



**Meeting Purpose:**

PA Turnpike / I-95 Interchange Project Design Advisory Committee (DAC) Meeting #7
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**Date and Time:**

September 16, 2010 at 1:30 p.m.
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**Location:**

Project Office, 900 Northbrook Drive, Suite 300, Trevose
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**Attendance:**

See Attached list
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**Handouts:**

DAC#6 Meeting Summary (provide on request)
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**1. Welcome and Introductions**

Jay Roth (Jacobs) introduced himself, thanked all the attendees for coming to the meeting and led a round of self introductions. This is the seventh meeting of the Design Advisory Committee for the PA Turnpike / I-95 Interchange Project. The purpose of the meeting was to update the Committee on the project status and to discuss the bridge work scheduled to start this year.

**2. Project Update – Staging and Schedule**

Jay Roth gave a detailed update of the project status. He presented the information in conjunction with an Overview Staging Map, which depicted the staging of the project. The Project scope includes three stages, 1, 2 and 3. Stage 1 is being designed and will be constructed over the next 5-6 years. Stage 2 and Stage 3 are not funded at this time and they are not in final design. Stage 2's scheduled construction outlook could be approximately 20 years from now and Stage 3's construction will begin after the completion of Stage 2. This, of course, depends on project funding availability and traffic patterns and needs as a result of Stage 1 improvements.

Stage 1 is designed and ready to begin construction and has been broken down further into separate construction contracts. Stage 1 includes the construction of four mainline overhead bridges (3 over the Turnpike and 1 over I-95), new toll plaza facilities (Mainline toll plaza in Bensalem and a new Delaware River Bridge plaza westbound), and flyover ramps from I-95 North to the Eastbound Turnpike with associated highway widening (I-95 mainline movements).

Construction for Stage 1 will begin with the replacement of the first two overhead bridges over the Turnpike, Galloway Road and Bristol-Oxford Valley Road. The replacement of the overhead bridges is required due to the planned widening of Turnpike. The new mainline toll plaza being constructed will be located between the Richlieu Road and Galloway Road bridges and will have Express E-ZPass lanes in the center of the toll plaza and conventional cash lanes on outer lanes. A new access road will be located off Galloway Road for Turnpike maintenance and for Emergency Responders (EMS) to enter the eastbound turnpike.

A question was asked about the cost of Stage 1. It was explained that there is a new FHWA cost estimating process and the project is currently working through the process. In order to avoid delays while the FHWA, PennDOT and Turnpike resolve funding issues, the first two bridges are being funded 100 percent by the Turnpike Commission.

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**3. Galloway and Bristol-Oxford Valley Roads Bridges Construction**

The first two overhead bridges to go to construction are the Galloway Road Bridge and Bristol-Oxford Valley Road Bridge, both over the Turnpike mainline. During the construction of these two bridges both roads will be closed and motorists will be required to use the PennDOT approved detour routes on state routes to get around the construction.

The signalized intersections along these routes have been analyzed to include the larger traffic volumes that will be expected during construction. The intersections with a poor level of service (LOS) will be re-timed in order to handle the larger volumes, through coordination with the municipalities.

The Bristol Oxford Valley Road Bridge is being constructed by the same contractor as the Galloway Road Bridge. The Bristol-Oxford Valley Road Bridge will have two-8 foot shoulders and two-12 foot lanes. A fence will be located along the outside edge of the bridges for safety purposes. The construction of both bridges is expected to take approximately 12-15 months. Access to local residences and businesses will be maintained throughout construction. The approaches to the Galloway Road Bridge will be widened with 8-foot shoulders. In addition, a barrier will be provided on the inside of the structure which will allow for a sidewalk on the east (Bensalem Community Park) side so that the bridge is more pedestrian friendly.

**4. Upcoming Construction**

Bernie Bydlon, PATPK, provided an overview of the upcoming construction status and schedule. He introduced Urban Engineers as the construction manager and stated that J.J. Anderson is the contractor for both bridges. He noted that a meeting is anticipated next week to develop the schedule. Following that meeting, another meeting with representatives including emergency responders is anticipated to review the schedule. He explained that a minimum of two weeks advance notice will be provided to the public which will alert everyone about the upcoming road closures. The public will be informed through the use of digital messaging signs, updates on the project website, announcements in the newspapers, and press releases.

