



Meeting Purpose:

	Public Officials/Design Advisory Meeting #11
Date and Time:	May 28, 2015 at 11:00 a.m.
Location:	Project Office, 900 Northbrook Drive, Suite 300, Trevose, PA
Attendance:	See Attached List
Handouts:	Agenda, PO/DAC #10 Meeting Summary (available to
	attendees), AET handout and comment card

PA Turnpike/I-95 Interchange Project

I. Welcome and Introduction

Jay Roth (Jacobs) introduced himself, thanked all of the attendees for coming to the meeting and led a round of introductions. Jacobs is the lead consultant on the design management team, and the Pennsylvania Turnpike Commission (PTC) is the lead agency for the project. This was the eleventh meeting of the Design Advisory Committee/Public Officials for the PA Turnpike/I-95 Interchange Project. The purpose of the meeting was to share information on where the project staging and schedule stands. Additionally, information was presented on All Electronic Tolling (AET), which will be debuting on this section of the turnpike. Mr. Roth reviewed the list of attendees to this meeting from the PowerPoint slide.

The Incident Management Committee meeting was held prior to this meeting.

II. Overall Project Update

During the meeting, current design and construction sections were discussed. Currently, construction is taking place on the mainline Turnpike and I-95 in addition to construction of the new flyovers, while design is progressing for several additional mainline Turnpike sections and remaining overhead bridges.

The project schedule was reviewed. Stage 1 is advancing. Several specifics are still being determined for Stage 2, including traffic patterns and other interdependent items that will need to be addressed before these sections move into construction.

III. Current Activities

a. Project Construction Completed to Date

The focus of the project has shifted from locally coordinated contracts to interstate roadway work, which will continue, and will maintain two lanes of traffic in each direction on both the Turnpike and I-95. Contracts already completed were shown on the on the PowerPoint slides, including:

• Trevose maintenance facility relocation. Updated facility included the reconstruction of maintenance ramps for PTC Maintenance and emergency access vehicles.





- Galloway Road and Bristol Oxford Valley Road bridge replacements, allowing wider Turnpike passage underneath and changes to profile to allow for proper clearance. Both of these bridges were closed and detoured during construction;
- Richlieu Road bridge replacement, which allowed the existing bridge to remain open during construction while a new bridge was constructed east of existing bridge. A short closure to realign the existing roads to the new bridge was needed;
- Ford Road over I-95, north of the S.R. 0413 interchange, has been completed for over a year. Ford Road was also closed and detoured during construction;
- ITS-Advance ITS contract included the deployment of devices on either end of affected roadways, providing advance notification on current roadway conditions and closures to allow drivers to make decisions on the best travel route for their needs. Street Road and Route 1 are tied into the PennDOT Traffic Management system in King of Prussia, while the ITS devices on the Turnpike are operated by PTC. This has helped the agencies merge their traffic control systems;
- Environmental mitigation over 3 acres of wetlands and a 0.5-mile stretch of stream were restored in the Northwest quadrant of the Interchange and in the Levittown area north of the Turnpike respectively. The associated agencies are pleased with the results of this work, and the townships appear to be happy as well; and
- Work-zone ITS contract These devices monitor and report conditions within the project area during construction. Monitored by a vendor with the PTC, the devices are relocated as needed, depending on what construction is occurring (e.g., overnight closures, lane closures, etc.). The work-zone ITS devices have a closer spacing throughout the project area. The permanent ITS devices are intended for longer stretches of traffic.

b. Ongoing and Upcoming Project Construction

Section B Mainline & Delaware River Bridge (DRB) Toll Plaza Construction

Construction has been ongoing in the area between Galloway Road and Richlieu Road and in the area of the Delaware River toll plaza for AET deployment.

Delaware River Bridge (DRB) toll facility work will begin in about a month. This will include westbound traffic staging and night work. Construction will include approximately three months of work, and then toll conversion will occur in January 2016.

