr. Roth gave a general description of Project Stage 1. He explained that the direct link between I-95 and the Pennsylvania Turnpike, fulfilling the federal mandate of the 1950's to make I-95 continuous, was moving forward. Two mainline flyovers will carry two lanes in each direction from I-95 to the Pennsylvania Turnpike. The portion of the Pennsylvania Turnpike between I-95 and the Delaware River will be redesignated as I-95 after construction. The Turnpike will be widened from two lanes to three lanes in each direction from the Delaware River to US1. Mr. Roth noted that another project is currently widening the Turnpike to three lanes in each direction from Norristown to Valley Forge. With regard to tolling, there will be a bridge toll on the westbound turnpike lanes in PA after crossing the Delaware River Bridge. This will allow the eastbound turnpike traffic to move unimpeded on new I-95 Northbound into NJ. The Pennsylvania Turnpike Commission (PTC) will establish a mainline toll collection facility east of the new I-276/I-95 interchange. The new mainline toll facility will be equipped with E-ZPass, including three lanes with express E-Z Pass, and conventional toll collection lanes on the outside of the facility.

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Other improvements include reconfiguring the ramps around US 1. To accommodate the turnpike widening, seven overhead bridges will be replaced. Four of the bridges are located in Bensalem Township. These bridges cross over the Turnpike on Richlieu Road, Galloway Road, Hulmeville Road, and Bensalem Boulevard. Three of the bridges are located in Bristol Township. Two of these bridges cross over the Turnpike on New Falls Road and Bristol-Oxford Valley Road and one bridge crosses over I-95 on Ford Road. There is also an ITS design section which includes the intelligent transportation systems (ITS), lighting and signing throughout the entire project area.

Comment: Mr. Rickett asked if the rest of the sections would be constructed simultaneously after the overhead structures are complete. Mr. Roth stated that the project would be constructed in phases due to the nature of the design work and funding availability.

The need for Project Stage II, an additional bridge over the Delaware River to accommodate three lanes in each direction, will be assessed as the amount of traffic increases over the Delaware River.

There are three to six firms on each of the design section teams. The Design Management Team meets with each team approximately every three weeks.

III. Field Activities

Mr. Roth commented on the public outreach in regards to field activities. The project office has received visitors and phone calls regarding the project. Questions are also being submitted via the project website. Most people have asked questions concerning the buying or selling of property, the Notice of Intent to Enter Letters, and noise wall location and design. Information regarding field activities has been sent to local police, state police, and township officials. Notice of Intent to Enter letters have been sent to all adjacent property owners, properties where noise monitoring studies are needed, and properties where stream surveying needs to be done. Newsletters went out to approximately 3,800 residents and businesses, including all Notice of Intent to Enter Letter recipients. Boring activities have started in order to gather preliminary information regarding piers, noise walls, and retaining walls. There will be single lane closures at night along the Turnpike while boring work is being done. It is not anticipated that the boring work will generate community complaints. Noise studies will be redone during final design to determine the height, length, and location of the noise walls. The same criteria used during the EIS phase will be used during final design: warranted, feasible, and reasonable. It is anticipated that roughly the same number of noise walls predicted in the EIS will be recommended in Final Design. Noise wall location must be approved by the Federal Highway Administration. The Design Management Team will hold meetings with the individual communities involved to discuss noise wall design and specifics.

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Comment: Mr. Ward asked if there would be coordination with emergency responders regarding access at noise wall locations. Responders may need to access a vehicle on the Turnpike and may not be able to get there due to a noise wall. Mr. Roth said that the Design Team planned on getting involved or making the Safe95 group aware of the project specifics so that emergency response can be incorporated in project design. He added that two options could be to overlap noise walls with an opening in between or place doors at intervals in the noise wall. Other emergency design features could also be discussed and accommodated.

IV. ROW

Mr. Roth commented on right-of-way (ROW) procedures. The ROW acquisition process will occur in phases. The first stage of construction will involve three of the six overhead structures. At this time, the overhead structures of Galloway Road, Bensalem Boulevard, and Bristol-Oxford Valley Road will likely be grouped together in the first stage anticipated for construction in late 2006 or early 2007. The ROW associated with these bridges are generally partial takes where the bridge approaches need to be widened. The Galloway Road Bridge also includes pedestrian accommodations.

