



Meeting Purpose:

PA Turnpike / I-95 Interchange Project
Design Advisory Committee (DAC)/Public Officials Meeting #8

Date and Time:

April 12, 2012 at 1:30 p.m.

Location:

Project Office, 900 Northbrook Drive, Suite 300, Trevose

Attendance:

See Attached list

Handouts:

DAC #7 Meeting Summary (provide on request)

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. Jacobs is the lead design/management team, and the Pennsylvania Turnpike Commission (PTC) is the lead agency for the project. This is the eighth meeting of the Design Advisory Committee for the PA Turnpike / I-95 Interchange Project. The purpose of the meeting is to share information on where the project schedule stands and construction anticipated 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 a map showing the Anticipated Construction Schedule, which depicted the project limits and staging of the project. The figure was also handed out to meeting attendees. The project scope includes three stages. For the last few years, we have been focused on Stage 1. The project, including all three stages, received environmental clearance in 2003. Preliminary design has been completed for all work proposed in Pennsylvania; however no additional design work has been performed for the Delaware River Bridge. The project plans have been shared with the public and Stage 1 is in final design. To date, two bridge replacements have been completed: Galloway Road and Bristol-Oxford Valley Road. 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 All-Electronic Tolling (AET) facility westbound), and flyover ramps from I-95 North to the eastbound Turnpike with associated highway widening (I-95 mainline movements). The existing plaza at US 13 will be removed and a new mainline toll plaza will be constructed between the Richlieu Road and Galloway Road bridges and will have Express E-ZPass lanes in the center and conventional cash lanes to the outside. The flyover ramps will be two lanes in each direction, designed to allow travel at highway speeds. The completed ramps will allow continuous travel from I-95 onto the Pennsylvania and New Jersey turnpikes. In about five to six years, Stage 1 should be completed, with the final step being the signage changes associated with the re-designation of I-95 and I-195 sections in Pennsylvania and New Jersey.

DAC MEETING #8 SUMMARY

APRIL 12, 2012

PAGE 1 OF 6



Four projects are planned for 2012.

3. Richlieu Road Bridge Replacement

Notice to proceed has been given for the Richlieu Road Bridge replacement. The bridge will be replaced on a different alignment, immediately east of the existing bridge, to maintain traffic during much of the construction. The new bridge will be wider than existing conditions, and will have one lane in each direction as well as wide shoulders. The bridge will also be slightly higher in elevation than existing to allow for increased vertical clearance on the Turnpike. Detours are planned only for the period when the approaches are tied in to the new bridge, and are anticipated for about eight weeks in the spring of 2013. Jay pointed out the designated detour that will utilize Galloway, Mechanicsville and Street Roads, on a map. He also noted that signals will be looked at and timing adjustments may be made as needed to account for the shift in traffic. The project should be completed by fall of next year.

A question was asked regarding pedestrian access. There will not be a dedicated pedestrian walkway on the new bridge. The surrounding land use and lack of defined sidewalk leading up to the bridge on each side did not indicate that such access was needed, and therefore, plans do not include dedicated pedestrian access. The new Galloway Road Bridge includes pedestrian access to accommodate the nearby residential community and Township Park. It is understood that a park is located near the Richlieu Road Bridge, and it was noted that the shoulders will be significantly wider than existing conditions.

A question was asked regarding lane closures during construction. The intention is to keep one lane open in each direction except for a short period when the new bridge is tied in to the approaches. It was noted that only one lane was open on the bridge today, but this may have been for preliminary work and it is not expected to be closed for an extended period.

4. Ford Road Bridge Replacement

Ford Road Bridge is a Pennsylvania Department of Transportation (PennDOT) bridge on a township road that crosses over I-95. The new bridge will be constructed on the same alignment; the crossing will be closed and traffic will be detoured. The project went to bid yesterday, and notice to proceed is anticipated in about six weeks. Construction is estimated to begin in early June, and detours are expected to last for the approximately 16 months of construction. The proposed bridge will be longer and higher than the existing bridge, with a pier situated in the I-95 median. The shoulders on the new bridge will be wider; therefore the bridge and roadway approach near it will be wider. The detour route will be along Newportville Road, New Falls Road and Durham Road and Veterans Highway (US 413). The project team is aware that trucks will need to access the industrial park and they may take alternate routes to the designated detour. The team has also coordinated with SEPTA to detour buses during construction.

DAC MEETING #8 SUMMARY

APRIL 12, 2012

PAGE 2 OF 6



In response to a question, it was discussed that the team met with Newportville Fire Company earlier this morning and they will coordinate with other stations to maintain coverage during construction.

