

TRANSPORTATION OPERATIONS TASK FORCE **MEETING HIGHLIGHTS**

April 18th, 2019

1. Welcome and Introductions

Chris King, Delaware Valley Regional Planning Commission (DVRPC), welcomed members and thanked them for attending. Mr. King reminded attendees the group has been meeting for nearly twenty years and the spring forum is typically reserved for construction projects that have a regional impact.

2. Two Minute Agency Reports

Each person in attendance introduced themselves and added any relevant updates from their agency. Highlights include:

- ▶ Delaware Valley Regional Planning Commission (DVRPC): The Bucks County Incident Management Task Force recently hosted a complex incident response seminar, attracting over seventy first responders and providing CEUs for EMS personnel. The operations group also presented at this month's Transactions conference in Atlantic City, representing the agency on a regional TSMO panel. Last month, the DVRPC board approved the 2020 Work Program, which included continued funding for Transportation Operations and TSMO programs. The New Jersey TIP will be updated this year. FHWA has opened its BUILD (formerly TIGER) grant application. Applications are due by July.
- ▶ Pennsylvania Department of Transportation (PennDOT): Variable Speed Limit (VSL) signs are going up along I-76 and once the software has been approved will become operational and enforceable in summer 2019. The plans for the new District 6 Transportation Management Center is continuing to progress and will soon go out to bid. The Philadelphia County tow contract is under a 'best value versus low bid' review by PennDOT Central Office.
- ▶ Delaware Department of Transportation (DelDOT): A number of small tornadoes touched down in the state earlier in the month. In response, the DOT will develop Standard Operating Procedures (SOPs) for its Emergency Response Plan, specifically for tornadoes. Federal Highway (FHWA) awarded the state a \$5 million grant to upgrade its TMC.
- ▶ Pennsylvania Turnpike Commission (PTC): In 2020, Pocono Raceway will host five races in a single weekend. They will draw considerable attendance and PTC and local roadways must coordinate to ensure proper traffic management is implemented. PTC received a grant to develop software and procedures to reserve lane closures. This will be done in coordination with PennDOT and the Ohio Turnpike to safeguard against parallel routes being significantly reduced at during the same timeframe. The Pennsylvania Traffic Incident Management E-

Learning course has been fully integrated into the TRAIN PA platform. The training was developed using the existing curriculum provided by the Office of the State Fire Commissioner and PennDOT, and has been subjected to the multiple review and testing cycles from participants representing FHWA, PennDOT, the PA Turnpike Commission, SPC, DVRPC, Law Enforcement, Fire, and numerous private sector agencies. ATMS software is moving forward and will soon interface with PennDOT and assist with the PTC's generation of response plans.

- ▶ Port Authority Transit Corporation (PATCO): 120 train cars, representing 100% of its fleet, have been renovated. In honor of its 50th anniversary, PATCO is celebrating at one of its stations each month. Eight new elevators have been added to four stations, bringing its accessibility to 100%. Construction on the Franklin Square Station will begin in spring 2020 and be completed in winter 2022.
- ▶ Delaware River and Bay Authority (DRBA): Axle limitations are still in place for the southbound span of the Delaware Memorial Bridge, whereas the northbound span does not allow any overweight vehicles. The DRBA is currently testing different types of deck overlay materials for the bridge.

3. Construction Coordination Tool – TRANSCOM

Bob Glantzberg presented TRANSCOM's new construction coordination tool. The tool is in the early stages of development and grew from a similar construction focused meeting in the North Jersey / New York City region. Agencies enter their current and future construction projects, allowing all to see where points of conflict may occur. In order for the tool to be effective, the information must be accurate and as detailed as possible. The 'Conflict Analysis Application' allows the user to select a corridor and identify any conflicting or overlapping projects. If conflicts are found, it then falls to the agencies to communicate directly to mitigate possible negative impacts.

Discussion followed to gauge the interest of agencies in the Delaware Valley Region for this tool. A number of agencies were interested, but wanted additional information on TRANSCOM/DVRPC's RIMIS system as a whole. The following questions/issues were raised, and as the system is still in its nascent phase, some of the answers are not yet known.