Mr. Roth spoke about the detours associated with the overhead structures. The Design Management Team has communicated with both Bensalem and Bristol Townships regarding detours during the first stage of construction. The Galloway Road and Bensalem Boulevard bridges are straight alignments and need to be closed for approximately seven months during the construction period. All detours will be reviewed and ultimately approved by PennDOT. The Hulmeville Road Bridge will be constructed in two stages. One lane in each direction will remain open during both stages. The construction period will be longer than that of the Galloway Road and Bensalem Boulevard bridges. The Hulmeville Road Bridge includes a turning lane and dedicated pedestrian walkway. During the EIS phase, Bensalem Township stated that they would like to keep Hulmeville Road open during the bridge construction. The detour associated with the Ford Road bridge construction needs to be coordinated with SEPTA and the Bucks County TMA. And the Richlieu Road Bridge will likely be built off-alignment, meaning the existing bridge can be kept open to traffic while the new one is built.

The PTC is hiring an ROW services consultant to work on legal and real estate issues. The consultant will assist with initial notifications, title searches, appraisals, purchases, and settlement. The PTC hopes to have the consultant on board by early 2006. The process will start at that time with an aggressive schedule. The ROW acquisitions are essential for starting the overhead bridge construction on schedule. The ROW process is anticipated to last anywhere from six months to one and a half years. It is important for the ROW to be cleared before the PTC bids the construction phase of the project.

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Mr. Roth explained that an ROW Gap Plan was being prepared for the interchange section. The plan will identify the properties to be acquired and owner needing relocation assistance to build the interchange. There are currently about two dozen properties identified. These properties are a mix of undeveloped, residential, and commercial properties. These properties and the partial takes associated with the overhead structures will be the first activities for the ROW consultant. As soon as the design process reaches the point where federal requirements are met to determine the total takes, the consultant will begin the ROW acquisition process for the interchange section.

V. Interchange Design Section: I-95-D

The first construction contract for the Interchange Section is anticipated as soon as 2008. The first contract may include the construction of the I-95 mainline flyovers in the southeast quadrant of the Interchange, the I-95 (existing Turnpike) mainline widening east of the Interchange, the new bridges over Durham and New Rodgers Roads, and the reconstruction of I-95 mainline south of the Interchange. Depending on cost and construction timeframes, this work could be broken into a few construction contracts.

The next phase includes the construction of the Turnpike mainline widening west of the Interchange, the southwest quadrant ramps, the Turnpike bridges over Neshaminy Creek, and the New Falls Road bridge over the Turnpike.

The construction of the northeast and northwest quadrant ramps of the new Interchange and the widening/reconstruction of I-95 (future I-195) will follow.

A change in design has occurred during the Design Phase of the Interchange Section. The ramp from the existing Turnpike WB to I-95 (future I-195) NB originally departed from the SB I-95 mainline flyover. However, the designer investigated if costs and impacts could be decreased if the ramp came off the mainline. This new design works with the project signage plan, saves a PECO substation, and avoids the total take of a small shopping center on Durham Rd.

VI. Redesignation of I-95 to I-195

Mr. Roth discussed the redesignation of I-95 north of the new interchange. After a few meetings, it has been mutually decided by officials from both PA and NJ that I-95 should become I-195 east/west up past the Scudder Falls Bridge around US 1 and to the New Jersey shore. The redesignation is at least five years away and must be approved by AASHTO after applications are forwarded by both states.

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VII. Toll Plazas

Mr. Roth provided an update on the toll plaza design process. The toll plazas are in preliminary design. The mainline toll plaza will have ten conventional lanes on the outside and express (hi-speed) E-ZPass on the inside. A toll plaza building will be located on the south side (Philadelphia Race Park side). A bridge over the toll lanes will allow toll collectors and maintenance personnel to crossover the hi-speed lanes from the south side to the north side of the plaza. The design will likely include 10-foot lane widths on the conventional lanes and 12-foot lane widths on the hi-speed lanes. Mr. Davis added that the PTC looked at the traffic coming through the Delaware River Bridge toll plaza and identified that 60 to 70% of the traffic going through the toll plazas are already equipped with E-ZPass. The PTC decided to provide express E-ZPass lanes to allow vehicles to go through the tolls without stopping. The toll will only be collected upon entering Pennsylvania. Currently, the toll is collected in both directions. The Delaware River Bridge is jointly owned by the PTC and New Jersey Turnpike Authority. They will continue to own the bridge after the completion of this project. The toll facilities at US 13 will eventually be removed.