Interchange Section D10 Construction





Construction began on this section in September 2014 and is anticipated to take three years. PKF Mark III is the prime contractor for the approximate 2.5 mile widening of PA Turnpike mainline from I-95 to Interchange 358. The project also includes the construction of a portion of the new flyovers and the realignment of Ramp D at the Delaware Valley Interchange.

Stage 1 ITS

The PTC Mainline ITS network is a complement to a similar PennDOT I-95 system. Cameras, vehicle detectors, DMS, etc., will be deployed along the Turnpike mainline, linking these devices to the Turnpike Traffic Operations Center, as well as the PennDOT Regional Traffic Management Center. In the past, there has never been a link to both agencies. This project has helped to facilitate interagency information sharing. Future plans include fiber optic tie-ins to PennDOT District 6-0 and the PTC.

Bensalem Blvd Bridge Replacement/Detour

This bridge replacement project has a condensed construction schedule and closure period. The closure started in March 2015 with a posted detour consisting of state routes. Within weeks of its closure, bridge removal was conducted. It is anticipated that this work will be completed in late November 2015.

An overnight closure on June 28, 2015 is planned to erect new beams.

Interchange Section D20 Construction

Bids were received on May 21, 2015, and in August/September 2015, construction will begin for this contract. This section is within PennDOT's jurisdiction; therefore, PennDOT policies will be followed. This project includes the reconstruction and associated widening of I-95 from Neshaminy Creek to the PA Turnpike and will include the completion of the flyovers connecting I-95 to the PA Turnpike. Additional lanes on I-95 will tie-in via a ramp to Route 413.

Redesignation

Once I-95 is rerouted onto the Turnpike and into New Jersey, existing I-95 north of the turnpike will need to be redesignated. I-95 will become I-295. I-295 will be east-west in PA, and I-295 in NJ will be north-south. There will be a public outreach campaign in the future for highway signing and directions. Educating the public on these changes will be important. DRJTB coordination with Scudders Falls will occur as well.

Hulmeville Road Bridge Replacement

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This project is in the final stages of design, and construction cannot begin until the Bensalem Boulevard bridge replacement is complete at the end of this year (2015). The bridge will remain open during construction, but two movements, left turns from Southbound Hulmeville Road onto Gibson Road and right turns for trucks travelling from Gibson Road to northbound Hulmeville Road, will be prohibited. Due to this being staged construction; it will take most of 2016 and 2017 to construct. Coordination with the shopping center related to truck traffic and the school district for buses will occur as construction of the bridge gets closer. There will be a posted detour route using state routes for the two prohibited movements during construction.

Section A1-Early Action Construction at the Bensalem Interchange

Bridges that carry the Turnpike Interchange over the mainline will be replaced in preparation of the widening of the Turnpike to three lanes in each direction. Early completion of the bridges is planned to allow for ramp work in the future. Plans include keeping the existing interchange lanes open during construction. Specific schedules will be determined in the next several months.

Additional Projects in Design

Route 13 Connector – A new ramp will be constructed from the existing DelVal Interchange toll plaza (which will be removed) to Route 13. Additionally, the existing bridge over Route 13 will be demolished and a new at-grade intersection for the Turnpike ramp and Route 13 will be created. This project will not move into construction until PennDOT's Route 13 project is completed.

Red Bellied Turtle Mitigation – Coordination with Silver Lake Nature Center is ongoing. Additional nesting and basking areas will be constructed under this contract. Identification and quantification of impacted Willow Oak trees is also ongoing. Willow Oak acorns will be planted adjacent to the study area to maintain the population.

Operation Orange Squeeze-Work zone safety is a big focus of the PTC right now as there have been several workzone incidents on the Turnpike system.

IV. Project Design Status and Construction Timing

AET Toll Conversion

Alan Williamson, PTC, presented information on AET. A one page handout and comment card was available to attendees, and PowerPoint slides were presented.

