

**Meeting Purpose:**

PA Turnpike/I-95 Interchange Project
Design Advisory Committee (DAC)/Public Officials Meeting
#10

Date and Time:

May 29, 2014 at 11:00 a.m.

Location:

Project Office, 900 Northbrook Drive, Suite 300, Trevose, PA

Attendance:

See Attached List

Handouts:

Agenda, DAC #9 Meeting Summary (available to attendees)

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 consultant on the design management team, and the Pennsylvania Turnpike Commission (PTC) is the lead agency for the project. This is the tenth 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 staging and schedule stands, as well as to provide updates on environmental mitigation commitments and public involvement initiatives.

I. Overall Project Update – Staging and Schedule

Jay Roth gave an update on 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 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 (FEIS and Record of Decision) in 2003. Stage 1 is fully funded.

II. Current Activities***a. Overhead bridges, ITS, and Environmental Contracts Completed***

Galloway Road, Bristol Oxford Valley Road, Richlieu Road, and Ford Road bridges have all been completed. The advanced Intelligent Transportation Systems (ITS) and the Wetland Mitigation and Mill Creek Stream sites have been completed as well.

b. Ongoing and Upcoming Project Construction***i. Section B Mainline and DRB toll plaza construction***

Jay Roth pointed out the construction boundaries on the project staging map. Two inside lanes continue to carry traffic in each direction while work on the new outside lanes of the toll plaza is underway. Once those lanes are completed, traffic will be moved to the outside and work on the inside will be completed. The new mainline toll plaza facility is being built between Richlieu and Galloway Roads in Bensalem Township. E-ZPass will be accepted in all lanes, and highway-speed E-ZPass-only lanes will be located in the center of the toll plaza. Construction is



anticipated to last through mid 2016. There will be minimal impact to the local roadways. A new culvert is being constructed under the toll plaza to carry the stream.

A question was asked about how much stage 1 costs. Including everything from 2004, environmental, utilities, ROW, engineering, etc., the cost is \$425 million. There is \$180 million in federal money left for Section D10 and D20.

As part of the toll plaza contract, the Delaware River Bridge All Electronic Toll Facility will be constructed to ultimately collect one-way tolls for traffic entering PA. This toll plaza will use E-ZPass or license plate recognition with mailed invoices. After both toll facilities have been built and are operational, the US 13 (Interchange 358-Delaware Valley) and existing Delaware River toll plazas will be removed.

ii. Smart Work Zone Monitoring and Information

The Smart Work Zone contract has started. Portable DMS are on local roads showing travel times, and speed detectors, and cameras have been installed. The vendor is working with PTC to respond as needed. This technology will be used throughout the duration of stage 1, with devices moving as needed during construction.

iii. Interchange Sections D10

The last part of Stage 1 will be the D10 and D20 contracts. D10 involves mainline Turnpike widening and reconstruction between I-95 and US 13, partial construction on the flyover ramps to connect I-95 and the Turnpike, and the realignment of some ramps to US 13. This work is anticipated to take about 3 years to complete and two lanes of traffic will be maintained throughout. There will be utility relocations as part of this work as well. There will be minimal impact to local roadways. Retaining walls and noise wall coordination had occurred. The environmental mitigation is also complete for this section. T&E coordination is on going with Silver Lake Nature Center for red-bellied turtle habitat.

A question was asked concerning the start of D10 construction. Construction will start late summer-early fall of 2014. A question was asked about what was happening on the former Peter Lumber site. The site will be used for stormwater management. A question was asked about the purpose of the stream mitigation. The stream mitigation was used to mitigate stream impacts elsewhere in the project area. A question was asked about the purpose of the boulders along the stream bank. The boulders create a natural boundary and "no mow zone" so that mowing does not occur up to the stream bank. It also creates shading for fish in the creek. A question was asked about the size of wetland impacts and reason for the wetland mitigation site along Zimmerman Lane. The wetland impact for the project was 3 and ½ acres. The wetland creation site is 40 acres and was used to compensate for wetland impacts for the project.

Work on the Route 13 ramps and construction of a new at-grade intersection will occur after PennDOT is finished with their Route 13 project. The project team has been coordinating with PennDOT on this to make sure the connection will be seamless.



iv. Bensalem Boulevard Bridge

Bensalem Boulevard is not shown in orange on the map, however the Bensalem Boulevard Bridge will be replaced with a wider bridge on the same alignment as the existing bridge to allow for the eventual mainline widening. The road will be closed and detoured during construction from March, 2015 through the end of that year. The posted detour will be New Falls Road to Main Street, back to Hulmeville Road. Locals will use the route that makes the most sense for them, but posted detour must use State Routes.

c. Project Design Status and Construction Timing

i. Interchange Section D20 Design and Construction

In summer 2015, construction on Section D20 is anticipated to begin. D20 includes the widening and reconstruction of I-95 from Neshaminy Creek to the Turnpike and completion of the future I-95 mainline flyover ramps. This D20 work is anticipated to start in 2015 and will take about 2½-3 years to complete. Noise wall community meetings are anticipated to occur in early Fall 2014.