Due to the increase in traffic as a result of the road/bridge closures he explained that a provision in the PennDOT permit will allow for changing the timing of traffic signal if needed to better maintain traffic flow.

The construction of these two bridges will require, at most, four overnight closures of the Mainline PA Turnpike during beam removal and beam erection. A mainline closure will be activated on a Sunday morning starting at midnight and will last until approximately 5 AM. It will be at the discretion of the contractor how many road closures there will be. But as noted, it is anticipated that at most there will be four, two for beam removal and two for beam erection. During the mainline PA Turnpike closure the PTC approved Plan "X" detour routes will be used. Motorists traveling the eastbound Turnpike will exit at the Bensalem Interchange and will follow Street Road to US Rt. 13 northbound. They will then re-enter at the Delaware Valley Interchange. Motorists traveling the westbound Turnpike will exit at the Delaware Valley

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Interchange and will follow US Rt. 13 Southbound to Street Road (PA 132) west to US1 North. Motorists will re-enter the Turnpike at the Bensalem (US 1) Interchange.

Concrete form liners will be used on abutments and piers to look like natural stone. Similar types of treatments will be used on all structures in the project to give a consistent and aesthetically pleasing look. There are several finishes available for the noise walls on the community side. Community input will be sought for the finishes used on the community side of the noise walls before the design is finalized and the walls are constructed.

Jay discussed how the public was being kept informed of the project. A newsletter with the detours highlighted is being distributed to the local community prior to construction. The project website has been updated and people can call the project office to ask questions or set up a meeting to go over the project.

Construction on the Richlieu Road Bridge is anticipated next year. Richlieu Road will not be closed until Galloway Road is reopened. The wetland and stream mitigation work will be started off of Zimmerman Lane in 2012 as well. Advanced Intelligent Transportation System (ITS) work will also begin. This will involve the installation of Digital Messaging Signs (DMS), and cameras. The devices will be tied into the fiber communications back to the PennDOT District 6-0 Traffic Management Center (TMC).

There are two current ITS Design-Build Projects in Bucks County that will tie-in their ITS device locations to the PA Turnpike/I-95 Interchange Project. These two projects are referred to as I-95 ITB and ITF. I-95 ITB is deploying ITS along I-95 starting in Philadelphia County and continuing into Bucks County towards the I-95 and US Rt. 1 Interchange. I-95 ITF is deploying ITS devices north of US 1 along I-95 in PA, as well as along PA 63 in Bucks and Philadelphia Counties and US 1 through Bucks. This will extend along US Rt. 1, beginning at the Street Road Interchange, and will continue north before crossing into Trenton, New Jersey.

Replacement of the Ford Road Bridge is anticipated in 2012 or later. Ford Road will need to be closed and detoured during construction. New Falls Road Bridge is now part of Stage 2. Again, Stage 2 construction timing on the project is undefined due to funding.

The Street Road all-electronic toll ramps are anticipated to open in mid to late October 2010. The construction of the associated toll facility has been completed; the final touches include finishing up the paving, fencing, and sign structures.

A question was asked about how the tolling will work. It was explained that when the slip ramp opens the tolling exiting will be the same as the Delaware River Bridge and the entrance will be the same as the Bensalem Interchange.

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### **5. Other projects in the area**

Other projects that are active in the area include: the demolition of the north Neshaminy Service Plaza; the movement and modernization of the Trevoise maintenance building required as a result of the planned Turnpike widening; and the Route 1 Improvement project is currently in the design phase.

It should be noted that the timeframe for the Route 1 project is undefined at this time. Once a timeframe has been established, coordination will occur to ensure that project information is shared. Similarly, the Route 13 project timeframe is undefined at this time. The Old Lincoln Highway-Street Road project will occur during Stage 2 and will be coordinated at that time. In addition, the Bristol Road signal / intersection improvement project will likely be completed after the Galloway bridge work has been completed.

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