The PTC is 75 years old and the commission is always looking to improve its facilities. The deployment of AET is growing within industry. Because of the implementation on the Turnpike, Pennsylvania will be the

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tenth or eleventh state to employ AET technology. The Delaware River Bridge is the first site to employ AET technology on the system. The Turnpike will incrementally include new AET segments. Details, specifically on public education, are continually evolving.

The new Delaware River Bridge Toll will be a no cash zone. PTC will be removing the pay point facility and converting to high speed tolling (via E-ZPass or a new Toll by Plate technology). At this location, there will only be a west bound toll. Eastbound to NJ, customers will not interact with a new toll plaza for a bridge toll. The toll amount has not yet been decided, but it will be competitive with the other bridges that tie NJ and PA together. For E-ZPass users, there will be no difference. Those who do not have E-ZPass will have a picture of their license plate taken, and tolling invoices will be mailed to the registered owner of these vehicles. Toll by Plate or E-ZPass will allow drivers to keep moving. This will be a fundamental change on the way that we collect from customers.

An invoice mockup, showing an image of the captured license plate, was reviewed via PowerPoint slides. It was reiterated that the new mainline toll plaza in Bensalem will open as a conventional toll plaza. Westbound cash customers will need to pick up a ticket, but the E-ZPass payment process will be the same for AET and the conventional system.

A mobile tour is planned prior to this system going live. Public officials and the media will be invited. The PTC will be communicating with agencies and emergency responders since they will be going through the toll areas. They will not need to pay the toll. The education campaign will be starting in September 2015.

Question and Answer Period

- Q: How often will people be billed and how will payment be enforced?
- A: The date a driver first goes through the AET becomes an "anniversary date". That creates a 30 day period of toll accrual. Invoices will likely be mailed monthly. Failure to honor the invoices could result in penalties such as registration hold or suspension. The toll rate will be competitive with other NJ/PA bridges. In states other than NJ, it becomes a cost-benefit situation. The Turnpike will be providing educational advertisements on satellite radio and handing out take-away information at existing plazas. With the public outreach, the PTC will be sensitive to people's behavior and learning patterns. DMS signs, publicized phone numbers, and the AET website will help to disseminate information.
- Q: Is there an estimate when sound barrier meeting will occur with the Villas of Chancellor's Glen?
- A: Construction of Section C, the section adjacent to Villas of Chancellor's Glen cannot start in late 2017 at the earliest, however this section is currently waiting to be funded. The noise wall barrier meeting will occur prior to construction.
- Q: Along Route 13 at the Green Lane, how do you plan to address stormwater issues?
- A: The design has not advanced far enough to know how stormwater will come into play. However, there are not any major anticipated stormwater issues in this area as there is ample space to accommodate stormwater facilities. Coordination will occur with PennDOT regarding the pipes that are currently being installed to ensure they are not disturbed during construction.

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- Q: There appears to be an issue with covering speed limits signs in construction zones.
- A: The contractor is contractually required to cover signs and ensure they are covered throughout construction when the speed is reduced in a construction zone. The PTC speed limit of 65 mph is reduced to 55 mph through the toll plaza construction zone.

V. Project Website

The project website is continually updated with design and construction related information and is a resource available 24/7 to the public. The project office is available to answer questions by phone or in person (by appointment). We are currently working on a new look for the website, which will go live soon. The new website, <u>https://www.patpconstruction.com/paturnpikei95</u>, will be more user-friendly.

Jay Roth thanked everyone again for their cooperation and attendance and reminded them to contact the project office if they have questions or concerns. The meeting then concluded.