5. Wetland Mitigation Site Construction

The third project scheduled to begin in 2012 is the creation of a wetland mitigation site on existing PTC property. The PTC acquired the property some time ago, in anticipation of a different interchange configuration being studied at that time. The lot was then under development and was purchased before the area could be built out. The site should provide most of the wetland mitigation for the project, and the wetlands are being created within the same watershed as the impacts are located. Covenants will prevent future development or other use of the site.

4. Advance ITS Construction

The Advance Intelligent Transportation Systems (ITS) contract will also begin implementation in 2012. This construction will include a camera and dynamic message signs to supplement the existing system and inform motorists of traffic conditions. Eight sites are proposed for signage, including two dynamic message signs on the Turnpike and six signs on state routes: northbound US 13, southbound US 13, northbound US 1, southbound US 1, northbound Street Road and southbound Street Road. Those signs on state roads and I-95 will be managed by PennDOT District 6-0 traffic management center, while the Turnpike will be responsible for signs on the eastbound Turnpike at the approach of US 1 and the westbound New Jersey Turnpike exit before the Delaware River Bridge. A camera will also be installed near the US 13 interchange area. The Advance ITS contract is in advance of the mainline construction and will later be supplemented. PennDOT and PTC are working together to assure the system works effectively. There will not be any traffic closures during the installation of the ITS.

5. FEIS Environmental Mitigation Commitments Update

The project team is constantly confirming the findings of the EIS through the final design process. There are other mitigation commitments that arose out of the EIS, such as stream impacts that will require either stream enhancement or creation. Jay pointed out on the aerial map a stream that flanks the Turnpike near the Richlieu and Galloway Road crossings. Culverts are being extended during the widening. There will also be a new culvert to bring the stream under the highway. The stream will be recreated to the north before crossing the Turnpike to the south. There is also a creek that will be impacted during the construction of the flyover ramps. Coordination between the Turnpike, the township, and environmental agencies has been undertaken to minimize and mitigate stream impacts. Stream degradation has been noted on the creek, and as mitigation, the project will include stream enhancement and reinforcement of the stream banks to reduce this degradation. The project is expected to take place in conjunction with the toll plaza work.

DAC MEETING #8 SUMMARY

APRIL 12, 2012

PAGE 3 OF 6



Threatened and endangered species mitigation in association with red belly turtle habitat will be undertaken in the Silver Lake Park area. The project team is working with environmental agencies and the nature center to identify areas to enhance turtle nesting areas.

6. ROW Acquisition Status and Outlook

Acquisition of entire properties with homes or businesses for ROW is mostly completed. Demolition of structures and grading is complete and PTC is maintaining the properties. Further relocations are not anticipated, although partial property acquisitions will continue through the design process as needed. ROW acquisition usually precedes construction by one to two years, so the Turnpike expects more partial acquisitions as the design proceeds. ROW will be acquired in Bensalem near the new toll plaza, impacting approximately 10 properties. Few are anticipated along I-95 for the widening as much of the required ROW has already been acquired. The interchange may also impact approximately 15 parcels for both temporary construction easements (TCE) and ROW.

7. Project Funding Update

Funding for Stage 1 design and construction has been fully committed. The DVRPC is updating the TIP to 2013-2016 and will include the project. Approximately \$400 million has been committed to the project, approximately \$188 million of which is federal money. The remainder of the project budget has been allocated by PTC in their 10 year capital plan. Stage 2 and Stage 3 construction will proceed as funding becomes available. Sources of capital have not yet been identified. The improvements completed in Stage 1 are anticipated to accommodate traffic through 2020-2030.

In response to a question, it was clarified that traffic from the eastbound Turnpike currently cannot continue onto I-95 southbound. The additional ramps are not included in Stage 1 because of additional constraints dealing with bridges and overpasses, but are part of Stage 2.

A question was asked regarding the total cost for the entire project. Only Stage 1 has an accurate cost associated with the work at this time. Stage 2 is anticipated to cost approximately an additional \$400 million, and the Delaware River Bridge is estimated to cost an additional \$300-\$400 million. These estimates include escalation.

8. Public Involvement

This morning a meeting with the Incident Management Committee (IMC) was held, which includes emergency management and emergency responders, among others. Jay provided a summary of the discussion held at the morning IMC meeting. Pre-construction meetings are also held with the IMC for each construction season of the project. As the designs are finalized, additional IMC meetings will be held to be sure the project adequately accommodates emergency response access. This may include features such as access points/doors in the noise walls.

