

TRAFFIC NOISE ANALYSIS

This station provides aerial views of the project area showing noise monitoring locations and the proposed noise barrier locations. The noise impact analysis study describes the methodology and presents the findings of the traffic noise study conducted for the full-depth reconstruction and widening project and was conducted in compliance with Federal Highway Administration regulations and the Pennsylvania Department of Transportation criteria. The study is available for review at this station and noise mitigation experts are on hand to answer your questions.

RIGHT-OF-WAY

The PTC is committed to making the process of any right-of-way acquisitions as simple as possible for all property owners who may be affected. If your property is shown as being impacted on the roadway plans, please visit the right-of-way station for information on the property acquisition process, including how compensation amounts are determined and the typical timeframe for purchase of a total or partial property acquisition.

PUBLIC OUTREACH AND COMMENT AREA

We want your feedback! Please complete a comment form this evening and drop it in the comment box. This station also provides the various ways you can stay informed of project updates and contact the Project Team.

Please visit the project website periodically for updates and information:
www.paturndpike.com/constructionprojects/mpA38toA44

THANK YOU FOR ATTENDING TONIGHT'S MEETING AND FOR YOUR INTEREST IN THIS PROJECT!
IF YOU HAVE QUESTIONS, PLEASE CONTACT ANY OF THE FOLLOWING TEAM MEMBERS.

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RECONSTRUCTION AND WIDENING PROJECT

Milepost A38 (Clump Road) to A44 (Steinsburg Road)

WELCOME TO THE OPEN HOUSE PLANS DISPLAY

DECEMBER 3, 2014

PROJECT INFORMATION

The Pennsylvania Turnpike Commission (PTC) and its design/environmental consultants welcome you to tonight's Open House Plans Display for the total reconstruction and widening project on the Northeastern Extension (I- 476) between milepost A38 (Clump Road) and A44 (Steinsburg Road).

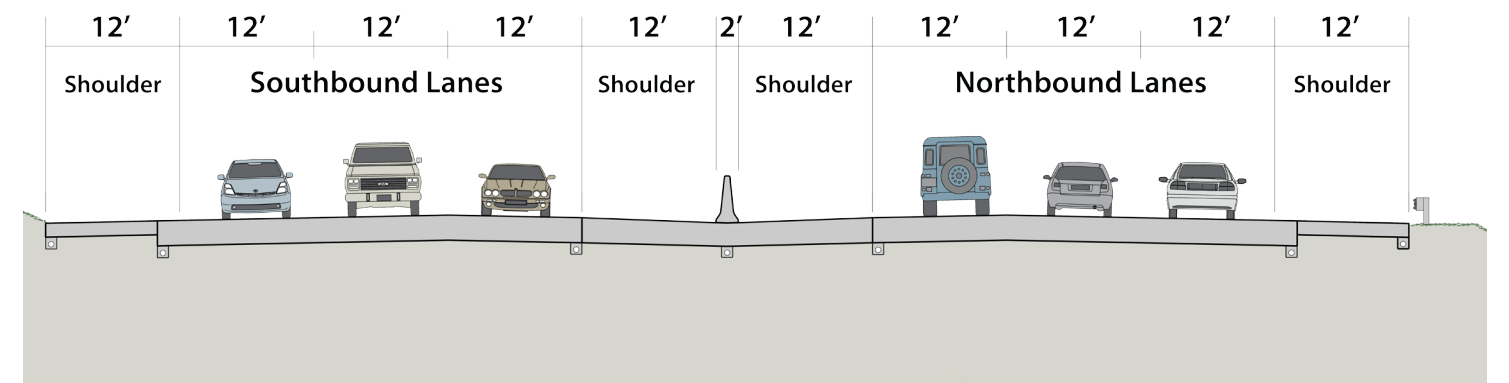
The PTC will invest \$200 million toll dollars in this section of I-476 near Quakertown, which is traveled by almost 50,000 vehicles per day. When completed, the existing four-lane roadway, with a 10-foot right shoulder and limited left lane shoulder will be reconstructed to accommodate six 12-foot travel lanes (three lanes in each direction) with 12-foot left and right shoulders. The project will also include the reconstruction of four overhead bridges and five mainline bridges. The Quakertown interchange will be reconfigured as a part of the project.

The PTC's mission is to provide a safe, reliable, and efficient toll-road system. The Northeastern Extension was opened to motorists in 1957, and several full-depth reconstruction projects are currently underway to replace this aging highway. When these projects are completed, more than 24 miles of Turnpike will have been rebuilt from the ground up on I-476.

