

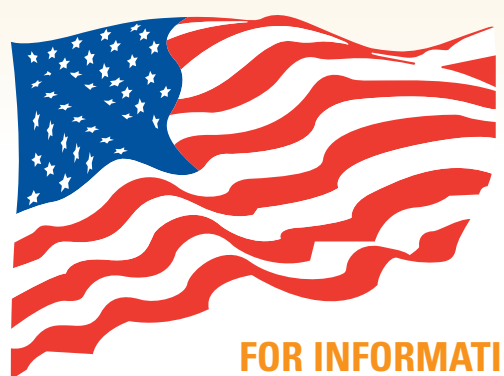


# PENNSYLVANIA Turnpike traveler

NEWS OF THE NATION'S FIRST SUPERHIGHWAY

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**FOR INFORMATION:**  
**WWW.PATURNPIKE.COM**  
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## E-ZPass Expands to All Exits

AVAILABLE STATEWIDE ON PENNSYLVANIA TURNPIKE BEGINNING DEC. 15

By Kathy Liebler

**B**eginning December 15, 2001, the Pennsylvania Turnpike Commission will expand E-ZPass electronic toll collection to passenger vehicle customers traveling across the entire Turnpike ticket system.



*E-ZPass allows customers to conveniently complete toll transactions without the inconvenience of stopping and fumbling for change or a ticket. In the photo, E-ZPass tagholders pass beneath the gantry sign, an overhead antenna reads their tags (or transponders), and the appropriate tolls are automatically debited from their prepaid accounts.*

That means motorists who are enrolled in the E-ZPass program – and who have properly mounted the E-ZPass tag on their windshield – will be able to travel from the Ohio border to the New Jersey state line and up the Northeastern Extension to the Wyoming Valley Toll Plaza without having to stop to take a ticket or pay a toll.

The Turnpike program is also seamless with surrounding states, so motorists can use their tag anywhere they see the purple E-ZPass sign.

“E-ZPass has been a huge success, thanks to the 100,000 plus customers who have enrolled in our program since we launched regionally in December 2000,” said John Durbin, executive director. “To our customers in Western Pennsylvania or any customer who doesn’t currently have E-ZPass, I urge you to enroll today so you can begin enjoying the benefits of E-ZPass statewide on December 15.”

Customers can enroll by visiting [www.paturnpike.com](http://www.paturnpike.com), calling 1-877-PENN-PASS, or requesting a brochure at any Turnpike interchange. Once customers enroll and establish a prepaid account, E-ZPass allows toll transactions to be processed electronically.

Durbin reminded customers to pay close attention to all signs, particularly at interchanges and in lanes with E-ZPass where the speed limit is 5-miles per hour. “The safety of our employees and customers is of the utmost importance,” stressed Durbin.

The statewide expansion of E-ZPass will mark the completion of phase three of the Turnpike’s program, which began in December 2000 between interchanges 18-Harrisburg West on the east-west mainline and 33-Lehigh Valley on the Northeastern Extension.

In May 2001, E-ZPass expanded to 16-Carlisle and 37-Wyoming Valley Toll Plaza – two interchanges on the east-west mainline and four on the Northeastern Extension.

E-ZPass will be available to trucks and buses in 2002.

## E-ZPASS CUSTOMER TESTIMONIALS

“E-ZPass is so easy. I don’t have to stop for a ticket or worry about finding change.” — Dauphin County

“I don’t have to go to the MAC machine before I get on the Turnpike. E-ZPass is so convenient.” — Lehigh County

“I always lose my ticket or receipt. Now I don’t have to worry about it.” — Bucks County

“The website is so helpful. It took me minutes to enroll and check my account.” — Lancaster County

“E-ZPass means no hassels. That’s great.” — Montgomery County

“It makes my day when I drive through the E-ZPass lane and everyone else is sitting in line. I love it.” — Philadelphia County

# MON/F

## 17-Mile Mon/Fayette Stretch Will Fully Open This Spring

THE NEWEST SECTION IN ALLEGHENY COUNTY IS SCHEDULED FOR A SPRING 2002 RIBBON CUTTING.

*By Joe Agnello*

**T**he Turnpike's growing Mon/Fayette Expressway in southwestern Pennsylvania will be gaining prominence in Allegheny County and the Pittsburgh region as 2002 rolls around.

In the spring, the Turnpike will open in its entirety the 17-mile Mon/Fayette project extending north from Interstate 70 and Turnpike 43 in Fallowfield Township, Washington County to Pa. Route 51 in Jefferson Hills Borough, Allegheny County. It will mark the first opportunity for motorists to use the Mon/Fayette system in Allegheny County.

On May 11, 2001, the Turnpike opened about four miles of the project, from Interstate 70 north to the first interchange at Coyle Curtin Road. The Coyle Curtin Road interchange, signed as Donora/Charleroi, provides a convenient link to Pa. Route 88 just south of the City of Monongahela.

There will be two more interchanges between I-70 and the northern terminus of the project at Route 51. One will be with Pa. Route 136 near Ringgold High School. The other will be with Finleyville-Elrama Road near the village of Gastonville in Union Township, Washington County, just south of the Allegheny County line.

The pending opening of the entire Interstate 70-to-Route 51 Mon/Fayette Project will mean that about 35 miles of the Mon/Fayette system, roughly half of its 70 plus total miles, is operating. The 35 miles in service will include 10 miles built by the Pennsylvania Department of Transportation (PENNDOT). Those 10 miles include the six-mile California Toll Road turned over to the Turnpike upon its opening in October 1990 and the four-mile Chadville Demonstration Project south of Uniontown that opened in November 1992.

The Turnpike opened six miles of the Mon/Fayette's Mason Dixon Link extending south from the Pa. Route 43 Chadville expressway on March 1, 2000. The remaining 1.6 miles already built in Pennsylvania will open when West Virginia opens its 4.2-mile piece of the Mon/Fayette system, which will connect to Interstate 68 just east of Morgantown. Target date is Fall 2004.

Now in final design is the 15-mile Mon/Fayette Expressway Project between Uniontown and the Brownsville Area that will bring the system north from

### MON/FAYETTE EXPRESSWAY FUNDING

Total cost of the Route 51-to-Interstate 376 Project is estimated at \$1.9 billion. The collective cost of the Turnpike's three other Mon/Fayette Expressway projects will total about \$1.2 billion.