DAC MEETING #8 SUMMARY

APRIL 12, 2012

PAGE 4 OF 6



All analysis has been completed for the erection of noise walls along the project corridor. There are four design sections which will be forwarded through PennDOT. The Ford Road to Bristol-Oxford Valley Road section has been forwarded to PennDOT for approval to coordinate with the public. The project team has met with Bristol Township and Bucks County Parks and Recreation, and will also have community meetings with those potentially impacted by the noise walls. Those impacted by the approved noise walls will have input on where the walls are located and what they look like, and will have an opportunity to vote on the finish of the walls that face their properties. The meetings will provide an education process regarding noise levels and the difference between noise impacts before and after the walls are installed.

It was asked whether a noise wall be located in the Tanglewood section, which has already complained of noise from the highway. Noise walls will only be considered in areas being impacted directly by this project and where adjacent highway reconstruction/widening is taking place, which does not currently include the Tanglewood section.

The noise walls will have a consistent look on the roadway side, and the majority of the residents in each section will determine the finish on the residential side of the wall. There are five textures available in a variety of colors. Jay displayed the different finishes that will be available, and offered that the boards will be available for closer inspection after the meeting. Those property owners directly impacted by the noise walls will be invited to the community meetings, and local public officials will be notified of the meetings.

It was asked whether the horse stables south of the Turnpike would receive noise walls. Stables are not a use that qualifies for noise mitigation, and no mention of noise issues have arisen in discussion with the property owners. Jay elaborated on the criteria needed to build a noise wall.

Jay asked that the DAC and Public Officials talk to him if specific concerns arise, but noted that public coordination on the noise walls has not yet been approved. Most of the areas proposed for noise walls were shown in the EIS. Meetings are planned through the end of the year and into 2013.

Mimi Doyle, PTC, noted that she is working with the press department to communicate press releases regarding construction. The project website continues as a resource to the public, and the Project Office is available to answer questions.

5. Remaining construction

In the second half of 2013, toll plaza construction and removal of the old toll plaza will commence. This is anticipated to take approximately 2.5 years.

In 2014, the D-10 contract will be implemented. This includes mainline Turnpike work, widening, starting construction on the flyover ramps to connect I-95 and the Turnpike, and the realignment of ramps to US 13. PennDOT has a US 13 project currently planned, therefore the Turnpike is waiting to commence work associated with the PA Turnpike/I-95 Interchange Project. Jay

DAC MEETING #8 SUMMARY

APRIL 12, 2012

PAGE 5 OF 6



described the planned work and how PennDOT improvements are accommodating the work proposed by the Turnpike.

Work on the US 13 ramps will be completed in 2015 or 2016, and the D-20 contract will begin, which includes the widening of I-95 and completion of the flyover ramps. When Stage 1 is complete, the tolling will be switched to the new plaza and the roadways will be redesignated. NJDOT and the NJ Turnpike will be responsible for New Jersey signage, while PennDOT and the PTC will undertake signage in Pennsylvania.

The project team is aware of other projects in the area and is coordinating with these projects. US 1 construction north of the Turnpike is ongoing, part of a four-phase project. US 1 at Street Road is going into final design. This project is at least two years away and will not include sound barriers as they are not increasing capacity. US 413 improvements should be completed this summer, and the project team is aware of the project and monitoring the impacts of the detour. US 13 work was discussed previously in this meeting.

A question was asked whether there are other bridge replacements in Stage 2. The project team is beginning to look at the design of additional bridges that will require replacement in advance so that the designs will be ready as funding becomes available. The Turnpike is also looking at other bridges to the west of the interchange.

In response to a question, it was confirmed that plans still call for the Hulmeville Road Bridge to remain open during construction. Turns may need to be closed during construction, but it is anticipated that the bridge will remain open. It was also noted that construction of Hulmeville Road Bridge cannot occur at the same time as the Bensalem Road Bridge.

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.

DAC MEETING #8 SUMMARY

APRIL 12, 2012

PAGE 6 OF 6

Pennsylvania Turnpike/Interstate 95 Interchange Project



Meeting Purpose: Incident Management Committee
 Date and Time: Thursday, April 12, 2012 at 9:30 a.m.
 Location: Project Office
 Northbrook Corporate Center, 900 Northbrook Drive, Suite 300, Bensalem Township

Attendance Sheet

Name	Organization	Address	Phone	E-mail
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