



<b>Meeting Purpose:</b>	PA Turnpike/I-95 Interchange Project Public Officials/Design Advisory Meeting #12
<b>Date and Time:</b>	June 2, 2016 at 11:00 a.m.
<b>Location:</b>	Bensalem Township Municipal building, 2400 Byberry Road Bensalem, PA 19020.
<b>Attendance:</b>	See Attached List
<b>Materials:</b>	Agenda, PO/DAC #11 Meeting Summary (available to attendees), and Presentation Slides.

**I. Welcome and Introductions**

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 twelfth 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 the new Cashless Tolling Point, which debuted on this section of the turnpike. Mr. Roth reviewed the list of attendees to this meeting from the PowerPoint slide. Additionally, Jay indicated that the Jacobs project office has since moved to a new location (Five Neshaminy Interplex, Suite 205, Trevoese, PA 19053).

The Incident Management Committee meeting was held prior to this meeting, at 9am.

**II. Overall Project Update**

During the meeting, current design and construction sections were discussed. Jay provided an overview of the construction staging with a focus on the completion of overhead bridges, new tolling at Neshaminy Falls and the DRB Cashless Tolling point, the removal of the conventional toll plaza at Route 13 Interchange and the DRB, and the widening associated the mainline and flyovers.

**III. Current Activities**

**a. Project Construction Completed to Date**

- Trevoese maintenance facility relocation. Updated facility also included the reconstruction of maintenance ramps for PTC Maintenance and the preservation of access points for emergency access vehicles.
- Richlieu Road, Galloway Road, Bensalem Boulevard, Bristol Oxford Valley Road and Ford Road bridge replacements are complete, allowing wider Turnpike/I-95 passage



underneath and providing proper clearance resulting from changes in vertical profile.

- Work Zone ITS and Advance ITS contract. The deployment of devices, indicating advance notification on current roadway conditions and closures to allow drivers to make decisions on the best travel route for their needs. Work Zone ITS is active and detecting traffic volumes. Pat Kelly noted that a recent truck accident damaged guide rail where an ITS cabinet was located, but damage was minimal and the DMS is back in operation.
- Environmental Mitigation - over 3 acres of wetlands and a 0.5-mile stretch of Mill Creek 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.

#### **b. Ongoing and Upcoming Project Construction**

##### *Toll Plaza I-95-B Construction*

Construction has been ongoing between Richlieu Road and Galloway Road and in the area of the Delaware River toll plaza for the Cashless Tolling point. To date, construction of new mainline toll plaza (12 lanes) Express E-Zpass (highway speed) in the center, the new 5000 SF toll building and access road, and conversion of the tolling at Neshaminy Falls plaza and Cashless Tolling at DRB (January, 2016) have been completed. Work Zone Traffic Monitoring is active, and removal of the decommissioned Bristol (US 13) and DRB toll plazas is virtually complete.

- *The Delaware River Bridge Cashless Tolling Point (Bristol)*
  - This is currently under construction and features lane shifts through the Work Zone. As of the meeting, traffic has been shifted to the new lanes.
- *Delaware Valley Interchange (#358) Section B Interim Turnaround Condition.*
  - Pat discussed the interim turnaround. This ramp will have limited access for emergency vehicles, and the turnaround will accommodate turnpike tow-plows.

##### *Stage 1 ITS*

Contract includes the deployment of cameras, vehicle detectors, DMS, etc., that will be located along the Turnpike mainline, linking these devices to the Turnpike Traffic Operations Center, as well as the PennDOT Regional Traffic Management Center. This project has helped to facilitate interagency information sharing. Future plans include fiber optic tie-ins to PennDOT District 6-0 and the PTC. Work Zone monitoring has also noted that close to 80% of motorists use the E-Zpass high speed lanes now.

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### *Sections D10 and D20*

Section D10's contract will feature 7 bridges, 10 retaining walls and 12 noise walls, while Section D20 will features 2 bridges, 5 retaining walls and 3 noise walls. Much of Section D20 currently is set to meet its contractual opening for traffic and re-designation in August 2018.

#### **c. Project Design Status and Construction Timing**

##### *Section A1*

This contract is out for bid and includes the replacement of the bridge structure over Bensalem (Exit 351) interchange ramps. The Bensalem toll plaza receives more traffic than any other section and will be reconstructed during weekend closures utilizing precast concrete slabs to accelerate the construction. Construction is scheduled to begin in Fall 2016.

##### *Hulmeville Road Bridge Replacement*

This contract has an anticipated NTP of January 2017. The bridge will remain open during construction, but two movements, left turns for all vehicles from Southbound Hulmeville Road onto Gibson Road and right turns for trucks travelling from Gibson Road to northbound Hulmeville Road, will be prohibited. The new bridge will include 8' shoulders, a 5' sidewalk, and the 3 active lanes

Q: When did PECO get notice about moving utilities?