When Stage 1 is completed around 2018, the tolling will have been switched (tolling switch will actually occur late 2015) to the new plaza and the PA & NJ Turnpikes will be redesignated as I-95 in PA and NJ. Existing I-95 will become I-395 north of the Turnpike Interchange.

A question was asked if existing lanes will be maintained during construction. Yes, there will be no shoulders but two lanes will be maintained in each direction.

It was asked if traffic impacts from the I-95 work in Philadelphia that PennDOT is doing would impact travel in this area. No there should be no impacts.

ii. Mainline ITS Design and Construction

PennDOT has recently installed several ITS devices using stimulus funding on I-95. Not much additional work is needed there. Additional ITS devices will be added to the Turnpike so that the corridor is linked and PennDOT and the PTC can work together and share resources.

iii. Hulmeville Road Bridge Replacement

Hulmeville Road Bridge wouldn't go to construction until after the Bensalem Boulevard Bridge is opened. The anticipated schedule indicates early 2016-2017. One lane in each direction will be open during construction. No complete closure of the bridge is anticipated. After the bridge is opened there will be a turn lane, two travel lanes and full shoulders. There will also be a pedestrian walkway on the west side.

iv. Turnpike/ Bensalem Interchange Bridge/Ramp Improvements

This includes traffic from the Turnpike to and from the Exit 351 Bensalem Interchange. Work on these will begin in 2015.

v. Mainline Section A and C Design Status



The design is advancing but the timing on construction is not known yet due to funding not being identified yet. Coordination with the PennDOT Route 1 project is ongoing.

A question was asked about the New Falls Road bridge. That project is advancing but timeframe for construction is not known. It is at least 2-3 years away.

vi. ROW Acquisition and Utility Coordination

Acquisition of entire properties (with related relocations) containing residences or businesses for Stage 1 right-of-way (ROW) is progressing. Further relocations and total acquisitions for Stage 1 are not anticipated, although partial property acquisitions will continue through the design process as needed and final design is advanced. ROW acquisition usually precedes construction by 1-2 years, so the Turnpike expects more partial acquisitions as the design proceeds. Partial acquisitions for Section D10, the toll plaza and Bensalem Boulevard are complete. Section D20 partial acquisitions are either complete or almost complete. The project team is determining whether partial acquisitions are needed for Hulmeville Road and New Falls Road.

vii. FEIS Environmental Mitigation Commitments Update

The project team is constantly reviewing the mitigation commitments of the EIS through the final design process. The JPA and NPDES permits are amended with each contract as needed. Agency field views are held and to date there has not been any issues.

d. Public Involvement

This morning the Incident Management Committee (IMC) meeting was held, which includes emergency management and emergency responders, among others. The project team has presented at council meetings, focus meetings and meetings with concerned neighbors.

Mimi Doyle, PTC, noted that she has been sending out press releases regarding construction and will continue to do so. 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).

Status of Other Projects in the Area

The project team is aware of other projects in the area and is coordinating with these projects. PennDOT's US 1 project at the Maple Avenue (PA 213) bridge and interchange is almost complete. The next section south (frontage road area) will soon be moving to construction.

A question was asked about the status of the Scudders Falls bridge project. It is believed that the Delaware River Joint Toll Bridge Commission (DRJTBC) is moving forward with this project. Construction is anticipated to be approximately 2 years away.



There are two other projects we are following on the Draft Transportation Improvement Plan (TIP): Galloway Road extension-extend east of Hulmeville Road and Bristol Road signal improvement project

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

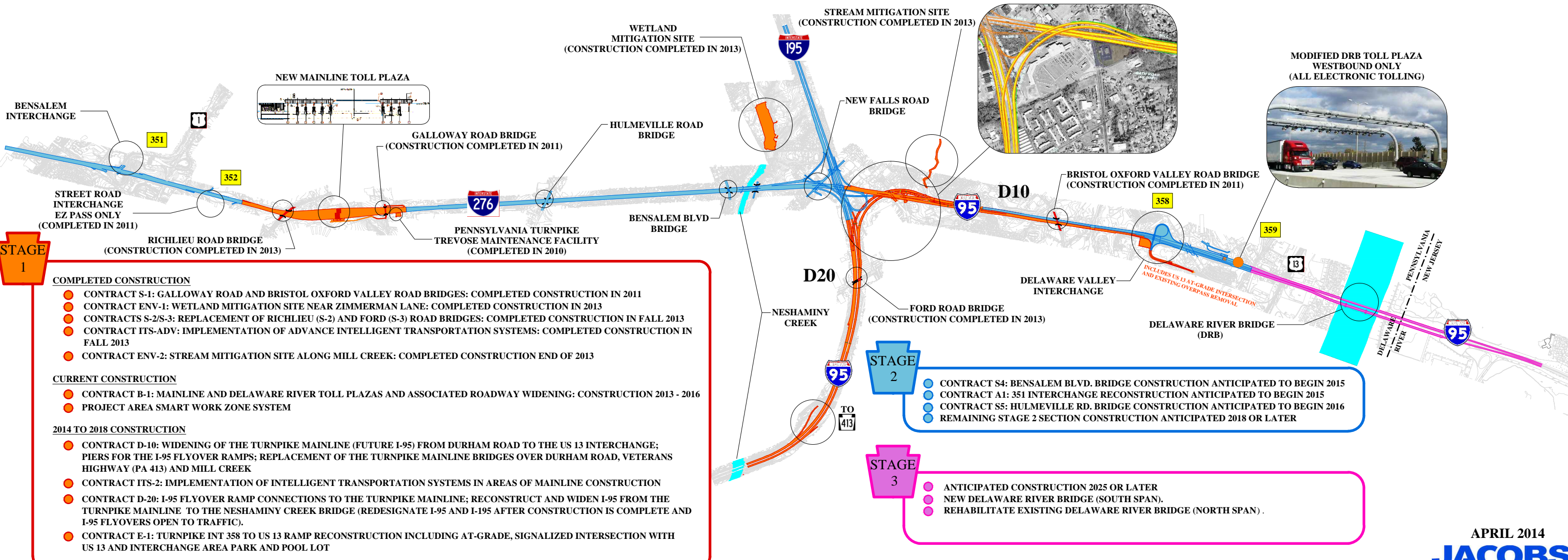
The above is a draft summary of our understanding of the discussions of the meeting for review by attendees. Please advise Gina Burritt at gburritt@admarble.com or 484-533-2551 within two weeks of any comments or corrections to the above summary.



