

**Our Mission:**

To operate and manage a safe, reliable, cost effective and valued toll road system



**Pennsylvania Turnpike Commission**

*America's First Superhighway*

Tuesday, March 24, 2009

**Dear Project Stakeholder:**

The Pennsylvania Turnpike Commission (PTC) has suspended further engineering development on its six-mile, total reconstruction and widening project located west of the Valley Forge Interchange (Exit #326) between Mileposts 320 and 326 in Tredyffrin and Upper Merion Townships, Chester and Montgomery Counties.

The decision to suspend project development was made in reaction to a major cost increase required to meet the demands for alternative stormwater-control methods that include features such as spray irrigation and underground storage. The PTC has investigated several alternative stormwater-control methods and concluded that the requested methods would increase overall construction costs by as much as 50 percent.

Beyond the projected construction-cost increase of \$75 to \$100 million, the proposed stormwater-control methods also would involve ongoing, lifelong maintenance and operation costs that far exceed commonly employed treatment systems.

In addition, the PTC is suspending bidding and construction of the nearby Route 29 Interchange project. Completion of this new interchange would boost turnpike traffic volumes, resulting in an increased rate of deterioration in the level of service travelers experience on the unimproved, four-lane section of roadway between Route 29 and Valley Forge.

Some preliminary bridge work that has already started in advance of the actual roadway reconstruction and widening for the Milepost 320-326 project will *not* be affected by the suspension. The work includes contracts to demolish and rebuild the Valley Forge Road Bridge as well as the replacement of the Mill Road Bridge now in the final stages of design with construction anticipated early next year.

The Milepost 320-326 project is part of the PTC's \$2 billion statewide total reconstruction initiative to rebuild the entire facility from the ground up. The projects completed under this program result in facilities that are designed to meet current federal interstate design standards. Thus far, 60 miles of roadway have been reconstructed and 18.5 miles are currently in construction leaving almost 400 miles to be reconstructed.

Turnpike projects are budgeted commensurate with the anticipated work to be performed. When cost estimates escalate above budgeted amounts, projects are reexamined to determine if they remain financially viable in light of other system needs. The Commission is determining how to best utilize the funding that had been allocated for the Milepost 320-326 project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Frank Kempf".

Frank J. Kempf Jr., P.E.  
Chief Engineer



1-877-736-6727  
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