

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

Meeting Summary - DRAFT

Meeting Purpose:	Design Advisory Committee Meeting #3
Date and Time:	January 17, 2006 at 2:00 p.m.
Location:	Project Office, 3600 Horizon Blvd, Suite 250, Trevose
Attendance:	See Attached Sign-In Sheet in Expedition (provide on request)
Handouts:	Attached in Expedition (provide on request)

Mr. Roth welcomed everyone to the third Design Advisory Committee (DAC) meeting of the Design Phase of the Pennsylvania Turnpike/Interstate 95 Interchange Project. The DAC Meeting #2 Summary was distributed and approved with minor comments. The DAC Meeting #2 Summary, along with all DAC Meeting Summaries, will appear on the website after DAC approval.

A. Project Design

a. Design Sections and Status

Mr. Roth gave a brief update/highlight of each of the eight design sections:

Design Section ITS (Intelligent Transportation Systems, Lighting, and Signing): The Pennsylvania Turnpike will be continuously lit from west of the I-95 ramps to the Delaware River bridge. Continuous lighting will also be located wherever traffic merges. Dynamic message signs, cameras, and detectors will be able to provide data to both the PennDOT Traffic Control Center and the Pennsylvania Turnpike Commission for traffic management use.

Question: Will the interchange at Route 13 be lit?

Answer: The Route 13 interchange is currently lit. The lighting of the reconfigured interchange will be included in the design process.

Question: Will new signage on the New Jersey side be included in the project?

Answer: The New Jersey Department of Transportation has accepted the responsibility for new signage in New Jersey. The New Jersey Turnpike Commission is also aware of the signage needed along the New Jersey Turnpike and I-95. We will continue to coordinate with the appropriate agencies so that signing will be in place when required to re-designate I-95.

Design Section A (Turnpike West Widening): Designers are providing a third lane in each direction of the Turnpike and reconfiguring the Turnpike ramps to the US1 toll plaza. The designer has been able to make the left hand turn lane from eastbound Street Road to Old Lincoln Highway longer to alleviate traffic problems during peak hours. Slip ramps to Street

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Road are being designed by Bensalem Township in the eastbound direction of the Turnpike near the Neshaminy Service Plaza.

Design Section B (Toll Plaza): Designers are providing a third lane in each direction of the Turnpike. The mainline toll plaza will have ten (six (6) eastbound exit and four (4) westbound entry) 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, with access provided to it via Galloway Road.

Design Section C (Central Turnpike Widening): Designers are providing a third lane in each direction of the Turnpike.

Design Section D (Interchange): This section includes all movements between the Pennsylvania Turnpike and I-95. Two lanes will be provided in each direction along I-95. The preliminary design for the section will be complete in the spring 2006.

Question: Has the land acquisition process started yet?

Answer: Approximately two dozen properties have been identified in the Right-of-Way Gap Plan, which determines the properties to be acquired and owners needing relocation assistance. The property acquisition consultant has opened a field office in the project area and is beginning to contact the total take property owners. The properties include commercial buildings, residential buildings, vacant land and a religious institution. Due to the variety of land uses, a variety of expertise is needed for the appraisal process.

Design Section E (East Turnpike Widening): Designers are providing a third lane in each direction of the Turnpike. A modification of the toll plaza is included in this section to collect a one-way bridge toll in the westbound direction. The toll plaza will be equipped with two Express E-Z Pass lanes in the center. The existing toll facilities at Route 13 will be removed and the interchange ramps will be re-configured. A separate PennDOT project is planned for Route 13 to make Route 13 look more like a boulevard. The PennDOT project will address land use and slower speed access issues.

Design Section F (Interstate 95 South): Designers are providing additional lanes in each direction of I-95 to accommodate the new Turnpike Interchange to the north.

Question: Has there been any discussion of using gravel emergency access ramps near Neshaminy Creek and Newportville Road?

Answer: The designers will look at the use of gravel access ramps; however, safety and engineering criteria cannot be compromised. Coordination with the State Police, TMA and emergency responders will occur soon.

Question: Has the use of emergency vehicles been considered?

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Answer: Emergency vehicles will be able to access the northbound and southbound lanes via the closely spaced conventional interchanges.