- ▶ Can Special Events be added to the system?
- ▶ Will the system automatically pull events directly from an agency's database?
- ▶ Could this be integrated with the lane reservation system currently in development by PTC in coordination with PennDOT?
- ▶ Is it an all or nothing situation? If one or two agencies opt out, does that render the entire tool ineffective?
- ▶ New Jersey Transportation Agency Partnership, consisting of agencies such as NJDOT, SJTA, DRPA, PANYNJ, DRJTBC, and others, is undertaking a similar initiative: Interagency Project Coordination

Database. The initiative is looking to input upcoming and ongoing construction projects to avoid overlap, minimize disruptions, and provide better bids by not putting out competing work concurrently.

DVRPC will coordinate next steps. For the first trial, DVRPC may input projects in order to allow agencies to see the tool's functionality.

3. Construction Coordination – Forum Discussion

Agency representatives highlighted major regional construction projects scheduled for this upcoming construction season and what might be forthcoming in the next two to three years.

► *Pennsylvania Department of Transportation (PennDOT)*

Jim Miller, Michael Baker, presented on projects for PennDOT and focused on the I-95 corridor from the NJ State Line to the Delaware State line. This corridor is divided into four sectors, covering three counties, 51 miles, 325 lane miles, and 210. Construction is projected into 2031.

Active projects along Sector A include:

- I-95, Section CPR – Cottman Avenue/ Princeton Interchange. Reconstruction of I-95 and improve the interchange at Cottman Avenue.
- I-95, Section GIR – Girard Avenue (2014-2020). Reconstruction of I-95 between the Vine Street and Allegheny Avenue Interchanges, including the Girard Avenue Interchange.
- I-95, Section BSR/BRI – Betsy Ross Bridge (October 2014-2025).
 - BRI – Reconstruction of I-95 from Bridge Street Interchange through the Betsy Ross Bridge Interchange, including the Betsy Ross Bridge Interchange. It will improve the Betsy Ross Bridge/Aramingo Avenue interchange and widen and reconstruct I-95 and its bridges from Orthodox Street to Wheatsheaf Lane.
 - BSR – Reconstruction of I-95 from bridge over Margaret Street to the bridge over Levick Street, including Bridge Street Interchange.
- I-95, Section AFC – Allegheny (2017-2026). Reconstruction of I-95 from just south of Betsy Ross Bridge Interchange to just south of the Allegheny/Castor Avenue Interchange including the Allegheny/Castor Avenue Interchanges. It is currently in the design phase.
- I-95, Sector B – I-676 Interchange to Broad Street. Focus Areas include Penn's Landing, as well as the CAP over I-95, Walt Whitman Bridge Interchange, PA 611/Sports Complex/Navy Yard. Study and Project Development began in 2015.
 - Planning for CAP began in 2016 and includes a cover of both I-95 and Columbus Blvd, an extension of South Street Bridge, and a waterfront trail. Final Design begins October 2018 and Construction begins 2021.

- Active Traffic Management (ATM) will be implemented along the I-95 corridor; coordination with DelDOT and NJDOT is and will continue to take place.
- PM-5: An I-95 repaving project from the Delaware border to the airport is slated to begin soon.

► **New Jersey Department of Transportation (NJDOT)**

There is significant work in the upcoming 2019 construction season and these projects include:

- I-295/I-76/NJ Route 42 Direct Connect (2016-2023)

The Direct Connect Advance ITS Project is under construction on I-76, I-295, I-676, US 130, NJ 42, NJ 55, and NJ 168. It will provide a direct connection for I-295 traffic to bypass the Rt. 42 and I-76 traffic. As a result, it will help to upgrade the expected highway speed for I-295 above the current 35 M.P.H. speed limit needed to negotiate the Al-Jo's ramps, and reduce the crash rate in the area which is currently seven times the state average.

Contract #1, awarded January 2013, constructed four new bridges as well as reconstructed sections of I-295 (south of NJ 42) and I-76 (at the northern end of the project) and completed November 2016.

Contract #2, will construct I-295 north of Browning Road to NJ-168, new ramps connecting I-76 East to I-295 North; I-295 South to I-76 West; and a portion of I-295 South to NJ-42. Ramp D consists of a 530-foot portion of I-76 EB under I-295 NB. Signals have been placed at the beginning of the 'underpass' and an Emergency Operations Plan is currently being developed. Estimated construction completion for this contract is September 2019.