A: PECO has been aware of its required relocation for quite some time. The advertisement was delayed for this project due to lack utility clearance from PECO and others, and the delay was furthered due to seasonal constraints of certain construction tasks.

##### *Route 13 Connector, DelVal Interchange (358)*

This contract includes the reconstruction of the Bristol (Exit 358) ramp corridor, including a new signalized intersection with SR13. The project is being coordinated with PennDOT's current project to improve Route 13 so that new tie-in will only require minor changes. The Elwood bridge will be replaced and include significant utility relocation. Construction is planned for May 2017.



### *Park and Ride*

Initially, it was envisioned that the Park and Ride site would be located on Bath Road, but the intended site was not serviced by SEPTA and is located in a residential area. After an inquisition for a separate Park and Ride facility from Bucks TMA, Jacobs proposed moving the Interchange Project's Park and Ride site to an area adjacent to the Lower Bucks campus of Bucks County Community College, which offers a designated carpool traffic area. This new area is also serviced by SEPTA, and located just off the 413 Interchange of I-95.

### *Funding*

The total project cost is now estimated at \$1.4 Billion. The cost of Stage 3 is an estimated \$394M for a new Delaware River bridge. The Turnpike's Capital Plan was just recently updated. The initial plan was to use turnpike toll money to give to PennDOT, but with debt bond rating going down, and with traffic volumes stagnant (no increase in tolls), there is no construction money available at this time for Stage 2. PTC is advancing design on Stage 2 sections, but not construction.

### *Environmental Mitigation*

Noise walls, stormwater management, and wetland/stream mitigation are all incorporated in the various stages of the project. Currently, most of stormwater will be detained and released at a later time. The 3.5 acre wetland mitigation site is maintained on a 30 acre site managed by PTC. The stream restoration on a section of Mill Creek has included stream bank stabilization. Red-bellied Turtle mitigation is on-going at Silver Lake Nature Center. New nesting areas were created and basking platforms were installed. Many turtles were equipped with tracking devices. Current monitoring has noted that nesting has occurred at the new site and researchers are tracking turtle movement. They noted that turtles are traveling more than expected. Also, a reforestation effort for the threatened species of Willow Oak trees using collected acorns will soon be underway.

Noise wall design is ongoing for the Route 13 Connector contract. The adjacent community will help select the wall residential-side design at an upcoming meeting.

### *Public Involvement*

Although the speed limit among much of the turnpike has increased to 70mph, the speed limit will remain at 55mph at the Bensalem Interchange and continue that way into New Jersey. I-95 is 55mph and thus speed in the interchange area should match.

### *Redesignation*

Jacobs discussed the future Redesignation and schedule. Once I-95 is rerouted onto the Turnpike and into New Jersey, existing I-95 north of the turnpike will need to be re-designated. 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

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campaign in the future for modifications to highway signing and cardinal direction changes. Educating the public on these changes will be important. Coordination with DRJTB for the Scudder Falls bridge replacement project will occur as well.

Jacobs has also been watching local projects that might affect the Interchange project. The new 5-year TIP (2017-22) has funding. The PennDOT Route 13 project is to be completed in October, 2016. Also, the Route 1 Improvement project is also being coordinated with the 95/276 project.

The intersection project and signalization upgrades along Bristol Road near Hulmeville Road should not impact the project schedule.

Finally, the Jacobs office has moved to the new location 5 Neshaminy Interplex, Hilton Drive, Suite 205. The Project website has been refreshed (<http://www.paturnpikei95.com>).

#### Question and Answer Period

Q: (Senator Tomlinson) With the concerns over the Bensalem Interchange reconstruction and the forthcoming Route 1 project, will there be a new slip ramp for additional Turnpike access? There are concerns that construction within the Interchange and along Route 1 will shut down access to Bristol.

A: Jacobs has asked PTC to address this issue in the past and this concept could be revisited.

Q: What has happened with the sound barriers on the turnpike near Chancellor's Glen and Belmont Ridge?

A: Noise levels were modeled and didn't show enough of an impact (even with tree clearing and construction) to warrant noise walls. There was enough fill from the Section B contract to build a large berm to mitigate this issue (visual and noise) near the Belmont Ridge community. Regarding the Section C Communities, the noise wall report is expected from the designers soon. The Chancellor's Glen noise walls would not be constructed until after Hulmeville Road bridge is replaced and Section C construction begins. There is not dedicated funding to start construction on Section C in 2019, and with no funding for Section C, the timing of noise wall construction is unknown.

Q: Have you looked at the timing of the light at the Hulmeville Road bridge?

A: Yes, this has been analyzed with the prohibiting of left turns onto Gibson. There will be new timing and Jacobs and the designers have been coordinating with the Township's traffic engineer from Traffic Planning and Design so to achieve plan approval from PennDOT.