To date, most of the money committed to the projects comes from Turnpike-issued bonds that are backed by two funding streams established by the Pennsylvania General Assembly to help the Turnpike pay for expansion projects assigned by the state legislature.

The Turnpike receives 14 percent (approximately \$40 million annually) of the revenue generated by the Pennsylvania Oil Company Franchise Tax. The tax amounts to 13.9 cents on each gallon of gasoline sold within the Commonwealth, so the Turnpike's share is a little over 1.9 cents per gallon.

The Turnpike also receives a set amount of \$28 million a year from the pool of money created by the payment of Pennsylvania's vehicle registration fees. The vehicle registration money was bonded in July 2001, raising approximately \$460 million.

So far, federal highway money received or committed to the Mon/Fayette Expressway projects totals \$54 million.

I-68 to the southern end of the California Turnpike 43 Expressway. The Uniontown-to-Brownsville Area Project received environmental clearance in October 2000 from the U.S. Department of Transportation's Federal Highway Administration. The selected alignment, which largely parallels the historic but undersized U.S. Route 40, includes a new bridge over the Monongahela River between Luzerne Township, Fayette County and Centerville Borough, Washington County.

Environmental clearance is anticipated by mid-2003 for the 24-mile project to extend the Mon/Fayette system north from Route 51 in southeastern Allegheny

County. The tentative, working alignment would fork after crossing the Mon River from Duquesne into North Versailles and continue to connect with Interstate 376 in the City of Pittsburgh and Monroeville, a bustling eastern suburb that serves as the gateway to Pittsburgh from the Turnpike's Interstate 76 mainline.

The working alignment measures 10 miles from Jefferson Hills to the Mon River crossing. The eastern fork to Monroeville, through Turtle Creek and the Thompson Run Valley, totals about six miles. The western fork into Pittsburgh that would dissolve into I-376 in the area of Second Avenue and Bates Street, is about eight miles long.

Awareness of the project in Allegheny County and Pittsburgh will be intensifying as the Turnpike continues efforts to forge a consensus on a preferred alignment among residents and/or property owners, employers, various environmental resource agencies, and elected officials at the local municipal, county, state and federal levels.

The Draft Environmental Impact Statement is to be circulated for public review and comment during the First Quarter of 2002. At least one public hearing will be held during the 60-day circulation and comment period. The Final Environmental Impact Statement, answering questions and concerns not addressed in the draft document, is scheduled for distribution in late 2002 or early 2003.

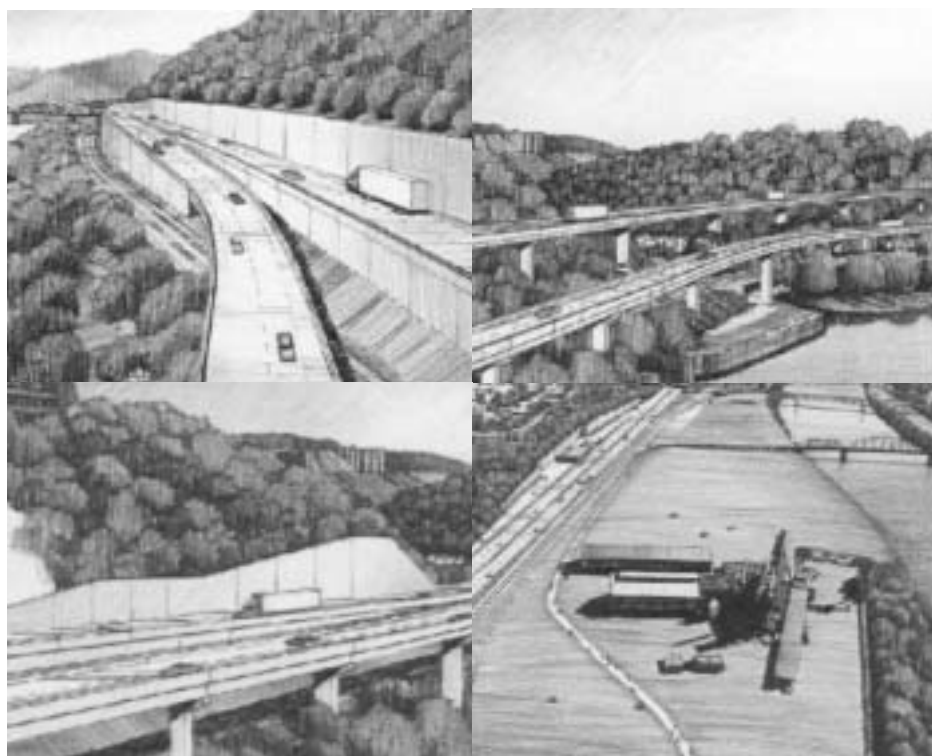
A critical feature of the Pittsburgh project is that it would provide a bypass of the I-376 Squirrel Hill Tunnels, one of the Pittsburgh area's worst traffic bottlenecks.

The project also would improve accessibility to and from destinations in Pittsburgh, Oakland, the eastern suburbs and the Mon Valley; improve the marketability of former industrial sites throughout the corridor; reduce traffic and enhance safety by drawing commuters and trucks from existing roads; and improve public transit opportunities.

