

## Meeting Minutes

~~September 11, 2025~~ October 21, 2025 (Revised)

S.R. 0001, Section RC3

Middletown Township, Langhorne Borough, and Langhorne Manor Borough

Bucks County, Pennsylvania

MPMS # 93446

### Section 106 Consulting Parties Meeting

MEETING DATE: June 12, 2025

TIME: 7:00 – 9:00 PM

LOCATION: Middletown Township Municipal Center  
3 Municipal Way, Langhorne, PA 19047

#### ATTENDEES:

##### **Project Team**

Monica Harrower, PennDOT District 6-0 CRP

Sibty Hasan, P.E., PennDOT Project Manager

Tim Stevenson, P.E., PennDOT District 6-0 Assistant District Executive

Jared Patrick, P.E., ENV SP JMT (Designer)

Ken Yerges, P.E., JMT (Designer)

Michael Kenawell, , JMT (Designer)

Becky Custer, A.D. Marble

Russ Stevenson, A.D. Marble

##### **Section 106 Consulting Parties**

Tyra Guyton, PA SHPO

Ashley Conaway, Representative for State Senator Frank Farry

Nick Valla, Middletown Township Assistant Township Manager

Mary Zimmerman, Interim Langhorne Borough Manager

Nancy Culleton, Langhorne Borough Council President

Kathy Horwatt, Langhorne Borough Council Vice President

Bob Cumming, Langhorne Borough Council

Anthony Marfia, Langhorne Borough Council

Paul Schneider, Langhorne Borough Planning Commission

Carol Zetterberg, Langhorne Open Space Inc.

Larry Zetterberg, Property Owner

Frank Ruvo, Property Owner

Darren Snyder, Property Owner

Elizabeth Antenucci, Property Owner  
James Ansbro, Property Owner  
Wanda Atkins, First Baptist Church Langhorne  
Rich Mason, Langhorne Borough Environmental Advisory Committee  
Bernadette West, Property Owner  
Patrick and Elizabeth McCarty Carr, Property Owners  
JoAnne McDonald, Property Owner  
Cynthia Transue, Property Owner  
Patricia Mervine, Langhorne Council of the Arts  
Carolanne Aicher, Historic Langhorne Association

**Members of the Public (Not Section 106 Consulting Parties)**

Bridget Muse  
Barbara Sauers  
Jean Cole  
Ann Schaffer  
Dana Cleaver  
Sylvia Tach  
Terry Forrest  
Owen Forrest  
Lisa Lear  
Jean White  
Amy Mladjen, Langhorne Borough HARB  
Tim Harris, Langhorne Borough Council  
Margaret [last name unknown], Property Owner

**ATTACHMENTS:**

- 1) Agenda
- 2) PowerPoint
- 3) Project Description October 17, 2025
- 4) Project Purpose and Need
- 5) Project Location Map (July 15, 2024)
- 6) Section 106 Consulting Party List (Updated August 6, 2025)
- 7) Sign-in Sheets for Section 106 CPs and Members of the Public

**SUMMARY:**

**Welcome, Introductions, Project History**

- Sibty Hasan opened the meeting by introducing himself as the PennDOT Project Manager for this project and thanked everyone for attending the meeting. He then

introduced himself followed by each member of the project team. The microphone was then passed to the meeting attendees who all introduced themselves.

- S. Hasan provided a brief update on the project development, noting the team is in the process of developing the Environmental Assessment (EA) document. He stated the various alternatives for the proposed improvements located within the Langhorne Historic District would be presented. He noted that the purpose for this Section 106 Consulting Party Meeting is for the consulting parties to ask questions and discuss the proposed improvements and their potential effect on historic properties. He asked that all questions be held until the end of the presentation and that any comments, concerns, or questions should be confined to historic resources and that other topics like traffic concerns, noise walls, required right-of-way (ROW) and construction questions should be saved for future public engagement.
- S. Hasan noted that the project is utilizing both state and federal funds and that the Federal Highway Administration (FHWA) Pennsylvania Division has been involved with the design and reviewed the materials that will be presented at tonight's meeting. He asked everyone to make sure they signed in so that meeting minutes could be sent to everyone after the meeting.
- S. Hasan continued with a review of the project history, noting he's been involved with the larger S.R. 0001 program for seven years including Sections LHB, RC1, RC2, and tonight for RC3.