PA Turnpike/I-95 Interchange Project



Design Advisory Committee/Public Officials Meeting

May 28, 2015





Participating Entities Design Advisory Committee

- Bensalem Economic Development
 Corporation
- Bensalem Township Planning
 Commission
- Bristol Borough Planning Commission
- Bristol Township Planning Commission
- Bucks County Department of Community and Business
- Bucks County Planning Commission
- Bucks County Redevelopment Authority
- Bucks County Transportation
 Management Authority
- Bucks County Consumer Protection

- Pennsylvania Department of Transportation
- Delaware Valley Regional Planning Commission
- Delaware Valley Regional Economic Fund
- Enterprise Zone of the County of Bucks
- Lower Bucks County Chamber of Commerce
- Lower Bucks Hospital
- Middletown Township Planning Commission
- PENJERDEL Council
- Philadelphia City Planning Commission, Office of Strategic Planning
- Silver Lake Nature Center



Participating Entities Public Officials

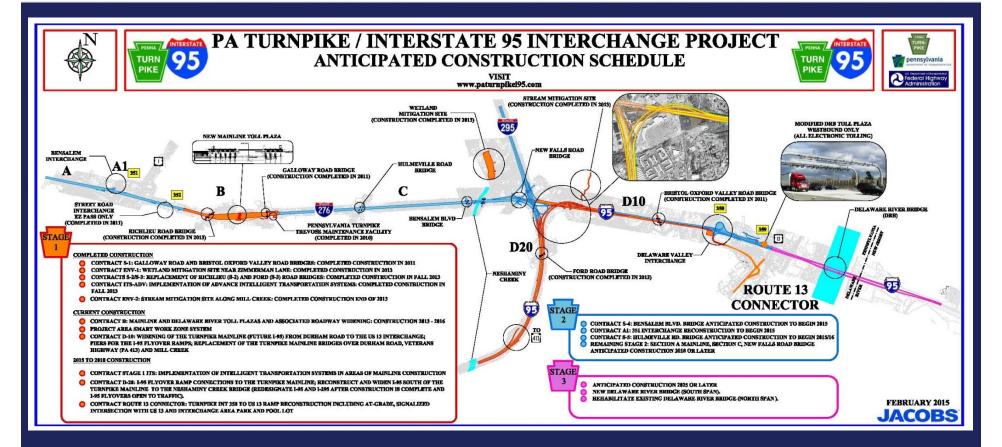
- PA House District 18
- PA House District 140
- PA House District 141
- PA House District 142
- PA Senate District 6
- US House District 8
- US Senate
- Delaware Valley Regional Planning Commission

- Hulmeville Borough
- Bristol Township
- Bucks County Board of Commissioners
- Bucks County Planning Commission
- Lower Bucks County Chamber of Commerce
- Middletown Township Board of Supervisors
- Middletown Township





Construction Staging







Construction Sections

- Trevose Maintenance Facility (completed 2010)
- Section S1: Galloway Rd./Bristol Oxford Valley Rd. Bridges (completed 2011)
- Section S2: Richlieu Rd. Bridge (completed 2013)
- Section S3: Ford Rd. Bridge (completed 2013)
- Section ADV-ITS (completed 2013)
- Section NW Quadrant Wetlands (completed 2013)
- Mill Creek Stream Restoration (completed 2013)
- Section B Tolling Modifications
- Section D10
- Bensalem Boulevard
- Section Stage 1 ITS
- Section D20

LEGEND

- Completed
- Under Construction
- Awaiting NTP



Overall Project Costs

Total Project (YOE) = \$1.4 Billion

- Stage 1: \$425 Million
- Stage 2: \$550 Million
- Stage 3: \$425 Million





Completed Construction Overhead Bridges



Galloway Road Bridge

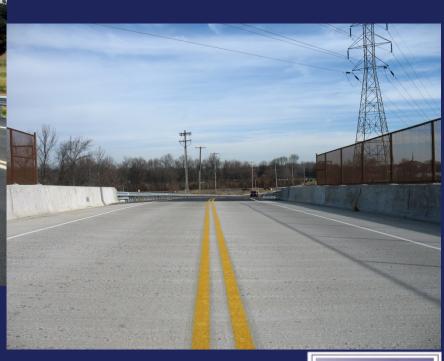


Bristol Oxford Valley Road Bridge



Completed Construction Overhead Bridges





Richlieu Road Bridge



Completed Construction Overhead Bridges





Ford Road Bridge

Completed Construction ITS / Environmental Mitigation Work Zone ITS Contract Advar



