

**Pennsylvania Turnpike Commission
I-95/I-276 Interchange Project
Design Management**

Meeting Summary

Meeting Purpose:	Design Advisory Committee Meeting #4
Date and Time:	June, 22, 2006 at 9:00a.m.
Location:	Project Office, 3600 Horizon Blvd, Suite 250, Trevoese
Attendance:	See Attached Sign-In Sheet in Expedition (provide on request)
Handouts:	DAC#3 Meeting Summary (provide on request)

I. Past Activities

A. DAC Meeting #3 Meeting Summary/Approval

Mr. Roth welcomed everyone to the fourth Design Advisory Committee (DAC) meeting of the Design Phase of the Pennsylvania Turnpike/Interstate 95 Interchange Project. The DAC Meeting #3 Summary was distributed and DAC members were asked to submit any comments by 6/29/06. After that date, comments will be incorporated and the meeting summary will be approved. The DAC Meeting #3 Summary, along with all DAC Meeting Summaries, will appear on the website after DAC approval.

B. Project Meetings Since DAC Meeting #3 1-17-06

Project Meetings since January 17, 2006 include:

- Monthly meetings with each project section designer
- Geotechnical meetings for boring and pavement designs
- Stormwater and pre-application permit meetings with environmental agencies
- Bi-monthly status meetings with the Project Design Team and involved transportation agencies
- Quarterly meetings with all eight project section designers
- Three field views to review wetlands and streams issues
- Coordination meetings for the Trevoese Maintenance Building relocation
- Coordination meetings regarding Turnpike ramps near the Philadelphia Race Track
- Safe 95 meeting focusing on safety along the I-95 corridor

II. Current Activities

A. Project Design

a. Design Sections and Status

Mr. Roth stated that all eight design sections are moving forward with preliminary design submittals being completed by fall 2006.

b. Anticipated Construction Schedule

The first construction package will likely begin in 2007 and include the construction of the overhead structures at Galloway Road and Bristol-Oxford Valley Road. Both of these bridges will be closed for approximately 6 to 8 months during construction. The detours mentioned in the FEIS have been discussed at meetings with PennDOT and will likely be used. All detours

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must be approved by PennDOT. Detailed detour information will be made available as construction gets closer. It is anticipated that the construction package for the overhead structures at Ford Road and Richlieu Road will begin in 2008. The Richlieu Road bridge will be built slightly off alignment, meaning the existing bridge can be kept open to traffic while the new one is built (temporary closures will be needed to tie in the newly aligned road with the old one).

Question: Will there be any impact to the PECO towers near the Richlieu Road Bridge?

Answer: No

Question: Will detours take into consideration the potential casino opening at the Philadelphia Park Race Track? We would like to keep casino traffic off of local roads.

Answer: PennDOT will likely consider casino traffic when evaluating the proposed detour routes.

c. Field Activities

Field crews have been performing work related to surveys, borings, utilities, and noise modeling. All field notifications are distributed to agencies and municipalities via email and also posted on the field activity page of the project website. Notice of Intent to Enter letters are always mailed out to property owners before field crews perform any work.

d. Right-of-Way Coordination and Acquisition Procedures

Mr. Roth explained that right-of-way coordination is needed in each of the design sections. Most design sections only require partial takes, for instance a few feet near a bridge, while other design sections contain total property acquisition (Design Sections D and B, for instance). In Design Section D (Interchange Section), the Pennsylvania Turnpike Commission (PTC) is moving forward with the twenty-three properties identified as total takes. Even though construction is not anticipated to begin until 2008 in the interchange area, the PTC wants to give property owners as much time as possible to find new locations. The PTC is also moving forward with the one total property acquisition in Design Section B on Galloway Road near the toll plaza. In Design Sections A, C, F, and E some properties have been identified as either full or partial takes. Design work needs to progress further before the PTC can move forward with the acquisition of these parcels.

Mr. Fuller, a Property Acquisition Specialist from Keystone Acquisition Services hired by the PTC, reported on the property acquisition process. He stated that all total take property owners for the I-95 Interchange and Toll Plaza sections have been contacted and the appraisal process has begun. Appraisers are now out in the field and the first five offers should be made within the next couple of weeks. Keystone Acquisition Services has opened a field office on Durham Road where property owners are welcome to come in and address property acquisition issues.

Two meetings regarding the property acquisition process have been held. All twenty-four total take property owners were invited to a meeting at the project office on February 13, 2006. Representative Fitzpatrick was in attendance and details of the property acquisition process were discussed. On February 2, 2006, the Design Management Team was invited by State Senator Tomlinson to discuss the project at a Newportville Community meeting. The Design

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Team provided project information and Keystone Acquisition Services explained the property acquisition process. The Design Team members met with individuals afterward to answer specific questions.

Question: Are property appraisals at today's rate or next month's rate?

Answer: Mr. Fuller stated that appraisals are based on current rates and will be presented as quickly as possible after preparation. If a property owner agrees to the offer, the sale of the property proceeds quickly toward settlement, pending the relocation details for the property owner. The PTC provides \$500 to any property owner wanting to pursue an independent appraisal. Money is also available for moving and relocation costs.

