

The below comments were submitted to PennDOT via email directly or by way of the project web site.

1. I am primarily concerned about:

- **The frontage roads merge on/off lanes are being removed the length of US 1 through Langhorne Manor and Middletown Township. This will dramatically increase the number of vehicles having to use the frontage roads, having a direct impact on our neighborhoods.**

The purpose of the proposed project is to improve safety along U.S. 1 by installing full width paved shoulders to accommodate disabled vehicles, emergency service personnel and to allow for increased maneuverability for accident avoidance. Elimination of the cross-over (on/off lanes) is also a safety enhance. Existing substandard acceleration / deceleration lane lengths and speed differentials are to be addressed. Consequently, this will result in an increase in traffic volumes required to travel the length of the frontage roads. This is namely the traffic that currently enters or exits U.S. 1 at the first on/off lanes south of Bellevue Ave. The frontage roads can adequately accommodate the traffic volume. This change is not expected to greatly increase traffic along the local neighborhood road network given the free flow nature of the frontage roads in comparison to the low speed stop-controlled nature of the local network. Local road traffic calming measures could also be employed by the municipalities to deter existing or future cut-through traffic if and where it occurs.

- **Proposed improvements do not include any type of sound barrier.**

Correct. The project is not considered a capacity adding project or type I project. In other words we are not adding any additional lanes. Therefore, the project does not qualify for noise walls and is considered a type II project. As a concession, PennDOT is considering an option to install a higher glare screen type (50 inch) barrier between the mainline and frontage roads subject to review by emergency providers and our safety review committee.

- **Proposed construction detours are onto local residential roads.**

Yes, Township and Borough owned roads can't be avoided for the West Interchange Road bridge replacement which is a local road that intersects local roads. The use of local roads will be in coordination with the municipalities and project specifications will require PennDOT's contractor to video / document the roadway conditions prior to the detour and repair damages to the roadway incurred while under detour.

- **The West Interchange Bridge is being replaced with a bridge that is narrower, with no sidewalks, endangering our children.**

The adjoining roadways to the West interchange Road overpass and the West Interchange Road approaches to the bridge in the existing condition do not have sidewalks nor does the Borough have any documented plans to provide sidewalks along West Interchange Road. The proposed West Interchange Road overpass will provide 5' wide shoulders to match the roadway approaches for pedestrian and bicycle roadway users.

- **The increased cost of maintaining the local roads (including the frontage road) falls to the local municipality.**

The maintenance of the local roads including the frontage roads will not increase in cost to the municipality upon completion of the proposed project. As stated above, overall area traffic volumes should not increase upon completion of the project. Any displaced volume is expected to utilize the total length of frontage roads (instead of a portion) and not the local roads. This is namely the traffic that currently enters or exits U.S. 1 at the first on/off lanes south of Bellevue Ave. Proposed milling / leveling and overlay of the frontage roads is currently proposed to be included in this PennDOT project and would correct current / prior years of non-maintenance by the municipalities.

- **This project is slated to take approximately 2-3 years and most of the construction will take place at night having an impact of the residents living closest to the highway.**

*The majority of the work will **not** take place at night. Typically, only those operations requiring lane closures along U.S. 1 will be performed at night due to this being the time when traffic volumes along U.S. 1 are the lowest and manageable with a single lane. Additionally, the majority of work is expected to require two construction seasons not three. If necessary, any work occurring after two years would likely be less intrusive work to clean-up loose ends and final seeding and landscape items.*

2. Intermediate accesses from/to Access Rd to Rte. One will be eliminated.

- a. Have traffic counts been done to determine additional traffic on Access Roads?

Yes, traffic counts were performed at the intermediate crossover. Peak hour traffic volumes were presented at the May 29, 2014 Public Plans Display.

- b. With low divider between Rte. One and Access Roads, vehicles on Access Road travel at same rate of speed as on Rte. One. What will be done to prevent speeding?

Speed enforcement is recommended. In addition, PennDOT is currently investigating various options for traffic calming along the access roads as part of the project final design. Due to the posted speed limits along the access roads, the alternatives are limited. One option in consideration is 50" high concrete barriers between the U.S. 1 and the adjacent frontage roads in-lieu of standard height barrier. Use of 50" barrier is subject to review by emergency providers and PennDOT's safety review committee.

- c. What will be done to improve sight triangles from neighborhood roads onto Access Road?

All of the side road intersections with the access roads have had right turn sight distances checked against current design criteria. As part of the project, trees would be trimmed and visual obstructions within PennDOT or Municipality Right-of-Way removed to ensure that adequate sight distance is provided for the posted speed limit.

3. Will West Interchange Bridge be closed during the project?

- a. If closed, what is the planned detour?

Yes, the West Interchange Road overpass is to be detoured temporarily during construction. This allows the bridge to be reconstructed along its current alignment and reduce / facilitate construction times (limited by standard construction practices). The detour will be along Gillam Avenue, PA 413 (Pine Street) and Highland Avenue.

4. NOISE, NOISE, NOISE

- a. Plan for RC3 indicates no sound barriers. Why not?

The project is not considered a capacity adding project or type I project. In other words we are not adding any additional lanes. Therefore, the project does not qualify for noise walls and is considered a type II project. As a concession, PennDOT is considering an option to install a higher glare screen type (50 inch) barrier between the mainline and frontage roads subject to review by emergency providers and our safety review committee.

5. Route One Highway center divider

- a. There are currently no reflective devices on the highway's center divider. Will they be included on the new dividers?