Wetland Mitigation Site



Advance ITS Contract



Stream Mitigation Site



- Construction of new mainline toll plaza (12 lanes) Highwayspeed E-Zpass in the center
- Construction of a new 5000 SF toll building and access road
- Tolling conversion at Section B plaza and AET at DRB (Scheduled for early 2016)
- Conversion of existing DRB toll plaza to AET
- Removal of Bristol (US 13) toll plaza
- Work Zone Traffic Monitoring PTC Vendor











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Looking West Completed Noise Wall

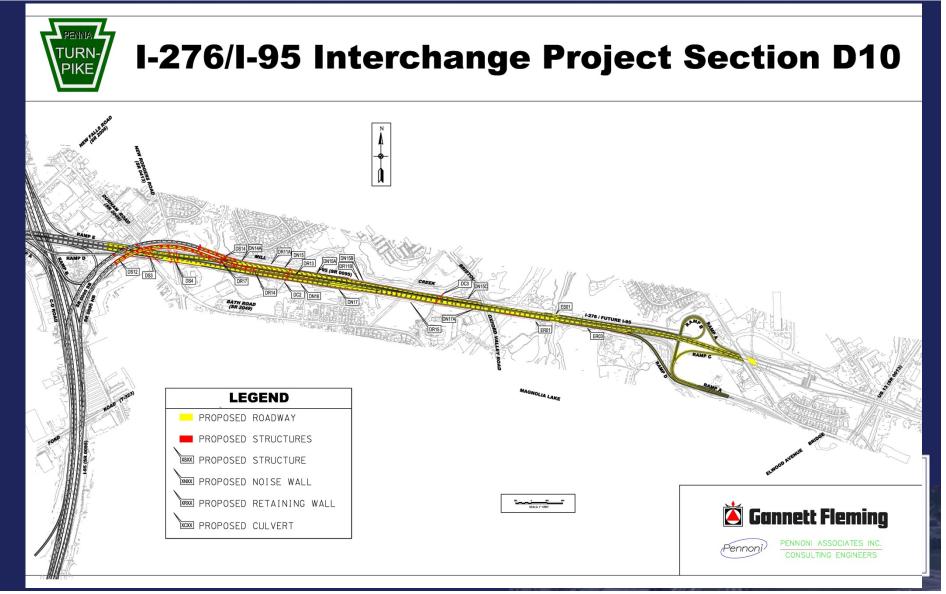


- Bid: June 5th 2014 thru ECMS
- Successful Bid:
 - PKF-Mark III, Inc.
- Construction Bid: \$142 million
- Approximate Construction Timeframe:
 - 3 years
- Major Construction Stages: 4

- Structures
 - 7 Bridges
 - 3 single span replacement
 - 1- new 4 span
 - 1 new 14 span
 - 2 single span rehabilitation
 - 10 Retaining Walls
 - 12 Noise Walls
 - 2 Culvert Extensions
- Roadway Widening approx. 2.5 miles of Turnpike Mainline from I-95 to MP 358