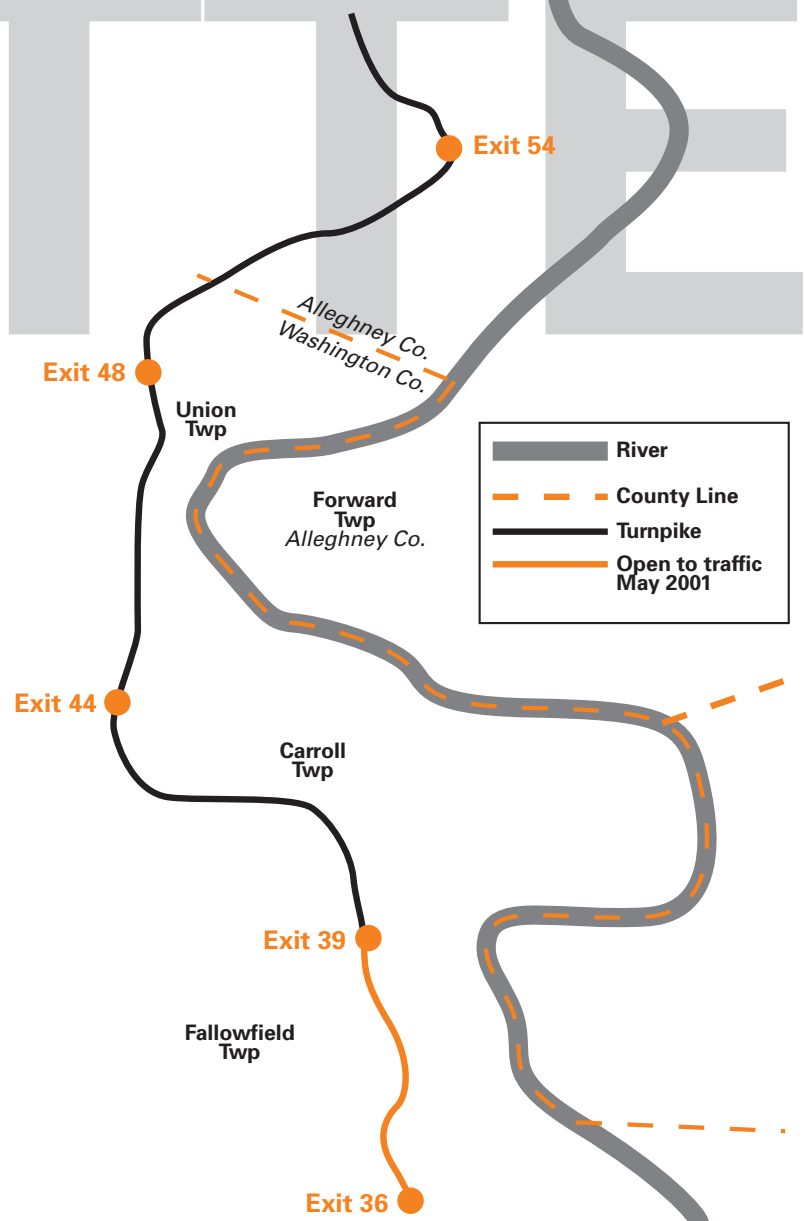
"Each of the Turnpike projects that will interconnect to form the Mon/Fayette Expressway system has its own independent utility and local purposes," said Frank J. Kempf, Jr., the Turnpike's Assistant Chief Engineer for Development Projects/Programs. "But there's a synergy at work here too because each project also is designed to function as part of a cohesive whole."



# AYETTE



*Renderings of the newest Mon-Fayette stretch.*



## Signature Bridges Highlight Newest Mon/Fayette Stretch

By Thomas G. Leech, P.E., S.E. and  
Jonathan D. McHugh, Gannett Fleming, Inc.

**T**his newest leg of Mon-Fayette Expressway includes a series of eight signature structures that will become the tallest bridges on the entire, 512-mile Turnpike system.

This corridor traverses scenic tracts of Southwestern Pennsylvania that are characterized by deeply incised stream valleys in rugged, hilly terrain.

Here, the expressway closely parallels the Monongahela River. Named by an early indigenous Indian tribe, "Monongahela" roughly translates to "river with falling banks."

The stream valleys feeding into the river are indeed precipitous with "falling" or sliding slopes. As the roadway crosses these valleys, pairs of horizontally curved steel-girder viaducts gracefully span the panoramic countryside. The viaducts vary from 100 feet to 250 feet in height above the valley floors.

The challenge in selecting a bridge design was to combine the strength and durability required to obtain these heights with a form harmonious with the adjacent landscape.

The inherent aesthetic issues, involving a streamlined structural form in a wooded rural setting, presented a unique problem that demanded a unique solution.

In the conceptual stage of the project, the Turnpike Commission most wanted to develop a consistent theme for the design and construction of all of the viaduct structures along the corridor. The purpose of this design theme was to:

- achieve optimal economy by utilizing construction techniques readily available to the local construction craftsmen;
- provide a uniform and pleasing structural appearance for all viaducts on the corridor;
- blend the new construction with the surrounding rural environment.

With these goals in mind, the Commission approved a prototype bridge that contrasted weathering steel girders with slender, tapered "Tulip" piers, and a white concrete deck and parapets.

The structures relied on efficient structural form and proper proportion, rather than embellishment, to achieve a concise yet rugged effect. The weathering steel girders provided an appealing rustic effect that blends the bridges with the surrounding scenery.

The signature piers are central to the visual effect of each structure's appearance. They frame the surrounding landscape and provide many pleasing aesthetic effects to the design of the bridges.

The Pennsylvania Turnpike Commission invites you to drive the Mon-Fayette Expressway - Toll Road 43 -



after its opening. Be sure to take a few side-trips to view the splendid viaducts and the beautiful countryside in which they are nestled.

*This article was originally published in IBC '01, the Official Publication of the International Bridge Conference, sponsored by the Engineers' Society of Western Pennsylvania.*



# PREFERRED TURNPIKE TRAVELER

[www.paturnpike.com](http://www.paturnpike.com)

## Preferred Turnpike Travelers Can Receive Traffic Alerts Via E-Mail

NEW WEB SITE FEATURE CONTAINS MANY BENEFITS FOR FREQUENT TURNPIKE USERS.

*By Diane M. Cooper*

In August, the Pennsylvania Turnpike Commission added a new interactive feature to its web site – the Preferred Turnpike Traveler Program.

Designed specifically with the Turnpike traveler in mind, this new program provides special benefits to members. Preferred Turnpike Travelers have the advantage of being notified via e-mail of emergency road conditions, severe weather, traffic delays and other events on and along the Pennsylvania Turnpike.

Users who sign up for the program no longer have to go to the Turnpike's web site for this information – it's delivered to them automatically. In addition, as part of the program, Preferred Turnpike Travelers can receive, via e-mail, Turnpike news releases, monthly construction schedules, and the quarterly Turnpike Traveler newsletter.

**Preferred Turnpike Travelers receive e-mails about construction delays, weather conditions and other roadway information on the Pennsylvania Turnpike.**

**To sign up, visit [www.paturnpike.com](http://www.paturnpike.com).**

### **Here's how it works...**

If you haven't already been there, you first need to go to the Turnpike's web site at [paturnpike.com](http://paturnpike.com). Once there, click on the Preferred Turnpike Traveler Program icon. From there, you will get a brief overview of the program along with instructions for joining. Just select a password, enter your email address, complete the survey (optional), and finally, select the information that you would like to receive. You are now a Preferred Turnpike Traveler! In addition, if you would like to change your information, all you need to do is update your member profile.