- Traffic impacts for this project include long term construction zones, bridge demolition and construction, local road detours, as well as daily daytime and nighttime temporary lane closures.

Contract #3 will include safety improvements at the interchange; 12 new or reconstructed bridges; 4 culvert extensions; 25 sign structures; 11 noise barriers; 19 retaining walls and expanded ITS system. Anticipated completion is 2023.

Contract #4 is still in design phase. To include completion of I-76 / Route 42, I-295 northbound Ramp B and remainder of Ramp C and Ramp F. Scheduled to begin 2021 and take roughly 5 years.

Other NJDOT projects in the region include:

- Rt. 130 Raccoon Creek Bridge Replacement and Pavement Rehabilitation. Replacement of vertical lift bridge over Raccoon Creek; Addressing geometrical and safety deficiencies within the project limits. Estimated construction completion December 2019.
- Route 42 Bridges over Timber Creek and Lower Landing Road; Bridge Deck Replacement and construction of median crossovers; construction started August 2017 with a completion date of December 2020.
- Route 47, Bridge over I-295 is a bridge superstructure replacement project. Work requires ramp closures and detours. Began January 2019 and slated to complete October 2020.
- I-295 NB Bridge over New Jersey Turnpike and the Salem Canal. Demolition and reconstruction of bridge deck and approach. Began July 2018 and anticipated to finish July 2019.
- Planned to be advertised in the next six months
 - Route 322 from I-295 to Tomlin Road: pavement reconstruction, safety and ADA improvements
 - I-295 and NJ 42 (missing moves): provide missing movements from NJ 42 NB to I-295 SB and I-295 NB to NJ 42 SB.

► **Delaware Department of Transportation (DelDOT)**

- Significant improvements are being made at the I-95 and SR 141 interchange, including the replacement of four bridges.
- Rehabilitation of I-95 from I-495 to north of the Brandywine River Bridge: preliminary design is underway. Project has been broken into smaller contracts to minimize long-term lane closures on I-95 to two years. Mainline construction anticipated to start spring 2021 and complete in spring 2024. Future plans may include the use of Hard Shoulder Running. Public outreach is currently underway.

► **Pennsylvania Turnpike Commission (PTC)**

- PA Turnpike/I-95 Interchange Project completed September 2018.
 - New Falls Road Bridge to be reconstructed, requiring full closure. Completion date of August 2021.
 - Long-term plans to complete all movements of the interchange, but funding must first be secured.
- Delaware Valley Interchange currently undergoing improvements, including the addition of an at-grade intersection with US 13.
- Widening of the Northeast Extension from MP 31 to MP 38 currently underway. To be completed late 2020.
 - Widening from MP 38 to MP 44 to begin in 2020.
- Widening to take place between the Morgantown Exit and the Valley Forge Exit.

- Entirety of PTC will soon go cashless. In order to handle all the data, fiber will soon run from Harrisburg to the New Jersey state line, as we as along the NE Extension.
- ▶ ***Delaware River and Bay Authority (DRBA)***
 - I-295 reconstruction project is nearing completion. Mostly sign work is left to be done.
 - Weight restrictions to continue on the SB span of the Delaware Memorial Bridge, whereas the NB span does not allow for any oversized vehicles, forcing them to one of the northern crossings.
- ▶ ***New Jersey Turnpike Authority (NJTA)***
 - The final I-95 shields are soon to be in place from Florence to New Brunswick.
 - Resurfacing of the turnpike to take place between Delaware state line and Exit 1.
 - Resurfacing of ramps at Exits 3 and 4 to begin soon.
 - Airshow to return to New Jersey next year and is expected to draw a large number of attendees and will require the closure of some local roadways.
- ▶ ***Port Authority Transit Corporation (PATCO)***
 - 8 new elevators will be installed at 6 stations, making each station on the line fully accessible. Completion date of fall 2022.
 - Construction on the Franklin Square Station will begin in spring 2020 and end in winter 2022.
- ▶ ***Southeastern Pennsylvania Transportation Authority (SEPTA)***
 - Getting a number of projects back on line now that the trucker's lawsuit against the PTC has been dismissed.
 - King of Prussia Rail Project is at 15% design.
 - Due to maintenance, SEPTA will be running buses as opposed to trains on its Airport Line July 20th through August 4th.
 - The annual Trolley Tunnel Blitz will begin on August 9th, closing the trolley tunnel to allow around the clock maintenance and construction.
 - City Hall station renovation project is underway and is scheduled to be completed in winter 2020.
- ▶ ***Delaware River Port Authority (DRPA)***
 - Betsy Ross Bridge: NJ Approach Roadway Resurfacing. To include long-term lane closures on approach and ramp closures with detours. Set to begin in 2020.
 - Ben Franklin Bridge: Replace Moveable Barrier. Work to be completed on weekends, affecting 3 interior lanes. Will begin June 2019.