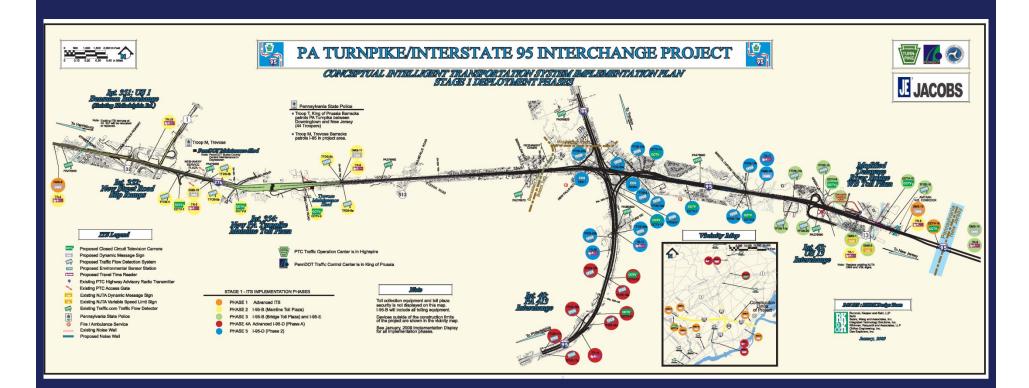








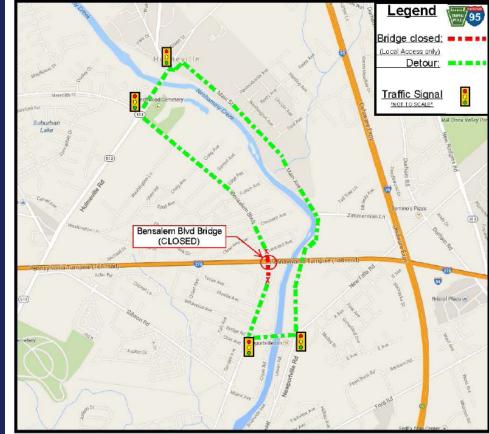
Current Construction Stage 1 ITS





Current Construction Bensalem Boulevard Bridge Replacement

- Contractor's Notice to Proceed was granted November, 2014
- Bridge Closure/Detour scheduled to begin March 2, 2015
- Anticipated Project Completion: Late 2015



Awaiting NTP Section D20

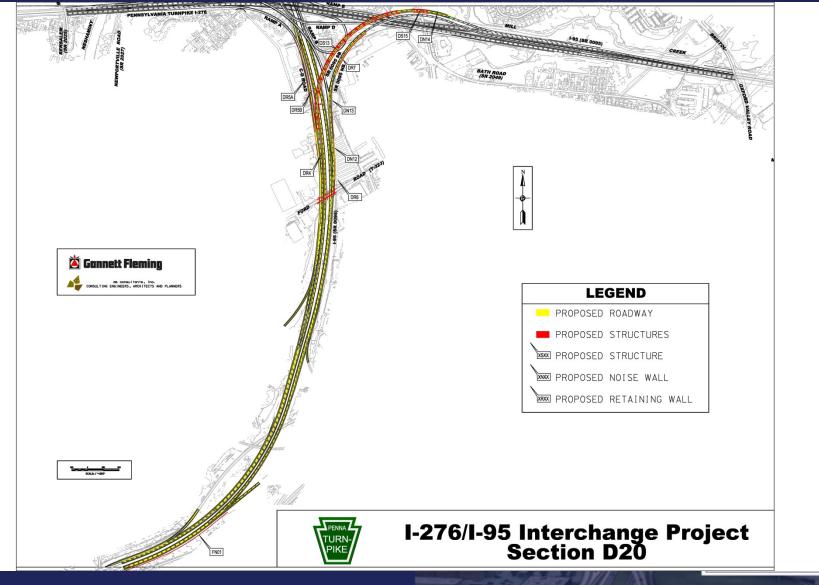
- Bid: May 21 thru ECMS unofficial plans were on ECMS for contractors to preview
- Estimated Construction Cost: >\$100 million
- Approximate Construction Timeframe: 3 years
- Major Construction Stages: 4

- Structures
 - 2 Bridges
 - 1 new single span
 - 1 new 15 span
 - 5 Retaining Walls
 - 3 Noise Walls
- Roadway Widening approx. 2 miles of I-95 from Rt. 413 Interchange to Turnpike mainline





