

Meeting Purpose:	Design Advisory Committee Meeting #6
Date and Time:	Thursday, February 4, 2010 at 1:30 p.m.
Location:	Project Office, 900 Northbrook Drive, Suite 300, Trevose
Attendance:	See Attached list
Handouts:	DAC#5 Meeting Summary (provide on request)

I. Past Activities

A. Project Update-Staging and Schedule

The entire project has been divided into three stages. Stage 1, which is currently in final design, includes the toll plazas and the work needed to complete the Interstate 95 connection. Stage 1 is expected to be in construction over the next 5 to 10 years. Stage 2, which is not currently moving through the design process, includes the remainder of the I95/Turnpike interchange movements and the associated highway widening. Stage 2 is expected to be in construction after Stage 1 is completed. Stage 3 includes the construction of a new bridge over the Delaware River and rehabilitation of the existing river bridge. Stage 3 is not expected to go to construction for at least 20 years.

II. Current Activities

A. Project Design

1. Galloway Road and Bristol-Oxford Valley Road Bridges Construction

The first construction activity of Stage 1 is the replacement of the Galloway Road and Bristol-Oxford Valley Road bridges. These bridges need to be lengthened to allow for the widening of the Pennsylvania Turnpike underneath. Both of these bridges are anticipated to go to bid in late Spring 2010 with construction and road closures likely to occur after the completion of the school year. One contractor will be constructing both bridges to simplify the construction process. Both bridges will be built on their current alignment so detours are necessary.

The Galloway Road Bridge construction includes 12 foot lanes in each direction, 8 foot shoulders, and a 5 foot pedestrian walkway with a barrier on the east side of the bridge. The pedestrian walkway is on the same side as Bensalem Community Park. Access to the construction area, Giles & Ransome, the Trevose maintenance facility, the Christian Life Center, and the Philadelphia Park Racetrack will be maintained throughout the duration of the project. Coordination will occur with Bensalem Township regarding the exact date the bridge will be closed.

Northbound and southbound detour routes for the Galloway Road Bridge will be established. The northbound route will take Galloway Road to Mechanicsville Road to Street Road to Richlieu Road back to Galloway Road. The southbound route will take Galloway Road to Richlieu Road to Bristol Road to Hulmeville Road to Mechanicsville Road back to Galloway Road. Maps of these detours will be posted on the project website. There will be no disruption

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to Turnpike traffic underneath the bridge during the construction except for a few nighttime shut downs. These Turnpike closures are designed for minimal disruption and take place when traffic volume is greatly reduced generally Sundays from 12:00 a.m. to 6:00 a.m.. The Turnpike would be closed from Route 1 to Route 13 to allow the old beams to be taken out and the new beams to be installed. Each planned closure may require two back-to-back Sundays and will not be scheduled during a holiday weekend.

The Bristol-Oxford Valley Bridge construction includes 12 foot lanes in each direction and 8 foot shoulders. Coordination will occur with Bristol Township regarding the exact date the bridge will be closed. The 8 foot shoulders will be an improvement for pedestrians and bicyclists that does not currently exist.

A detour route for the Bristol-Oxford Valley Road Bridge will be established. The northbound route will take Bristol-Oxford Valley Road to Bath Road to PA 413 to New Falls Road back to Bristol-Oxford Valley Road. This detour will be reversed for those travelling in the southbound direction. Maps of these detours will be posted on the project website. There will be no disruption to Turnpike traffic underneath the bridge during the construction except for the nighttime closures (described above in the Galloway Road Bridge detour information).

Both bridges will be turned over to PennDOT for maintenance after construction in accordance with existing statewide agreements.

2. ROW Acquisition Status and Outlook

Those properties affected by Stage 1 and 2 have been acquired and their owners relocated or are in their final stages of acquisition. Most properties have been settled, demolished and seeded. No additional total takes have been identified for Stage 1 or 2. Some partial takes, related to stormwater management and drainage requirements, may still be needed. The right-of-way for the Galloway Road and Bristol-Oxford Valley Road bridges has been cleared.

3. FEIS Environmental Mitigation Commitments Update

Stage 1 work will include environmental mitigation commitments stated in the FEIS. Wetland and stream mitigation as well as red-bellied turtle habitat enhancement will be completed in the first stage. Noise walls will be built in both Stage 1 and Stage 2 as construction adjacent to their locations occurs.

4. Schedule of Remaining Stage 1 Sections

The estimated time frame for the I-95 redesignation and opening of the flyovers related to the completion of I-95 is six to seven years. In 2010, the construction of Galloway and Bristol-Oxford Valley Road bridges is anticipated. In 2011, the construction of the Richlieu Road bridge, wetland mitigation site, and advanced ITS work is anticipated. In 2012, the construction of the new toll plaza and open road tolling at the Delaware River bridge is anticipated (includes US 13 interchange toll removal). Then the I-95 connections, widening of I-95 between Neshaminy Creek and the Turnpike, and widening of the Turnpike between I-95 and US 13 will occur. I-95 redesignation will occur near the end of this construction.

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B. Project Funding Update

1. Stage 1 Funding

There is approximately a \$250 million gap between the federal money available and the approximately \$425 million needed to fund Stage 1. While the funding issue continues to be worked on, the Pennsylvania Turnpike Commission (PTC) has decided to use 100% PTC funds for the first two bridges so the project is not delayed any further.

When asked, Mr. Roth stated that DAC members can assist in funding related issues by talking to their elected officials in Harrisburg and Washington, D.C. about the importance of this major transportation project to Lower Bucks County. He emphasized that this project will create jobs, encourage economic development, and increase local spending since it will be most cost effective for contractors to lease equipment and buy materials in the area.

C. Public Involvement

Public Officials-A letter will be sent out to the public officials to provide a project update. A meeting may also be held as the construction on the first two bridges gets closer

Incident Management Committee Meeting- We met with the IMC this morning to discuss the project staging, schedule, construction activities, detour routes, and incident management design features. Another IMC meeting will be held to discuss detour notifications.

Website- The website is currently being revised to provide an update on construction activities, funding and detours. A link to the website developed by the construction management team will be added to the project website.

Newsletter-A two-page newsletter will go out to the public (over 4,000 contacts in our project database) to inform everyone regarding the project progress and upcoming bridge construction.

Anyone is welcome to visit the project office to review project information. We request that visitors make a 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.

D. Upcoming Activities

Questions regarding the project should continue to be directed to Jay Roth or Pat Kelly at the project office, 215-355-3577.

The DAC members stated that they would like to be updated via e-mails unless anything new occurs that requires another meeting.

The meeting was adjourned at 3:00 p.m.

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List of Attendees

Glen Kucher	Bristol Township
George Flocco	BTEDC
Robert Mercer	Silver Lake Nature Center, Bucks County Parks
Jeff Darwak	BCRDA
John Coffman	Lower Bucks Hospital
Andy Warren	PENJERDEL
Carl Risoldi	Pennsylvania Turnpike Commission
Sean D. Schafer	Senator Tomlinson's Office
Richard Brahler	Bucks County Planning Commission
Don Steele	Pennsylvania Turnpike Commission
Stan Platt	DVRPC
Leslie Richards	A.D. Marble & Company
Isabel Menichella	Lower Bucks County Chamber of Commerce
Steve Noll	TMA Bucks
Bill Rickett	TMA Bucks
Jeff Wendel	Urban Engineers
Carmine Fiscina	Federal Highway Administration
Patrick Kelly	Jacobs
Jeff Davis	Pennsylvania Turnpike Commission
Jay Roth	Jacobs