The PTC is committed to plan, design, and reconstruct the Pennsylvania Turnpike to address current safety needs, modern design standards, customer impacts, and future traffic volumes, all in a manner which extends the time between necessary highway maintenance. These efforts will result in a smoother and safer road with fewer traffic delays and disruptions.



← Typical Total Reconstruction Section 122' out-to-out →



TONIGHT'S MEETING

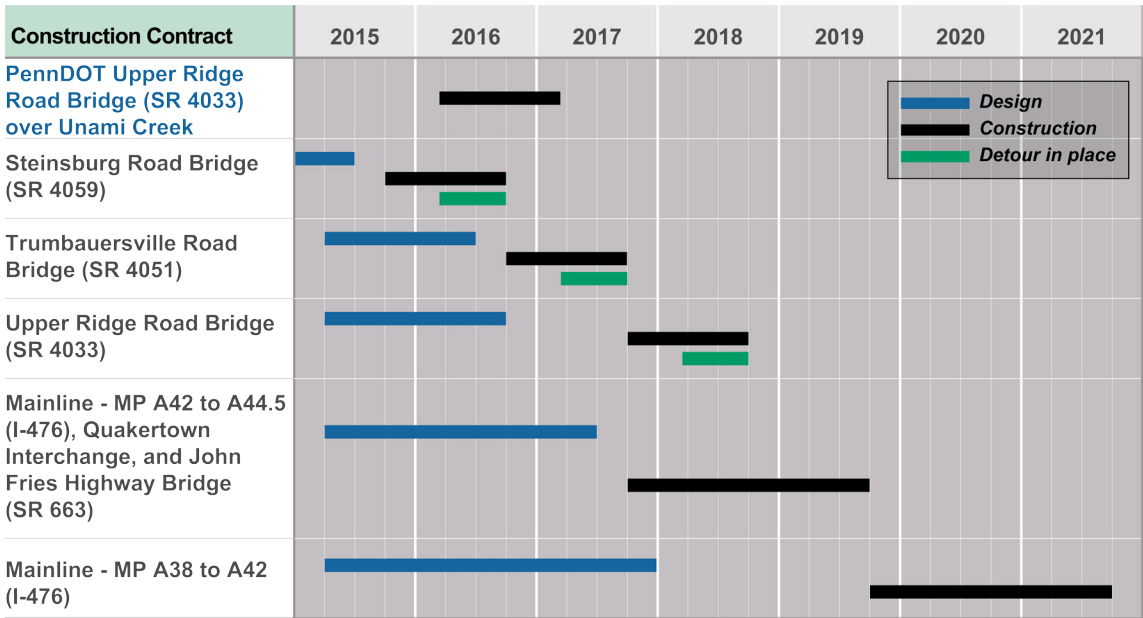
The purpose of this meeting is to present the preliminary engineering plans for the project, illustrate the bridges to be replaced, discuss detours, identify environmental and property impacts, display proposed sound barrier and stormwater management locations, and provide an anticipated construction schedule. Project team members will be available throughout the meeting to answer questions, and discuss the project details and right-of-way acquisition process.

MATERIALS ON DISPLAY

Preliminary engineering plans and other supplemental data are available at various stations for your review. Project team representatives are present at each station. Below is the information you will find at tonight's meeting:

PROJECT DESCRIPTION, TYPICAL SECTIONS AND PRELIMINARY CONSTRUCTION SCHEDULE

Visit this station to learn about the planned construction schedule and to view renderings of the existing and proposed roadway sections. Please note that at this early stage, the time frames shown on the project schedule are approximate and will be refined as the project advances.



ROADWAY PLANS

Plans for the entire project area are available at this station. Maps will include the six-lane design, bridge replacements, property lines, required right-of-way, environmental features, stormwater management locations, labeled landmarks, retaining walls, and proposed sound barriers where criteria are met.

BRIDGE REPLACEMENTS

As a part of this project, the following four overhead bridges in Milford Township, Bucks County will be replaced to accommodate the widening:

- Steinsburg Road Bridge (SR 4059) — PennDOT approved detour to be implemented
- Trumbauersville Road Bridge (SR 4051) — PennDOT approved detour to be implemented
- John Fries Highway Bridge (SR 663) — No detour
- Upper Ridge Road Bridge (SR 4033) — PennDOT approved detour to be implemented

In addition, the Turnpike Bridge over Kumry Road (SR 4055) will be replaced.

Plans of each of the three overhead bridge replacements requiring a detour and their typical sections are available for review.