Question: What will happen after the sale if construction of some sections of the project is possibly five years away?

Answer: The PTC does not want the property owner to live in "flux" while waiting for construction to begin. The PTC also does not want properties to sit vacant, possibly creating a fire hazard. The PTC is considering a demolition contract to raze acquired properties.

e. Noise Study Process

The Design Team hopes to be able to show the preliminary location and height of all the noise walls at the Open Houses being scheduled for fall/winter 2006. During the final design of the noise walls, noise wall treatments will be developed and presented to the affected communities. Noise walls will not be constructed until the design section in which the noise wall is located is under construction.

f. Other Environmental Mitigation Activities

Stormwater management requirements are being fulfilled. Several changes have been made to the code since the Turnpike and surrounding highways were built. Additional stormwater basin capacity will be created. Several meetings have taken place with the U.S. Army Corps of Engineers and the Pennsylvania Department of Environmental Protection regarding wetland restoration/creation and stream relocation as per the mitigation requirements.

Regarding threatened and endangered species, federally endangered bog turtles are not present in the project study area. The Design Management Team has been coordinating with the Silver Lake Nature Center regarding a plan for the federally threatened red-bellied turtle.

Question: What type of lighting standards is being used?

Answer: PennDOT has published highway lighting standards. PTC follows PennDOT standards. Mitigation Report commitments to limit lighting trespass into residential communities is one of the inputs to the lighting design for this project.

B. Public Involvement

a. Project Office Activity

Visitors, approximately one to two per week, have been to the project office. Most visitors come in to discuss property impact and acquisition issues. Anyone is welcome to visit the project

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office to review project information. We request that call in advance to set up an appointment time so we can be sure that someone from the project team will be available to meet with them.

b. Website Activity

A frequently asked questions (FAQ) page has been created from questions submitted via the website. FAQs appear on the project website. Field activity updates are kept current on the field work page. Additions to the project mailing list continue to be submitted.

c. Design Phase Newsletter #2

The next newsletter will be sent out prior to the open houses scheduled for fall/winter 2006. The newsletter will include information on all the design sections, both open houses, construction schedule, and noise barriers.

d. Fall/Winter 2006 Open Houses

Two open houses, one in Bensalem Township and one in Bristol Township, will be scheduled around the fall/winter 2006. The open house in Bensalem will cover the preliminary design results of design sections A, B, C, D, S, and ITS. The open house in Bristol will cover the preliminary design results of design sections D, E, F, S, and ITS. Dates and locations of these open house meetings will be coordinated with the municipalities.

C. Project Funding Status

SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) authorizes the federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. The threshold for major project designation has decreased from \$1 billion to \$500 million. All major projects, those projects with an estimated total cost of \$500 million or greater, are required to develop a project management plan (PMP) and an annual project financial plan (PFP). The PMP has been submitted. An approved PFP needs to be in place before federal funding can be used toward construction, even the first two overhead bridges. In order for the PFP to be approved, all funding sources need to be identified. Currently, close to \$275 million (approximately \$222 million of federal funds, \$28.5 million from PTC, and the remainder being federal earmarks) has been identified for the project. These funds are sufficient to complete the entire design and right of way acquisition process and begin the construction process, including the mainline toll plaza and replacing the existing Delaware River Bridge toll plaza with a one-way toll plaza. In order for the PFP to be approved by the FHWA, additional identified and secured funds are needed for the I-95 movements in the Interchange

Question: How much money is needed?

Answer: Approximately \$200 million more is needed to construct the necessary phases of the first Stage of the project. However, options are being considered to decrease that amount. The PFP needs to be in place by fall 2006 for the project to go to construction with federal funding. The project could begin construction with other funding sources. Additional discussions and decisions by the involved agencies are needed to resolve this issue.

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Question: It sounds like the second bridge over the Delaware River is no longer feasible. Will that become a separate project?

Answer: Mr. Roth stated that it could become a separate project since there are no impacts to the Delaware River bridge traffic operations for many years.

Question: Has there been any discussion regarding the use of movable barriers on the bridge?

Answer: Mr. Roth stated that movable barriers would not be effective since directional splits are not significant. There are no peaks in traffic in either direction. This could be re-evaluated after movements in the I-95 Interchange are opened to traffic.

Question: What are the chances of this project just stopping?

Answer: Mr. Klingensmith said that there is a slight chance; but, as seen on the Blue Route project, once the project starts moving it maintains or gains momentum.

Question: Is this the biggest transportation project in Pennsylvania?

Answer: Mr. Roth stated that this project and the Mon-Fayette Expressway & Southern Beltway Project in western Pennsylvania are the two largest projects (transportation programs) in the state of Pennsylvania.

D. Upcoming Activities

Questions regarding the project should continue to be directed to Jay Roth at the project office, 215-355-3577. Property acquisition questions should be directed to Keystone Acquisitions Services, 215-547-6280.

The next DAC meeting will occur prior to the fall/winter 2006 open houses. The Design Management Team will also likely hold a meeting for public officials prior to the open houses.

The meeting was adjourned at 10:45.