### **It's as easy as that!**

"The new Preferred Turnpike Traveler Program enables us to increase the level of service we provide to our valued customers," said Public Affairs Director William J. Capone. "The real advantage of this program is that Turnpike travelers can now find out

about problems on the roadway before they enter the Turnpike system.

"Ultimately, we want to provide our customers with the service they need and deserve to make their Turnpike experience safer and more comfortable," Capone said.

In addition to the Preferred Turnpike Traveler Program, a wide array of pertinent traveler information is available on the Turnpike's web site including:

- an interactive Turnpike travel map;
- a toll/mileage calculator;
- monthly construction schedules;
- weather;
- service plaza information;
- trucking regulations; and
- E-ZPass and commercial account information.

In addition, viewers also have access to project status information, newsletters and press releases, capital and strategic plan information, purchasing and construction bidding information, and loads of Turnpike financial, safety, chronological and technical fast facts.

# Abandoned Turnpike Section Soon Available for Bicyclists

EIGHT-MILE BEDFORD COUNTY STRETCH FEATURES TWO ORIGINAL TURNPIKE TUNNELS.

By Kay Jenkins Rew

**T**hose who revel in nature and love nothing more than riding their bicycles down the many beautiful trails across the state of Pennsylvania will be happy to hear that plans are under way to tie the Turnpike's old abandoned tunnels in Bedford County into an established bike trail.

The transition will make life a lot easier on cyclists who will be able to avoid the many long, steep hills along Route 30.

While the project isn't final as yet, planners hope to tie everything up very soon.

"The process began a few years ago when we were approached by the pedestrian/bicycle coordinator from PennDOT and members of the Pedalcycle and Pedestrian Advisory Committee," Turnpike Senior Transportation Planning Specialist James Bosserman said. "The committees work together to lay out state biking trails and they wanted to explore the possibility of using a portion of our old, abandoned highway in that area."

The Turnpike's tunnels, referred to as the STAR Facility (Safety Testing and Research), have been used over the years as a test site for new innovations in the world of transportation. Located near the Breezewood Interchange (Exit #12/161), the tunnels have been closed to traffic since 1968.

The existing bike trail would connect to the tunnels where U.S. Route 30 intersects with the Turnpike's property on the west, and at Township Road, known locally as Pump Station Road on the east.

The area, including both tunnels, covers just over eight miles of roadway (Rays Hill Tunnel is 3,512 feet and the Sideling Hill Tunnel is 6,791 feet).

The Turnpike is currently negotiating with the Southern Alleghenies Conservancy (SAC) to take ownership of the portion of the property that will be used for cyclists (the Turnpike is selling the land to the SAC for \$1).

The SAC — a nonprofit corporation that assists local organizations with the goal of carrying out resource conservation activities — hopes that the bike path will be open to the public sometime in the spring of 2002. The tentative agreement states that the Turnpike property will only be used as a biking and hiking trail.

"We are so pleased that this opportunity presented itself to the Pennsylvania Turnpike Commission," said Executive Director John T. Durbin. "This portion of Turnpike property will be an asset to nature lovers traveling through Bedford County."

Durbin added that the Turnpike's maintenance department will spruce up the section of roadway before it is handed over to the conservancy. Removal of overgrowth and graffiti, sweeping the road surface and debris collection are just some of the tasks that the crew at Everett maintenance will perform on the stretch this fall.

Median barrier will also be placed at both ends of the section to delineate the bike path and to prevent the public from entering on the abandoned right-of-way retained by the Turnpike Commission.

Once the barrier has been placed and the maintenance work is completed, the SAC could take possession of the tract as soon as mid November.

Anyone interested in exploring Pennsylvania's many biking trails can log on to the internet for more information. One of the most comprehensive sites is [www.trails.com](http://www.trails.com).



*This long-abandoned section of Turnpike will soon be converted to a scenic bike trail.*



# TURNPIKE RECONS

## TWO PROJECTS DONE, THREE UNDER WAY ACROSS PENNSYLVANIA'S WESTERN HALF

By Carl DeFebo

People driving on the western expanse of the Pennsylvania Turnpike may barely detect that a landmark project of historical significance is under way. Certainly, from a car window at 55 mph, it's difficult to judge the magnitude of the work that's taking place just over the concrete barrier that separates driver from construction zone.

A new, modern Pennsylvania Turnpike is slowly emerging as the 60-year-old roadway is dug up section by section and replaced with a superior road that will equip America's First Superhighway for service well into the new millennium.

Crews embarked on the total reconstruction of the Turnpike in 1999; presently, two sections totaling nearly 17 miles are complete with three additional projects — representing 33 miles of Turnpike — now under construction (see illustration). What's more, 10 other total reconstruction projects are on the drawing

boards and programmed to be bid sometime in the coming decade.

The total reconstruction of the Turnpike is one of the Commission's most important, long-term initiatives. More than \$1.3 billion has been earmarked to rebuild the Turnpike at an approximate cost of \$6 million to \$8 million per mile (compared to the \$450,000 per mile to construct the first roadway). This substantial capital investment is the second only to the \$3 billion Mon-Fayette Expressway.

The roadway improvement initiative will take place in phases; approximately 10 miles will be rebuilt every year. Though Turnpike engineers are presently focusing on the toll road's older section between the Ohio border and Harrisburg, in time the highway will be entirely renewed.

### Better, from the ground up...

Even though the original concrete road has long since been covered with a layer of blacktop, the rebuilt Turnpike is structurally and materially improved.

The redesigned roadway is made up of six layers of materials that total 28 inches — more than three times the depth of the original roadway.

Innovation lies not only beneath the roadway's surface, but on top as well. Instead of concrete, constructors use a newly developed process known as Superpave. Superpave — which gives the new roadway a 15 year life span before it needs to be repaved — creates a surface that is more resilient to weather and resists rutting caused by today's hefty trucks. Superpave does this not only with its special formulation of aggregate and asphalt, but by how the material is tested, mixed and applied at the work site.

