



DIVERSION ROUTE WORKSHOPS

Community Stakeholders Share Insight on Potential Diversion Routes



Since late July, in-person and virtual/online Diversion Route Stakeholder Workshops have been underway for all nine candidate bridges for tolling.

At the workshops, key local and regional stakeholders representing public and elected officials, government, emergency services, businesses, and other community organizations met to discuss potential impacts related to toll diversion and provide their feedback on the preliminary analysis. (See Detours vs. Diversions below.)

The stakeholder feedback has been valuable and an important step in the project development process. The project teams are evaluating the information that participants shared for consideration, analyzing the potential effects of tolling on the local communities, and considering potential mitigation measures to offset adverse effects. This information will be shared at each project's public meeting beginning this fall where there will be another opportunity for the public to share input.

Detours vs. Diversions



When some people hear about vehicles diverting from the interstate to avoid a tolled bridge, they often envision what happens when there is a full traffic detour. To put the difference between diversion and detour simply, diversions are a choice, detours are mandatory.

Detours are imposed because there is construction on a roadway or bridge and those detours must be followed. For instance, if traffic is detoured because a roadway of an incident or crash, 100% of that traffic will be detoured through other roads.

In contrast to a detour, diversion from the interstate is a choice that drivers may make to avoid a toll and the traffic resulting from diversions is normally a small fraction of the number of vehicles compared to detours. When a bridge is tolled, the traffic choosing to divert to other routes is usually a few percent of total traffic. Bridges with many alternative routes often see more diversion.

REMINDER

Public meetings for the nine candidate bridge projects for tolling will be taking place beginning in October. PennDOT is hosting these meetings—both in-person and virtually online—to share the projects' purpose and need, design, mitigation, and environmental analysis stakeholder information and insight gathered at the diversion route workshops, as well as other studies that have been conducted. The public is encouraged to participate in these public meetings and provide their comments. Community outreach and engagement specific to these public meetings will occur for each of the bridges to share meeting dates and the many ways that the public can participate; efforts will include this e-newsletter so be on the lookout for October's issue!



P3 PROCUREMENT PROCESS CONTINUES

As the public-involvement and environmental-review process continues on candidate bridges in the **Major Bridge P3 Initiative**, the state's Public-Private Transportation Partnership Office **recently announced** that three teams will be invited to submit proposals competing to enter into a progressive public-private partnership (P3) with PennDOT to administer the initiative.

The teams were selected based on criteria including experience and technical approach to carry out the project; their relevant experience and qualifications of key personnel; their investment and financial experience; and their overall understanding of the project and their approach to deliver all project requirements.

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firms will issue a request for proposals (RFP) before the end of the year and proposals from the competing teams will be due in early 2022, with proposer selection anticipated in the spring. The shortlisted firms will submit a proposal with their detailed approach to deliver the program.

All construction work is mandated to be performed by contractors prequalified for work in Pennsylvania. Additionally, at least 65 percent of the construction work will be subcontracted to other firms that are prequalified for work in the state. As an example of past Pennsylvania participation in P3 projects, the department's **Rapid Bridge Replacement program** to replace 558 bridges included a private partner and more than 50 Pennsylvania-based designers and contractors as primary and subcontracted partners.

The teams invited to submit proposals, including their team leads and equity (financial) members, are:

- **Bridging Pennsylvania Partners**, comprised of: Macquarie Infrastructure Developments LLC; Shikun & Binui Concessions USA Inc; STV Incorporated; FCC Construcción, S.A.; Shikun & Binui – America, Inc; and SAI Consulting Engineers, Inc;
- **Keystone Pathway Developers**, comprised of: Kiewit (Development Company, Engineering Group Inc., and Infrastructure Co., dba Keystone Pathway Constructors); Star America PA Bridges, LLC; and Urban Engineers Inc.; and
- **Keystone Pathways Mobility Partners**, comprised of: Cintra Infrastructures SE, Itinera Infrastructure and Concessions Inc.; Halmar International LLC and North Tarrant Infrastructure, LLC (unincorporated joint venture); Jacobs Engineering Group Inc.; and KS Engineers, P.C.

The private development entity ultimately chosen for the P3 will enter into a pre-development agreement to work with PennDOT to finalize the design and packaging of the final bridges to be built, financed, and maintained. Each package will include select bridges and associated infrastructure, including tolling infrastructure, gantry structures and toll buildings for each bridge which is advanced in the program. The department **continues to evaluate and conduct public involvement and environmental reviews** on the candidate bridges **announced for consideration in February** of this year. The packages will be restricted to bridges which have completed the evaluation process and received federal environmental clearances. More procurement-related information can be found on the **P3 project page**.

TRANSPORTATION TRIVIA!

Which auto manufacturers have committed to only producing electric vehicles in no later than 13 years?

- A** BMW
- B** Chrysler
- C** Ford
- D** GM
- E** Honda
- F** Toyota
- G** Volkswagen
- H** Volvo

SEE THE ANSWER

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