- Suspension Spans Rehabilitation, to take place 2020-2024. Will involve off-peak lane closures of 1 or 2 at a time.
- Commodore Barry Bridge: De-leading and repainting (2 phases), to take place from 2019 through 2022. Will involve long-term, single lane closure.
 - Interim Deck Repairs to take place over the next two years. Single lane closure during peak; occasionally two lane closures off peak.
- Walt Whitman Bridge: Corridor Rehab at I-76 – PA Approach. Will involve lane closure in each direction, as well as ramp closures. Detours are in place.
(This initiated discussion between PennDOT and DRPA as to possible project/detour overlap. Additional meetings will be scheduled to allow agencies to address concerns.)

4. **PA Turnpike Neighboring Coordination**

- ▶ The PTC looks to use neighboring agencies' Event Management Tool' on a consistent basis.
- ▶ PennDOT stressed that the importance of these meeting is to gain as much specific information on area transportation projects as possible. This includes contact information of neighboring agencies.
- ▶ Mr. Glantzberg, TRANSCOM, shared insight into the weekly construction-focused conference calls that occur in the Northern New Jersey / New York City Region. This call is an opportunity for agencies to share information and identify potential conflict areas. This is also where TRANSCOM's Construction Coordination Tool originated.
- ▶ NJDOT requires contractors to present information at intervals of 28 days out, 14 days out, and 7 days out. When first implemented, some project managers were resistant to the repeated check-ins, but with the continual changes in project rollout, they came to understand the importance.
 - Utility companies are typically not required to participate, as their work is approved through the permitting office.

MEETING ATTENDEES:

1. Christian Regosch Bucks County Planning Commission
2. Corey Brown Delaware County Planning Commission
3. Mark Buckalew Delaware Department of Transportation
4. Gerald Nagyiski Delaware Department of Transportation
5. Jeff Van Horn Delaware Department of Transportation
6. Brent Van Lith Delaware River and Bay Authority
7. Len Rustam Delaware River Port Authority
8. Robert Hicks Delaware River Port Authority
9. Valerie Bradford Delaware River Port Authority
10. Jim Miller Michael Baker, Inc.
11. Keith Meehan Michael Baker/Pennsylvania Turnpike Authority
12. Matthew Popek Montgomery County Planning Commission
13. Dhruvik Patel New Jersey Department of Transportation
14. Jagdish Rana New Jersey Department of Transportation
15. Michael Pilsbury New Jersey Department of Transportation
16. James Saldarini New Jersey Turnpike Authority
17. Keith Dunn New Jersey Turnpike Authority
18. Rohan Hepkins Port Authority Transit Corporation
19. Manny Anastasiadis PennDOT
20. Matt Elliott PennDOT
21. Chad Smith Pennsylvania Turnpike Authority
22. Michael Pack Pennsylvania Turnpike Authority
23. Steve Dale Pennsylvania Turnpike Authority
24. Tim Scanlon Pennsylvania Turnpike Authority
25. David Montvydas Southeastern Pennsylvania Transportation Authority
26. Brandon Shaw TMA Bucks
27. Bob Glantzberg TRANSCOM
28. Phil Petrone Urban Engineers
29. Elizabeth Schoonmaker Delaware Valley Regional Planning Commission
30. Tom Edinger Delaware Valley Regional Planning Commission
31. Ronald Joseph Delaware Valley Regional Planning Commission
32. Katie Nash Delaware Valley Regional Planning Commission
33. John Ward Delaware Valley Regional Planning Commission
34. Chris King Delaware Valley Regional Planning Commission
35. Paul Carafides Delaware Valley Regional Planning Commission

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