Besides cutting-edge materials and composition, the rebuilt roadway, in many cases, features an enhanced profile with gentler curves and slopes, where feasible. A broader median — in some cases wider than 40 feet — will improve motorist safety by reducing the risk of crossover accidents and lessening glare from oncoming headlights. What's more,

## TURNPIKE RECONSTRUCTION: PROJECT STATUS SUMMARY

### Completed Projects

- Milepost 94-99
- Milepost 187-197

### Under Way Projects

- Milepost 76-85
- Milepost 85-94
- Milepost 109-122

### Projects In Design

- Milepost 0-10
- Milepost 31-40
- Milepost 67-75
- Milepost 199-214
- Milepost 214-227
- Milepost 245-247
- Milepost 326-333

### Projects In Study

- Milepost 40-48
- Milepost 99-109
- Milepost 312-326

### Future Projects

- Milepost 10-21
- Milepost 48-57
- Milepost 123-129
- Milepost 129-138
- Milepost 138-148
- Milepost 227-236
- Milepost 292-299
- Milepost 299-312
- Milepost 342-351
- Milepost A20-A30
- Milepost A31-A44

### Milepost 40-48

A feasibility study is now under way on rebuilding this 8-mile section between Interchanges 4 and 5 in Allegheny County. Such studies — the first step before preliminary design — are presently being conducted on two other Turnpike sections (99-109 and 312-326). Construction could begin as early as 2008.

### Milepost 76-85

One of three projects presently being built, work on this 9-mile section was started in the spring of 2000 and is expected to be finished in the fall of 2002. The \$60.2 million project is located between Interchanges 8 and 9 in Westmoreland County.

### Milepost 94-99

Located east of Interchange 9 in Westmoreland County, this is the first reconstruction project begun on the Turnpike and one of two sections completed thus far. Ground was broken on this 5-mile stretch in the spring of 1998, and the \$28.5 million project was finished in the summer of 2000.

### Milepost 109-122

Early action bridge-replacement work totaling \$25.5 million is winding down on this 13-mile job (one of three now in construction) between Interchange 10 and the Allegheny Tunnel in Somerset County. The main highway replacement work, with a price tag of \$94.3 million, began in early 2001 and is scheduled for completion in late 2004.

### Milepost 0-10

This project, which affects the westernmost 10-mile stretch of the Turnpike abutting the Ohio border, is one of seven that are presently "in design." The estimate for this project in Lawrence and Beaver Counties is \$74 million. Construction could begin as early as 2005.

### Milepost 31-40

Situated between Interchanges 3 and 4 in Allegheny County, this is one of seven projects in the design phase. Designers anticipate that construction work on the 9-mile stretch could commence as early as 2005.

### Milepost 67-75

This 8-mile section linking Interchanges 7 and 8 in Westmoreland County is currently in the preliminary design stage. The project includes plans to build additional travel lanes in each direction to accommodate growing traffic volumes. Construction could begin as early as 2006.

### Milepost 85-94

This 9-mile section by Interchange 9 in Westmoreland County is one of three projects now being built. Preliminary bridgework, valued at \$6.6 million, is under way; the roadway reconstruction — valued at an estimated \$70.5 million — will begin in the summer of 2002 with expected completion in 2005.

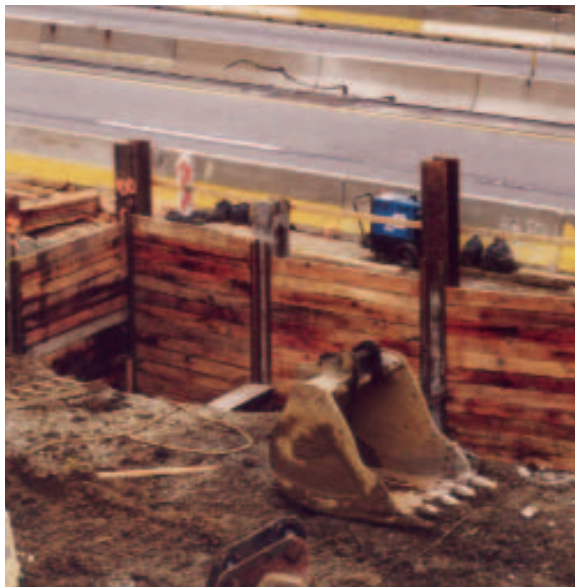
### Milepost 99-109

One of three reconstruction jobs in the feasibility study phase, this 10-mile project starts at the Somerset County line and ends at Interchange 10. Construction could begin as early as 2007.

# TRUCTION UPDATE

additional travel lanes can be built in the wide median as rising traffic volumes so mandate. Beyond these advantages, wide median construction facilitates four lanes of traffic throughout the duration of the work, thereby reducing delays resulting from single-lane construction patterns.

Finally, all new bridges, culverts, retaining walls and other structures are replaced during total reconstruction projects. Often, some of the bridge work begins years in advance of the roadway reconstruction project. Occasionally, underused bridges may be eliminated to save construction and maintenance costs. (Such eliminations happen only when a close by detour is available on local roads.) Moreover, some interchange on and off ramps are rebuilt and improved during the reconstruction process. To enhance safety, rebuilt ramps have extended loop circumferences with longer acceleration and deceleration lanes.



## Web Cams Tell Travelers Of Work-Zone Conditions

The Turnpike recently began utilizing Internet technology to inform customers of construction-zone traffic conditions. Presently, three traffic cams — operational at the milepost 76-85 reconstruction worksite between New Stanton and Donegal — provide a “Visual Traffic Report” to motorists who may be headed through the area. To view the cams, which capture live images every 60 seconds, visit [paturnpike.com](http://paturnpike.com), click on the “Construction/Expansion” button on the left, then click on the “76-85” icon. The Turnpike has identified web cams as a valuable resource to notify customers of existing work-zone conditions; therefore, such cams will be accessible at future total-reconstruction projects as roadwork is started and throughout a job’s duration.



### Milepost 199-214

Located in Franklin and Cumberland Counties between the eastern portal of the Blue Mountain Tunnel and the Newville Maintenance Facility, this 15-mile project is one of seven currently in design. Construction could begin as early as 2006.

### Milepost 245-247

This 2-mile project involves the replacement of the Susquehanna River Bridge and the reconstruction of the approaching roadway between Interchanges 18 and 19. Now under design, the \$115 million Harrisburg-area project is scheduled for construction from the spring of 2003 to the fall of 2005. Plans include erecting twin pre-cast segmental bridges that will each stretch nearly 6,000 ft.

### Milepost 326-333

The first total reconstruction project on the easternmost third of the Pennsylvania Turnpike, it is one of seven currently in final design. The design calls for the addition of a third travel lane in each direction along this 7-mile stretch of Montgomery County roadway connected by Interchanges 24 and 25.

### Milepost 187-197

Situated between the Tuscarora and Kittatinny Tunnels in Franklin County, this 10-mile section was rebuilt at a cost of \$51.6 million. One of two sections completed thus far, construction at milepost 187-197 was started in the summer of 1999 and finalized in the fall of 2001.