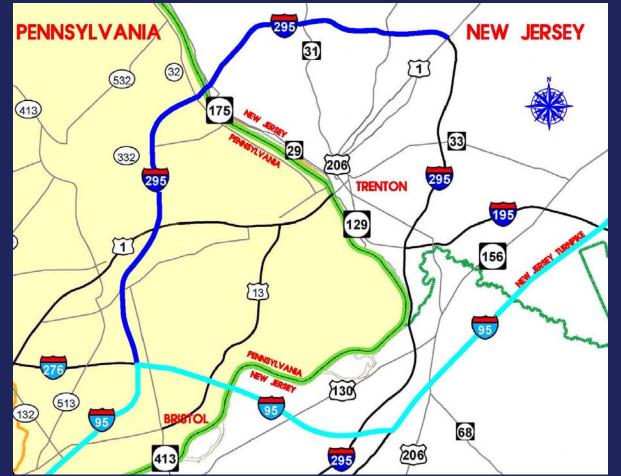
Awaiting NTP Section D20



Existing Regional Highway Network



Re-designation of I-95 to I-295



Pennsylvania

 Redesignate 10.4 miles of existing I-95 N/S as I-295 E/W

New Jersey

 Extend I-295 N/S 9.2 miles to replace existing I-95 N/S

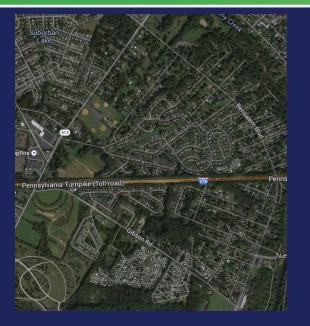


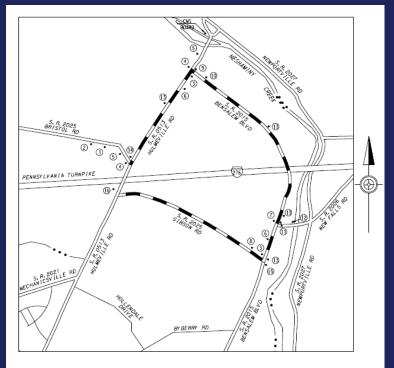
Turnpike / I-95 Interchange Completed





Hulmeville Road Bridge Replacement





• Anticipated NTP January, 2016

- S. R. 0513 (HULMEVILLE ROAD) DETOUR ROUTE NOT TO SCALE
- Left Turns onto Gibson Road Detoured onto Bensalem Blvd
- Right Turns from Gibson Road (Trucks only) Detoured onto Bensalem Blvd
- 1 Lane in Each Direction Maintained at All Times



Bensalem Interchange (351) Bridge/Ramps Improvements

 Replacement of bridges that carry Turnpike Interchange Ramps over Mainline





Route 13 Connector







Stage 2 Design and Construction Update

- Section C: M.P. 352-354 (Turnpike mainline Total Reconstruction)
- Section A: M.P. 350-352 (Turnpike mainline Total Reconstruction)
- Section E: Ramps at Delaware Valley I/C (Ext. 358) to Route 13
- New Falls Road overhead Bridge Replacement
- Section D30: Remaining Interchange Movements



Stage 2: Total Estimated Cost = \$550 Million

Public Involvement Program

- IMC Committee
- Upcoming Noise Wall Meetings
- Press Releases
- New Project Website and Newsletter
 - <u>http://www.paturnpikei95.com</u>
- Redesignation Public Involvement
 - PennDOT, NJDOT, FHWA, NJTA, etc coordination
- Regular Meetings/Presentations with Personnel from Multiple Municipal Entities
 - Bensalem Council: Presented at February 9, 2015 Meeting.



Operation Orange Squeeze



http://www.operationorangesqueeze.com/



Questions?

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