Yes, the proposed concrete median barrier will include barrier mounted reflectors in accordance with PennDOT standards.

6. Property values will be negatively impacted by the widening of the highway.

- a. What will PaDOT do to reimburse homeowners for the loss?

Typically, the highway (U.S. 1) or the adjacent access roads are not being widened. U.S. 1 is proposed to add outside shoulders within the footprint of the existing concrete separator islands. The access roads will not be widened with the exception of minor work as needed to provide uniformity along the access road section. If incorporated / agreed to by the local municipalities, certain applicable traffic calming measures can be applied to narrow the access road lane and shoulder.

The majority of the proposed improvements occur within the existing roadway width with the exception of improvements along the acceleration lanes from the access roads onto U.S. 1. All of the minor widening along the above referenced acceleration lanes occurs within PennDOT's current legal Right-of-Way.

There is only 1 property impact along the entire +/- 2.5 mile project corridor. This impact is a temporary construction easement to adjust an existing driveway to meet the reconstructed access road shoulder final grade.

There is no reimbursement from PennDOT to property owners unless there is a right-of-way taking or easement across private property required to complete the project.

7. Below is a response to various questions by one individual.

The PA Turnpike ramp entering NB U.S. 1 that you are concerned about is planned to be improved. This segment of U.S. 1 is proposed to include an added third lane for NB U.S. 1. Additionally, the proposed ramp lane (auxiliary lane) entering U.S. 1 from the PA Turnpike will be a yield and continue as full lane to the Neshaminy Mall exit ramp. This extended auxiliary lane will allow up to 900'+ to enter, accelerate and merge into the added third lane on NB U.S. 1 as opposed to the existing +/- 330' long ramp acceleration / merge to U.S. 1. Finally, as part of the U.S. 1 corridor projects it is proposed to reduce the posted speed limit of U.S. 1 to 45 MPH, at and south of the Turnpike, and 50 MPH north of the Turnpike Interchange.

For comparison, below is a snap shot of the current condition followed by the proposed condition.

Current Condition – PA Turnpike ramp to NB U.S. 1 auxiliary lane / merge length is approximately 330' (ends near / opposite corner of Target building). See below.



Proposed Condition – PA Turnpike ramp to NB U.S. 11 auxiliary lane / merge length is approximately 1000' (ends north of the Target building). See below.



- 8. Gillam Ave. runs parallel with Route 1. On the other side of Route 1 is Highland Ave that also runs parallel with Route 1. These two roads are already cut through roads and will now have more traffic during and after construction.**

During construction, both Gillam and Highland Avenue will likely see an increase in traffic due to typical traffic diversion occurrences not uncommon with roadway construction projects such as the US 1 Frontage Road Improvements Project. Additionally, due to the replacement of the West Interchange Road overpass, both Gillam and Highland Avenue are planned to be utilized as part of a short term (6 months +/-) detour route during construction, which will require the traffic that normally crosses West Interchange Road on a daily basis to utilize Gillam and Highland Avenue or another alternate route. Both of these conditions will be temporary and expected to only occur during construction.

In the final condition after construction, the frontage roads, US 1 and Gillam and Highland Avenue will continue to function as they do currently with the exception of the removal of the intermediate crossovers between US 1 and the frontage roads. US 1 and the frontage roads will continue to be free flowing roadways. Gillam and Highland Avenue will continue to be local roads with multiple stop-controlled intersections, making them less desirable for use as cut-through roads as they are in the current condition. Based on the roadways continuing to function as they do today, Gillam and Highland Avenue will continue to be less desirable as cut-through roads and are not anticipated to see an increase in cut-through traffic in the final condition.

- 9. The project allows for more traffic on the Super Highway and on these two LMB streets.**

Adding full width shoulders along the US 1 travel lanes is expected to maintain (not increase) the overall capacity of the US 1 travel lanes and the frontage roads. It's important to realize that this project is a US 1 safety improvement project and not a highway capacity adding project. Removing the concrete separator islands, adding right shoulders and providing concrete barrier between US 1 and the frontage roads will enhance safety to both US 1 and the adjacent frontage roads. The US 1 mainline may see a very slight increase in capacity as a direct result of the safety improvements proposed as part of this project. The project will not change traffic patterns to cause an increase in traffic volume within the project corridor and no proposed modifications are included in this project that would direct motorists to Highland or Gillam Ave. In fact, once the I-95/PA Turnpike Interchange Project is complete, the traffic volumes within the corridor are anticipated to slow in growth and likely recede.

- 10. The other important issue is the existing traffic noise from Route 1. The project allows for more traffic on the Super Highway and on these two LMB streets. I want these existing and future traffic and noise issues taken seriously. They affect our quality of life and property values. Many neighbors want sound barriers, which was voiced May 29th at the Middletown Township's meeting where you appeared.**

The project is not considered a capacity adding project or type I project. In other words we are not adding any additional lanes. Therefore, the project does not qualify for noise walls and is considered a type II project. Additionally, there is no feasible place to locate the noise walls in

order to effectively reduce the noise from the mainline roadway and frontage roads. In order for a noise wall to work properly, the wall has to be a continuous wall. Due to the many driveway and side road openings a continuous wall is not possible. Placing a noise wall between the mainline and frontage roads will also not be effective because of the proximity of the frontage road traffic to the noise receptors. As a concession, PennDOT is willing to install a higher glare screen type (50 inch) barrier between the mainline and frontage roads subject to review by emergency providers and our safety review committee.