### Milepost 214-227

Stretching from the Newville Maintenance Facility to Interchange 16, this Cumberland County project — with an anticipated construction cost of roughly \$120 million — is now being designed. Plans also call for a redesign of the on/off ramps at the Carlisle Interchange. Construction could begin on this 13-mile project as early as 2005.



### Milepost 312-326

One of three total reconstruction jobs in the feasibility study phase, this project runs from Interchange 23 to Interchange 24 in Chester County. Construction work — which includes adding a third travel lane in each direction to accommodate growing traffic volumes — could begin as early as 2006.

# PA Turnpike/Interstate 95 Link Moves Closer to Final Decision

## FORMAL PUBLIC HEARING HELD ON DRAFT ENVIRONMENTAL IMPACT STATEMENT

By Christina M. Hampton

The Pennsylvania Turnpike Commission, in cooperation with the Federal Highway Administration (FHWA), and the Pennsylvania Department of Transportation (PENNDOT) recently completed the Draft Environmental Impact Statement (DEIS) for the proposed PA Turnpike/Interstate 95 Interchange project.

The DEIS, a comprehensive summary of all the project's studies, fully documents the proposed project's design alternatives and their potential impacts on the environment such as wetlands, noise, and air quality, as well as, homes, businesses, and historic resources.

"The DEIS is the culmination of a multi-year project development process that incorporates extensive feedback from the public, elected officials, and various environmental and government agencies," said Jeffrey Davis, project manager at the Turnpike Commission. The National Environmental Policy Act of 1969 (NEPA) requires the preparation of detailed environmental documentation for federally funded transportation improvement projects with anticipated environmental impacts.

In compliance with state and federal regulations, the Pennsylvania Turnpike Commission, the Pennsylvania Department of Transportation, and the United States Army Corps of Engineers hosted a formal public hearing for the project's DEIS. The public hearing, which took place on June 12, was held at Harry S. Truman High School in Bristol Township. The public hearing provided a forum to give interested citizens an opportunity to review and provide comments on the DEIS' findings.

In addition, a 30-day review/comment period from May 11 to July 2, gave the general public and governmental agencies another opportunity to submit written comments. During this time, dozens of copies of the DEIS were distributed to township buildings and public libraries throughout the project area. All substantive comments recorded in the official Public Hearing transcript are currently being evaluated by the project team and will be used to refine the content of the DEIS and to assemble the Final Environmental Impact Statement.

The Final Environmental Impact Statement (FEIS) will conclude the project's alternatives development process, and designate a recommended alternative for the proposed Turnpike/Interstate 95 Interchange project.

Afterwards, the Federal Highway Administration will give their approval to release the FEIS for the public's review. Following that, the Federal Highway Administration (FHWA) will take approval action announcing that the recommended alternative will proceed to the next phase of development. This



*As part of the DEIS, the Pennsylvania Turnpike Commission and the Pennsylvania Department of Transportation have identified the following design alternatives as the Recommended Preferred Alternative for construction: Modified Toll Plaza West, Single Loop A Interchange, and the Delaware River Bridge South Alternative. The majority of recent feedback from elected officials, members of the project's Community Advisory Committee and the general public indicates a preference for these design alternatives. It is important to point out that the recommended alternatives also address the project needs and result in significantly less community and environmental impacts than previously considered design alternatives.*

action by FHWA is referred to as a federal "Record of Decision."

While the Final Environmental Impact Statement and the Record of Decision are being prepared, the project team will begin working on the Mitigation Report. This report summarizes the engineering techniques that will be used during final design and construction. The purpose of the techniques is to minimize impacts in the area of the proposed interchange project. Noise walls as well as wetland replacement are examples of these techniques. Once the Federal Highway Administration publishes a "Record of Decision," the Mitigation Report will be finalized, and the Turnpike Commission can proceed with final design of the Interchange project.

The main objectives for the Pennsylvania Turnpike/I-95 Interchange include connecting the two interstate highways, reducing congestion on local roadways in lower Bucks County currently used to make the connection, and completing the

missing link to make I-95 continuous through the Mid-Atlantic Region.

Making this connection will require building a high-speed interchange directly connecting the Pennsylvania Turnpike and Interstate 95 in Bucks County, a new Turnpike mainline toll plaza, and an additional bridge over the Delaware River parallel to the existing bridge. Widening the Pennsylvania Turnpike from four to six lanes between US 1 and US 13 and widening Interstate 95 from four to six lanes between PA 413 and US 1 will also be required.

Construction of the project is estimated to cost \$640 million.

"This project has both regional and national implications," said Pennsylvania Turnpike Commissioner Mitchell Rubin. "The connection will make access to the city much easier and improve the flow of traffic not only in Philadelphia region, but the entire east coast. The project will provide many jobs for our region, as well as contribute to economic growth for the entire Delaware Valley."



# PA Turnpike Exits Employ New Dual Interchange Numbering

THE PENNSYLVANIA TURNPIKE COMMISSION WILL CONVERT ITS PRESENT INTERCHANGE-NUMBERING SYSTEM TO A “DUAL-NUMBERING” SYSTEM THAT WILL INCORPORATE MILEPOST DESIGNATIONS ALONG WITH EXISTING INTERCHANGE NUMBERS ON ALL ROADWAY SIGNS.

**Q: What Is Dual Numbering?**

A: Dual Numbering means that the signs will feature both the current exit number along with the new exit number. The dual numbering system — which allows motorists to become familiar with the new setup — will remain in place for approximately 2 years, when the old exit number will be listed separately on a small signpost placard.



**Q: When Will These Changes Begin?**

A: Modification of the interchange signage on the Pennsylvania Turnpike — which entails replacing the exit-number panel on top of the signboards — will begin in late November. We expect that the new signs will be in place across the system by January, 2002.

**Q: Will Interchange Names Change?**

A: The names of the Turnpike’s 58 interchanges will remain the same. Only the number will be different. For example, the Harrisburg West Interchange, currently number 18, will become Interchange 18/242 because it is located at milepost 241.87 on the Turnpike. In each case, the tenth of a mile will be dropped in favor of a whole number.

**Q: Why Change The Exit Numbers?**

A: The dual-numbering system will be more convenient and helpful for travelers, and it will also allow the Turnpike to begin to conform to Federal Highway Administration standards. Dual numbering makes it easier for our customers to calculate travel times and distances, and it makes the PA Turnpike interchange numbers uniform with those on many other interstates. Additionally, emergency services — including police, firefighters and medics — prefer the milepost method because it’s easier to locate and respond to a crisis scene.