VIII. ITS Section

The ITS Section covers the entire project area. A series of traffic flow detectors and cameras will advise responders when incidents occur as well as alert motorists to incident locations. Signage and lighting are also included. Per mitigation commitments, highway lighting trespass will be avoided in residential areas.

Comment: Mr. Ward asked if the project limit in terms of ITS goes beyond the physical construction limits. He participates in an ITS task force at DVRPC that would like to provide fiber optic connections from the Interchange to Route 309. The task force is interested in creating a connection of all ITS devices to the traffic operation center of PennDOT District 6.

Comment: Mr. Ward asked if the signing plan contains milepost markers. Mr. Roth replied that milepost markers are included in the signing. For instance, the existing Delaware Valley Interchange (exit 358) will be mile based on I-95. Mr. Ward added that renumbering and directionality would be confusing in the beginning. Emergency responders need to know where they are needed so that they can dispatch the appropriate fire company in the least amount of time. In some cases, the DVRPC has requested that PennDOT place more markers and ramp signage along the road. Mr. Roth remarked that this was a good point that had not been discussed yet. He noted that he will raise this issue with RK&K, the designers of the ITS Section.

Comment: Mr. Flocco asked which agency would be in charge of the signs on this project. He and others in the Township would like to see "Bensalem" as the destination on the Interchange 351 sign. Mr. Roth stated that there are specific criteria regarding sign placement and composition. He went on to state that the designer would be asked to consider this in the conceptual signing plan.

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IX. Public Involvement

Mr. Roth explained that the public involvement plan has been providing project information to the public in many ways. The project website has been averaging 6,000 visitors per month. Phone calls come into the project office on a daily basis. Newsletters went out a little more than a month ago and generated a lot of activity. The Design Management Team has met with certain community groups such as the Villas of Chancellors Glen, which was built and occupied after the FEIS was issued. Meetings have also been held with the local township officials.

X. Wetland Replacement Site

Mr. Haines provided an update on the wetland replacement site located right off of Zimmerman Lane and River Road. A wetland mitigation site of slightly less than three acres is needed. Investigations that have been ongoing at this site in the northwest quadrant of the interchange include well monitoring, test pit evaluation, and wetlands delineation of the site. Both the USACOE and PADEP support the site for mitigation. The site was to be used for a trailer park when the PTC bought it in the 1980's. Ten percent of the site will be used for the mitigation and the remainder will be set aside for open space. Approximately five to six acres of existing wetlands are on the site. Mr. Haines has met with Mr. Mercer to discuss the possibility of turtle mitigation occurring at the Silver Lake Nature Center.

XI. Funding

Mr. Davis provided a project funding update. The current estimate cost for the project is over \$800 Million (including building the new bridge over the Delaware River) due to the recent increases in the cost of steel, concrete, and gas, as well as overall cost increases since the FEIS cost estimate was assembled. Approximately \$250 Million has been programmed for this project, which included the recent federal transportation bill authorization of \$12 Million. These funds are sufficient to complete the entire design and right of way acquisition process and begin the construction process, including the mainline toll plaza and replacing the existing Delaware River Bridge toll plaza with a one-way toll plaza. Total cost of Project Stage 1 in current dollars is approximately \$650 Million.

Mr. Davis reported on two other related projects, which have received funding. The first project involves E-ZPass Only (slip) ramps for traffic destined for Street Road and Philadelphia Park Race Track. The PTC has been working with Bensalem Township and Senator Tomlinson to develop the latest proposal of E-ZPass Only ramps connecting the Turnpike and the Philadelphia Park Race Track. PTC approved the funding in June and the township consultant is working on an aggressive schedule to design the ramps. Another project, which will be funded by the PTC,

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involves the complete modernization of the Trevoise maintenance facility. The maintenance facility will be moved further back from the Turnpike along Galloway Road on land already owned by the PTC.

XII. Future Meetings

The next DAC Meeting is scheduled for Tuesday, January 17 at 2:00 p.m. in the project office. Other meetings may be held with municipalities before that time. At the January meeting, more information will be known about the overhead structures construction and the ROW acquisition process. If anyone has questions before that time, please feel free to call the project office for an update.

The meeting was adjourned at 2:15 PM.