### **Purpose and Need**

- S. Hasan then read the project's Purpose and Need, which is included as an attachment to these minutes.

### **Overview of Proposed S.R. 0001, Section RC3 Improvements**

- Jared Patrick, the lead highway engineer with JMT, started by showing a slide with an aerial background that depicted the project location using yellow linework and its relationship to the National Register-listed Langhorne Historic District's National Register boundary which was depicted in teal (Slide 6). He noted that some of the proposed improvements along Gillam Avenue and Pine Street are located within the National Register boundary of the historic district.
- J. Patrick continued by briefly reviewing all of the proposed improvements included within Section RC3 using a slide with a topographic map background and various callouts identifying areas where bridge and culvert replacements, roundabouts, traffic signals, and new access ramps are proposed (Slide 7). He noted that mainline S.R. 0001 within the project limits will be fully reconstructed and that the existing double-faced guiderail in the median will be replaced by a concrete barrier. The existing concrete barrier islands between the through lanes of S.R. 0001 and the service roads will be removed and replaced with 12 to 14-foot shoulders

with guiderail. In addition, the mainline travel lanes will be disconnected from the service roads at the northern and southern ends and throughout the project corridor.

- J. Patrick then focused on the two intersections at the southern end of the project corridor near Old Lincoln Highway and Highland Avenue. He noted the proposed roundabout on the south side of S.R. 0001 at Highland Avenue and Park Avenue. He stated that portions of service roads will remain for direct property owner access, and where they are not needed they will be removed. He stated that the current intersection at Old Lincoln Highway and Fairhill Avenue, which is slightly offset, will receive a minor realignment to eliminate the slight offset.
- J. Patrick noted the Highland Avenue overpass will be replaced as will the existing box culvert carrying S.R. 0001 over an unnamed tributary to Neshaminy Creek. The West Interchange Road bridge over S.R. 0001 will be replaced and have vertical clearance adjustments and pavement tie-ins at Gillam and West Highland Avenues.
- At the S.R. 413 interchange, proposed ramps to/from northbound S.R. 0001 will tie in at Woods Drive and will be signalized. The proposed southbound on/off ramps will tie in near Gillam Avenue and S.R. 413 and will be signalized.
- A roundabout will replace the existing flashing signal at South Pine Street, West Highland Avenue, and Bellevue Avenue.
- A mini-roundabout will be constructed at Gillam Avenue and Bellevue Avenue for traffic calming purposes.
- J. Patrick added that both the S.R. 413 and Corn Crib Lane bridges over S.R. 0001 will be replaced. At the north end of S.R. 413, traffic calming improvements are being investigated between Flowers Avenue and S.R. 213 where the roadway will also be milled and overlaid.
- J. Patrick then focused on the proposed traffic calming improvements located within and adjacent to the Langhorne Historic District, starting with S.R. 413 (Pine Street; Slide 9). He showed an overview slide with the area of improvements circled in red while the historic district's boundary is delineated in teal. The yellow arrow on the slide indicates the view of the following photographs and renderings looking north on Pine Street from just south of Flowers Avenue. He started by showing a photograph of the existing conditions along Pine Street (Slide 10).
- He moved to a rendering showing Option 1 (Median with Left Turns Prohibited; Slide 11). This option would have a concrete median in place of the left turn lanes, which would also provide a pedestrian refuge in the median. Rectangular rapid flashing beacons would be installed at the crosswalks. A ten-foot wide side path with five-foot buffer would be constructed on the east side of Pine Street, while a five-foot wide sidewalk with three-foot grass buffer would be constructed on the west side of Pine Street. This option would also allow for making the west leg of Flowers Avenue one-way towards Pine Street.