**New Dual Interchange Numbers  
PA Turnpike “Mainline” (I-76/I-70)**

Current Name	Current Number	New Dual Number
Gateway	1	1/2
New Castle	1A	1A/10
Beaver Valley	2	2/13
Cranberry	3	3/28
Butler Valley	4	4/39
Allegheny Valley	5	5/48
Pittsburgh	6	6/57
Irwin	7	7/67
New Stanton	8	8/75
Donegal	9	9/91
Somerset	10	10/110
Bedford	11	11/146
Breezewood	12	12/161
Fort Littleton	13	13/180
Willow Hill	14	14/189
Blue Mountain	15	15/201
Carlisle	16	16/226
Gettysburg Pike	17	17/236
Harrisburg West	18	18/242
Harrisburg East	19	19/247
Lebanon-Lancaster	20	20/266
Reading	21	21/286
Morgantown	22	22/298
Downingtown	23	23/312
Valley Forge	24	24/326
Norristown	25	25/333
Fort Washington	26	26/339
Virginia Dr. Slip Ramp	—	340
Willow Grove	27	27/343
Philadelphia	28	28/351
Delaware Valley	29	29/358
Delaware River Bridge	30	30/359

**New Dual Interchange Numbers  
Northeastern Extension (I-476)**

Current Name	Current Number	New Dual Number
Mid-County	25A	25A/20
Lansdale	31	31/31
Quakertown	32	32/44
Lehigh Valley	33	33/56
Mahoning Valley	34	34/74
Pocono	35	35/95
Wilkes-Barre	36	36/105
Wyoming Valley	37	37/115
Keyser Avenue	38	38/122
Clarks Summit	39	39/131

**James E. Ross Highway (Turnpike 60)**

Chippewa	15	15/29
Beaver Falls	16	16/31
PA Turnpike (Exit 1A)	17	17/33
Moravia	18	18/40
Mount Jackson Road	19	19/43
New Castle	20	20/45

**Amos K. Hutchinson Bypass (Turnpike 66)**

U.S. 119 and I-70	1	1/0
Arona Road	2	2/1
Pa. 136	3	3/4
U.S. 30	4	4/6
Pa. 130	5	5/8
Old Pa. 66	6	6/9
Route 687	7	7/12
U.S. 22	8	8/14

**James J. Manderino Highway (Turnpike 43)**

U.S. 40	—	30
California	—	32
Elco	—	34
I-70	—	36



# Pennsylvania Turnpike Braces For Holiday Traffic and Weather

TRAVELERS URGED TO CALL 1-800-331-3414 FOR ROADWAY AND WEATHER INFORMATION.

HARRISBURG, Pa. — The Pennsylvania Turnpike reassured travelers that it is ready to confront wintry weather and handle the increased traffic volumes during the upcoming 2001 holiday period.

"Regardless of what weather lies ahead, the Pennsylvania Turnpike is well prepared to provide customers with the highest level of service and the safest possible roadway," said Executive Director John T. Durbin.

The Turnpike's maintenance department is committed to providing a safe highway throughout the year. That commitment is backed up by a \$6 million annual wintertime maintenance budget — about 15 percent of the total annual maintenance budget. When bad weather strikes, the maintenance department deploys an impressive army of resources, including:

- a staff of 750 field personnel in 20 facilities throughout the system;
- an arsenal of equipment including 225 plow-and-spreader dump trucks and 45 front-end loaders;
- 125,000 tons (or 250 million pounds estimated annual usage) of salt, anti-skid material and calcium;
- a longstanding bare-pavement plowing policy.

"Our objective is to achieve bare-pavement conditions as soon as possible after a snowstorm hits and to maintain these conditions during the life of the storm," said Maintenance Director Robert M. Wallett. "This demonstrates our commitment to provide the clearest possible surface, and it distinguishes us from other roads."

Officials expect more than 2 million vehicles will use the Turnpike during the Thanksgiving holiday period and that 3 million vehicles will travel the Turnpike during the Christmas and New Year timeframe. Throughout both holiday periods, extra

State Police and maintenance crews will patrol the Turnpike looking for speeders, aggressive motorists, drunk and drowsy drivers and disabled vehicles.

Capt. David K. Points, Turnpike State Police commanding officer, urged motorists to wear seat belts and use child-safety restraints. "Seat-belt and child-restraint laws will be strictly enforced, especially during peak travel times associated with the upcoming holiday periods," he said. "We want everyone on the Turnpike to safely reach their destinations."

"Our appeal to motorists this holiday season is simple: Buckle up before your trip," said Durbin. "It's much more than just a catchphrase that seat-belt usage saves lives: It's a statistical fact."

"By wearing seat belts, you drastically reduce the danger of fatality," Risk Manager Dennis L. Genevie added. "Many people who were killed in car accidents would be with us today if they had simply buckled up."

Capt. Points, pointing to the number of accidents caused by speeding vehicles, also cautioned motorists to obey posted speed limits on the Turnpike and all roadways, especially considering the increase in the number of cars and trucks on the road during the holiday.

To help avoid drowsy driving, motorists are encouraged to stop at any of the Turnpike's 22 service plazas opened around the clock.

In addition, motorists are urged to give their vehicles a comprehensive safety check before embarking on their journeys. "Something as simple as a flat tire or cracked hose can cause unneeded delays and aggravation," Wallett said. "It's always smart to make repairs beforehand and to pack emergency items like a blanket, flares, a flashlight and a shovel before entering the highway."



Should motorists require aid while traveling the Turnpike, yellow emergency call boxes are located at one-mile intervals to enable travelers to immediately alert dispatchers in Harrisburg. Cellular phone users can also dial \*11 for emergency assistance.

To provide maximum use of the highway, there will be no scheduled maintenance or construction activity on the Turnpike during the peak travel times of Thanksgiving, Christmas and New Years. In addition, oversized and overweight vehicles (8 1/2 feet wide, 85 feet long, 13 1/2 feet high, or 100,000 pounds gross weight) will be banned on the Turnpike for these three holidays.

Because inclement weather is always a possibility, Turnpike officials advise travelers to call the customer assistance line (1-800-331-3414) before departure.

The Pennsylvania Turnpike Commission wishes everyone a safe and enjoyable holiday season.