PA TURNPIKE / INTERSTATE 95 INTERCHANGE PROJECT

ANTICIPATED CONSTRUCTION SCHEDULE

VISIT
www.paturnpikei95.com



COMPLETED CONSTRUCTION

- CONTRACT S-1: GALLOWAY ROAD AND BRISTOL OXFORD VALLEY ROAD BRIDGES: COMPLETED CONSTRUCTION IN 2011
- CONTRACT ENV-1: WETLAND MITIGATION SITE NEAR ZIMMERMAN LANE: COMPLETED CONSTRUCTION IN 2013
- CONTRACTS S-2/S-3: REPLACEMENT OF RICHLIEU (S-2) AND FORD (S-3) ROAD BRIDGES: COMPLETED CONSTRUCTION IN FALL 2013
- CONTRACT ITS-ADV: IMPLEMENTATION OF ADVANCE INTELLIGENT TRANSPORTATION SYSTEMS: COMPLETED CONSTRUCTION IN FALL 2013
- CONTRACT ENV-2: STREAM MITIGATION SITE ALONG MILL CREEK: COMPLETED CONSTRUCTION END OF 2013

CURRENT CONSTRUCTION

- CONTRACT B-1: MAINLINE AND DELAWARE RIVER TOLL PLAZAS AND ASSOCIATED ROADWAY WIDENING: CONSTRUCTION 2013 - 2016
- PROJECT AREA SMART WORK ZONE SYSTEM

2014 TO 2018 CONSTRUCTION

- CONTRACT D-10: WIDENING OF THE TURNPIKE MAINLINE (FUTURE I-95) FROM DURHAM ROAD TO THE US 13 INTERCHANGE; PIERS FOR THE I-95 FLYOVER RAMPS; REPLACEMENT OF THE TURNPIKE MAINLINE BRIDGES OVER DURHAM ROAD, VETERANS HIGHWAY (PA 413) AND MILL CREEK
- CONTRACT ITS-2: IMPLEMENTATION OF INTELLIGENT TRANSPORTATION SYSTEMS IN AREAS OF MAINLINE CONSTRUCTION
- CONTRACT D-20: I-95 FLYOVER RAMP CONNECTIONS TO THE TURNPIKE MAINLINE; RECONSTRUCT AND WIDEN I-95 FROM THE TURNPIKE MAINLINE TO THE NESHAMINY CREEK BRIDGE (REDESIGNATE I-95 AND I-195 AFTER CONSTRUCTION IS COMPLETE AND I-95 FLYOVERS OPEN TO TRAFFIC).
- CONTRACT E-1: TURNPIKE INT 358 TO US 13 RAMP RECONSTRUCTION INCLUDING AT-GRADE, SIGNALIZED INTERSECTION WITH US 13 AND INTERCHANGE AREA PARK AND POOL LOT

STAGE 2

- CONTRACT S4: BENSALEM BLVD. BRIDGE CONSTRUCTION ANTICIPATED TO BEGIN 2015
- CONTRACT A1: 351 INTERCHANGE RECONSTRUCTION ANTICIPATED TO BEGIN 2015
- CONTRACT S5: HULMEVILLE RD. BRIDGE CONSTRUCTION ANTICIPATED TO BEGIN 2016
- REMAINING STAGE 2 SECTION CONSTRUCTION ANTICIPATED 2018 OR LATER

STAGE 3

- ANTICIPATED CONSTRUCTION 2025 OR LATER
- NEW DELAWARE RIVER BRIDGE (SOUTH SPAN).
- REHABILITATE EXISTING DELAWARE RIVER BRIDGE (NORTH SPAN).