- J. Patrick showed the rendering for Option 2 (Median with Left Turns Allowed; Slide 12). Option 2 is very similar to Option 1. This option keeps the concrete median but would allow left turns from the through lanes. He noted that traffic counts that were performed didn't indicate a high volume of lefts which would allow for the median to stay. The crosswalk would be moved to the north side of the intersection instead of the south side to remove it from possible conflict with the northbound left turn. He added ADA curb ramps will be installed at all of the corners for all of the options. Option 2 would keep Flowers Avenue a two-way street.
- J. Patrick then showed the rendering for Option 3 (No Median with Left Turn Bays and Curb Bulb-Outs; Slide 13). He noted this option would maintain the left turn lanes as they are today. The preferred location for a crosswalk is on the north side (as shown), but that crosswalk could be moved to the south side, if desired. Curb bulb outs, with 3-foot paved shoulders, would result in a 2-foot bump-out to help narrow the crosswalk distance. He noted the proposed highway work stays within the existing curb to curb limits present today from the north side of Flowers Avenue all the way up to the S.R. 213 intersection. He added that a painted median between Flowers and Richardson Avenues could be made into a mountable median, which visually narrows the through lanes.
- J. Patrick noted the medians could be constructed wholly of concrete or curbed and landscaped should the municipality agree to maintain them.
- J. Patrick then moved to the proposed traffic calming measures along Gillam Avenue starting with an aerial image with the proposed location circled in red and the Langhorne Historic District National Register boundary delineated in teal (Slide 14). He showed a photograph of the existing conditions along Gillam Avenue in front of Langhorne Presbyterian Church just east of its intersection with Bellevue Avenue (Slide 15). He stated there is only one option here which would include curb bulb-outs to reduce the crosswalk distance from the church to their parking lot (Slide 16). Also proposed is a raised crosswalk for improved ADA accommodations and traffic calming compared to the existing conditions. He noted that in the background is the proposed mini-roundabout at Gillam and Bellevue Avenues.
- He stated the mini-roundabout is different than a standard one in that it is much smaller and is less impactful to construct (Slide 17). This allows them to stay within the existing footprint of the current roadway. Mini-roundabouts don't include a landscaped island in the middle, but rather a raised median curb and truck apron in the center island. Only trucks would need to use the truck apron as the mini-roundabout will be designed to allow passenger vehicles and school buses to navigate it using the travel lanes.

### **Section 106 of the National Historic Preservation Act**

- Monica Harrower began with an overview of the Section 106 process. She described the PennDOT engineering district map noting that each engineering district has their own Cultural Resources Professional (CRP) for above-ground historic properties and archaeology. She stated she is the CRP for above-ground properties in District 6-0, which includes Bucks, Montgomery, Delaware, Chester, and Philadelphia Counties, while Mike Lenert is the CRP for archaeology. She explained that the CRPs who work for PennDOT have been delegated certain responsibilities by FHWA to complete Section 106 consultation on their behalf.
- M. Harrower explained PennDOT's PATH website (<https://path.penndot.pa.gov/>), mentioning how it is accessible to the public and contains all of the Section 106 documents and project related information that PennDOT submits to the State Historic Preservation Office (SHPO) on every PennDOT project. She noted how only information related to the Section 106 review of a project is contained on the PATH website. She stated that you can search for projects by name or SR (state route) and that anyone can sign up and get notifications for PennDOT projects. She noted that the web address was on the handouts, and you can sign up for email alerts to get notified about projects.
- M. Harrower noted that Section 106 requires federal agencies to consider the effect of their projects on historic properties. Section 106 reviews are triggered by three things: the use of federal funding, a federal permit, or a federal license. This project is using federal funding through the Federal Highway Administration (FHWA), which is the trigger for Section 106 consultation.
- She then outlined the three main steps of Section 106: Section 106 Consulting Parties, Identification of Historic Properties, and Determination of Effects Finding (and resolution of Adverse Effects, if any).
  - She described how Section 106 Consulting Parties are those individuals or organizations who have a legal (e.g. property owner, township/county official, elected officials), economic (e.g. business owner), or historic preservation concerns about a project, which could include historical societies or local historic commissions. The PA SHPO, which is the Pennsylvania Historical and Museum Commission (PHMC), is automatically a consulting party. She noted Tyra Guyton is the SHPO reviewer for this project and will review the documentation that she submits. She noted that PennDOT solicits municipal leadership, state representatives, state senators, property owners in the project area, historic commissions, non-profit historic preservation organizations and similar entities to participate in Section 106 consultation.