Turnpike  
traveler

*A free publication of the Pennsylvania Turnpike Commission*

## Turnpike traveler

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### Johnstown/Altoona/State College

WNTJ-AM 1490 Johnstown  
WVAM-AM 1430 Altoona  
WQWK-FM 97.1 State College  
WMAJ-AM 1450 State College  
WRSC-AM 1390 State College  
WAYC-FM 100.9 Bedford  
WBFD-AM 1310 Bedford  
WBLF-AM 970 Bellefonte  
WCPA-AM 900 Clearfield  
WFRM-AM 96.7 Coudersport  
WFRM-AM 800 Coudersport  
WOWQ-FM 102.1 DuBois

### Pittsburgh

ESPN Radio 1250 Pittsburgh  
WISR-AM 680 Butler  
WCNS-AM 1480 Latrobe  
WBZY-AM 1200 New Castle  
WPIC-AM 790 Sharon  
WWIZ-FM 103.9 Sharon  
WMBS-FM 590 Uniontown  
WRKP-FM 96.5 Wheeling, WV

WCED-AM 1420 DuBois  
WLAK-FM 103.5 Huntingdon  
WIEZ-AM 870 Lewisburg  
WMRF-FM 95.7 Lewistown  
WSNU-FM 92.1 Lock Haven  
WORM-FM 106.3 Smithport  
WYSN-AM 1330 Somerset  
WKBH-AM/FM 1400/93.9 St. Mary's  
WTRN-AM 1340 Tyrone  
WNBT-FM 104.5 Wellsboro  
WNBO-FM 92.3 Wellsboro  
WKSB-FM 102.7 Williamsport  
WRAK-AM 1400 Williamsport

### Harrisburg

WHP-AM 580 Harrisburg  
WLAN-AM 1390 Lancaster  
WLBR-AM 1270 Lebanon  
WGET-AM 1320 Gettysburg  
WHVR-AM 1280 Hanover  
WCHA-AM 800 Chambersburg  
WYGL-FM 100.5 Elizabethtown  
WFYY-FM 106.7 Bloomsburg  
WSBA-AM 910 York  
WJEI-AM 1240 Hagerstown, MD

### Wilkes-Barre/Scranton

WILK-AM 980 Wilkes-Barre  
WGBI-AM 910 Scranton  
WHP-AM 1300 Hazleton  
WWFH-FM 103.1 West Hazleton  
WPSN-AM 1590 Honesdale  
WILT-AM 960 Mount Pocono  
WSHG-FM 102.3 Pittston  
WPPA-AM 1360 Pottsville  
WAVT-FM 101.9 Pottsville  
WLGL-FM 92.3 Riverside  
WYGL-AM 1240 Selinsgrove  
WKOK-AM 1070 Sunbury

### Philadelphia

WZZD-AM 990 Philadelphia  
WJBR-AM 1290 Wilmington, DE  
WCOJ-AM 1420 West Chester  
WNPV-AM 1410 Lansdale  
WAEB-AM 790 Allentown  
WEEU-AM 850 Reading

WVNJ-AM 1160 New York City

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Harrisburg  
Johnstown/Altoona  
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**TELEVISION**



# New Lighthearted Ad Campaign Helps Ease Construction Frustration

What's the opposite of "road rage?" According to a new, retro outdoor advertising campaign by Neiman Group, it's "Peace, Love and the Pennsylvania Turnpike."

When the nation's first superhighway launched its first total rebuilding campaign since its opening in 1939, the Pennsylvania Turnpike Commission turned to the PA-based agency to alert motorists to the construction and help generate understanding of the traffic delays they might be facing.

"Rome wasn't built in a day," the flagship panel of the five-board campaign announces. "Spread the love. Let someone merge," asks another billboard in the light-hearted effort to relax commuters and through travelers on the 514-mile toll highway system. Using tie-dyed, turned-on and pastel graphics reminiscent of the 1970s, the highway bulletin-sized boards also announce, "Happiness is never having to see your airbag" and "Good vibrations. No citations." The final board in the series, which is repeated twice in the eastbound and westbound lanes along the Turnpike's main stem between the Ohio state line and Harrisburg, advises: "The road to success is always under construction. At least we're in good company."

Steven Neiman, agency CEO, said the outdoor campaign will be just the first salvo in a multi-media effort involving broadcast, print, point-of-sale and captive media like the Turnpike's own Highway Advisory Radio service adjacent Turnpike interchanges. "We're positioning the Turnpike as more than a road; it's a way to travel," he said.

The 90-day billboard campaign coincides with the Turnpike's fall construction season. John Durbin, turnpike executive director, noted, "We've geared all of our heavy construction on the total rebuilding of the 'pike to spring and fall seasons in order to ensure that travelers have a smooth, unimpeded ride during the peak summer travel months and that the roadway is kept safe and open during the bad weather of winter."

The "Peace, Love and Turnpike" grew out of research among travelers and commuters who reacted positively to humor as a way to cut the tension and tedium of long-distance driving and heavy traffic.

The PA Turnpike campaign consists of five retro billboard designs, tie-dyed, turned-on and totally reminiscent of the 60s' cry for peace and love. The first total reconstruction project was completed in 2000, and work continues on a section-by-section basis.

"We were faced with the challenge of creating not only a brand for the PA Turnpike, but also a personality and a mood," explained Rudy Banny, creative director at Neiman Group. "The Turnpike has re-invented itself in the past few years and is totally committed to motorists and customer service. Now it's rebuilding a road that was constructed originally for the kind of cars people drove before World War II."

"On top of that, they wanted to create a better climate for drivers while the long-term, reconstruction is under way. It's such a huge job it will take years and years to get it done while still keeping the roadway fully open to traffic. And that calls, we thought, for patience and good humor."

Turnpike officials say motorist reaction has been uniformly positive and the messages of support from Turnpike toll-takers and maintenance staff have been "downright ecstatic" according to phone calls and e-mails being received in the Turnpike's customer assistance center. That center can be reached at 1-800-331-3414 or [paturndpike.com](http://paturndpike.com).

"The PA Turnpike Commission wanted to pass along the message of safety to all drivers who may be experiencing traffic frustration due to the constant construction," said Neiman. "Our job is to help drivers recognize and respect the long-term benefits of this current inconvenience."

**Happiness is never having to see your airbag.**

peace, love, and turnpike.



**Spread the love; let someone merge.**

peace, love, and turnpike.



**The road to success is always under construction.  
At least we're in good company.**

peace, love, and turnpike.