Design Section S (Overpass Structures): Six overhead structures are being broken into two construction packages. The overhead structures need to be lengthened to allow for the widening of the mainline of the Pennsylvania Turnpike and I-95. The design process has shown that Richlieu Road, Galloway Road, and Bristol-Oxford Valley Road would be the preferred combination for the first construction package. Since the decision to include Richlieu Road came later in the design process, the design of Richlieu Road needs to catch up with the work of the other two overhead structures. The construction of the first package is anticipated to start in 2007. If the design work on Richlieu Road is not complete in time, the first package may only include Galloway Road and Bristol-Oxford Valley Road. Both Galloway Road and Bristol-Oxford Valley Road will be closed and detoured during the construction phase. All detours will be reviewed and ultimately approved by PennDOT. Richlieu Road will likely be built slightly off alignment, meaning the existing bridge can be kept open to traffic while the new one is built (temporary closures will be needed to tie in the newly aligned road with the old one). The second construction package (Bensalem Boulevard, Ford Road, and Hulmeville Road) is anticipated to begin in 2008 or later, pending funding and other considerations.

b. Construction Schedule

The first package of overhead structures will be the first construction activity of the project in early 2007. The second construction package could follow in spring 2008. Also in 2008 and into 2009, both toll plaza sections and mainline flyovers are anticipated to begin construction.

c. Field Activities

Field workers will be conducting noise and core boring activities on Sections A, B, C, and E during the next four months. Field activity will be updated weekly on the project website. All Intent to Enter letters have been sent or will be supplemented as needed.

d. Right-of-Way Coordination and Acquisition Procedures

Keystone Acquisition Services have begun the property acquisition process. They have opened a field office in the project area and contact information will appear on the website within the next few weeks. Keystone will assist with initial notifications, title searches, appraisals, purchases, and settlement. Keystone has performed work for the Pennsylvania Turnpike Commission and PennDOT on numerous projects. The vast majority of impacted property owners have known that their property would potentially be taken since before the FEIS was completed in 2003.

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e. Noise Study Process

As the design process moves forward and public meetings are held at the completion of preliminary design in the sections, more information regarding noise wall boundaries and locations will be shared with the public and elected officials. Wall finishes will not be discussed until the final design phase.

f. Interstate Re-numbering

The Design Team made a presentation to the Delaware Valley Regional Planning Commission regarding the renumbering of the existing I-95 north of the interchange to I-195. The redesignation is at least five years away and must be approved by AASHTO after applications are forwarded by both states. The presentation was part of the required application process.

B. Public Involvement

a. Project Office Activity, Website Activity, and Newsletter #2

Visitors continue to come into the project office with questions regarding the project. The website is being used to ask project-related questions and submit contact information for the project mailing list. The number of questions submitted has declined since the Newsletter was sent and posted to the project website. A second newsletter, describing the preliminary design progress, property acquisition process, and noise study process, is planned for spring 2006.

b. Meetings

Mr. Roth mentioned that meetings with individual communities are being held to provide project information to the public. Large scale public meetings would not be able to address the individual community concerns as effectively. A meeting was scheduled with the Villas of Chancellor's Glen, a development that was completed after the FEIS was issued. The Villas of Chancellor's Glen northern boundary is adjacent to the Pennsylvania Turnpike just west of Hulmeville Road. The residents were updated on the project and will be provided with more information as the project progresses. A meeting has been coordinated with State Senator Tomlinson's office for Thursday, February 2, 2006 for the general Newportville community. Another meeting has been coordinated with U.S. Representative Fitzpatrick's office for Monday, February 13, 2006 to specifically discuss the property acquisition process with those Newportville property owners impacted by the project.

Question: Have the property owners who are being displaced been contacted?

Answer: Property owners whose properties have been identified as total takes are in the process of being notified. They should be notified by the property acquisition consultant, Keystone Acquisition Services, by mid-February. Properties identified as partial takes will not be identified until later in the design process. Once these properties are identified, the property acquisition consultant will notify them and assist them during the property acquisition process.

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C. Project Funding Status

Question: Has the cost of the project increased?

Answer: The project cost was estimated to be \$657 million during the later years of the EIS. In 2005, the project cost is estimated to be \$850 million (including the construction of the new bridge over the Delaware River). Phase I, the entire project west of the Route 1 interchange through Bensalem and Bristol Townships to Route 13, is estimated at \$650. Phase 2, building the new Delaware River Bridge, is estimated at approximately \$200 million.

Currently, \$275 million is available for the project. 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. Additional federal and state funding sources are being strategically identified and sought.

D. Upcoming Activities

Questions regarding the project should continue to be directed to Jay Roth at the project office, 215-355-3577. Property acquisition questions should be directed to Keystone Acquisitions Services, 2605 Durham Road Bristol, PA 19007, 215-547-6280.

The next DAC meeting will occur before the summer. DAC members will be asked for feedback regarding a preferred meeting time.

The meeting was adjourned at 3:45 PM.