- She stated that consulting parties have responsibilities such as reviewing Section 106 documentation, giving input on proposed project plans, and attending Section 106 Consulting Party meetings.
- She stated that the Identification of Historic Properties can include prehistoric sites, historic sites, historic districts, buildings, structures, and objects. To be considered historic, a property needs to be eligible for listing in the National Register of Historic Places (National Register) or be listed in the National Register. To be eligible or listed in the National Register a property needs to meet the significance and integrity criteria defined by the National Park Service, it cannot just be old.
  - To be eligible for listing in the National Register a property needs to: be at least 50 years old;
  - Be significant for its association with a historic trend or event (Criterion A), a significant individual (Criterion B), architecture or engineering (Criterion C), or informational potential (Criterion D) which is typically archaeology;
  - In addition to significance, a property must retain historic integrity, which includes location, design, setting, materials, workmanship, feeling, and association.
  - If a property meets the above criteria, it can be eligible for listing or listed in the National Register of Historic Places.
- M. Harrower stated for this project there is one historic property:
  - The Langhorne Historic District (Resource No. 1985RE00546) was listed in the National Register in 1987. It was listed under Criterion A for transportation and commerce significance, and under Criterion C for its architecture. The historic district's Period of Significance begins in 1738 when the cross-roads village first developed to 1937, 50 years from the preparation of the nomination. While not specifically identified in the documentation, based on a review of the documentation, the character-defining features (CDFs) of the Langhorne Historic District include:
    - The borough's grid layout centered on the cross-roads intersection of Bellevue and Maple Avenues, and it's perpendicular side streets;
    - The varied architectural styles and vernacular architecture that comprise the late 18th through early 20th centuries;
    - And its residential nature consisting of sidewalks, numerous trees, varied building setbacks from the street, and dwellings that account for 97% of the buildings within the district.

- M. Harrower then updated the archaeology status for the project. The District 6-0 CRP for archaeology already made a Determination of Effect finding for the project, which is No Effect to archaeological resources. The archaeological Determination of Effect finding is available on the PATH website by searching for the name of the project, or by the state route (SR 1) and section number (RC3). PATH contains all the project postings, and if you have any questions on how to use PATH reach out to Monica or the CRP for archaeology Mike Lenert.
- She continued that the last part of the Section 106 review process is the Determination of Effects finding. A project can have No Effect, No Adverse Effect, or an Adverse Effect. An Effect may occur when there is alteration to the characteristics of a historic property qualifying it for inclusion in the National Register. If the project will have an effect, then an analysis will be completed to determine if it is a No Adverse Effect or an Adverse Effect. A project will have an Adverse Effect on a historic property if it alters the characteristics of a historic property that qualify it for inclusion in the National Register that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.
- She concluded by noting that the goal of Section 106 is to try to avoid Adverse Effects. If we think we'll have an Adverse Effect then the goal is to minimize it, if it can't be minimized then PennDOT will mitigate the Adverse Effect. PennDOT, FHWA, and the SHPO would draft a Memorandum of Agreement (MOA) which is a legal document that describes the project, the historic properties in the APE, and the adverse effect finding. It would also explain the mitigation commitments that PennDOT and FHWA would be responsible for completing.
- S. Hasan opened up the question and answer section asking each person to please introduce themselves before speaking to capture everyone's questions in the meeting minutes.

### **Questions and Answers**

- **Question:** Kathy Horwatt stated that there are a lot of questions about this project, but PennDOT is only addressing historic concerns tonight. She asked if there will be another meeting to address other concerns like air quality and other environmental issues?
  - **Answer:** S. Hasan responded that there are not separate meetings for each of those concerns. He noted PennDOT has already conducted public engagement to address project concerns through coordination with the municipalities and a virtual public meeting. He added that PennDOT is



thinking about additional future public engagement to address project questions.

- **Follow up:** K. Horwatt asked if archaeological concerns would be discussed here. She noted that there is a springhouse archaeological site and that there is a large Revolutionary War-era burial site on Bellevue Avenue, with burials extending to Pine Street (S.R. 413). What about project impacts to archaeological resources? She noted that Michael Stewart with Temple University did an archaeological investigation at the burial site and there were 166 burials. M. Harrower responded that they can provide the contact information for the current archaeological CRP but also urged everyone to go to the PATH website and read the CRP's Determination of Effect finding. At the beginning of the project, the PennDOT CRP for archaeology was Hannah Harvey and she knew about the Revolutionary War burial site. M. Harrower stated they would document all of this in the minutes. K. Horwatt responded asking if everyone should direct their questions to Monica or the archaeologist. She wanted to know what the process was. M. Harrower stated that any archaeological related questions should be sent to the PennDOT CRP for archaeology, Mike Lenert. S. Hasan confirmed the Revolutionary War era burial site was noted and is not within the limits of the project.
- **Comment:** Caroline Aicher added that when the archaeological investigation was conducted at the cemetery by Temple University archaeologists, the burial limits could not be confirmed and may extend to Pine Street (SR 413). They only had five (5) days and could only do so much work in that time, there may be more burials out there. Regarding the historic district, she stated the ramifications from this project will push more traffic downtown. Added traffic vibrations would jeopardize the foundation of the historic Richardson House, the 1704 Tavern, and increased traffic impacting dwellings along Maple and Bellevue Avenues.
- **Question:** Frank Ruvo asked what project impacts would be occurring near his property on Fairhill Avenue and what are the minimization efforts.
  - **Answer:** J. Patrick responded that they are looking at a minor realignment for Fairhill Avenue, slightly shifting where it ties into Old Lincoln Highway and Highland Avenue. The shift is within existing PennDOT ROW limits. Currently, the intersection of Highland and Fairhill is slightly offset and Fairhill has a slight jog, so they will adjust Fairhill to line it up with Highland.
  - **Follow up:** F. Ruvo asked what would change. J. Patrick responded that it was a minimal change, but he wasn't sure of the exact numbers yet for that change. F. Ruvo responded that he wanted to know what would be done, he wanted photographs or plans of what will happen. J. Patrick added they had

looked at a roundabout at that intersection but have dismissed that and it will remain signalized. F. Ruvo noted that while it may be minimal, he wanted to know what “minimal” was. J. Patrick understood and reiterated that tonight’s focus is on impacts to historic properties and that they’re still in the preliminary stages of the design. K. Horwatt added that there is a historic property there.

- **Question:** Someone in attendance asked if there will be a public meeting.
  - **Answer:** J. Patrick responded that a three-hour virtual public meeting was held online and it was recorded. He noted the recording is accessible on the project website (<https://us1bucks.com/section-rc3/spring-2025-virtual-public-meeting/>).
  - **Follow up:** Someone in attendance asked about the roundabout at Highland Avenue and the flashing signal and if other options were considered. J. Patrick responded that is the preferred Alternative at that location, all of the other options were vetted out during the design process. He reiterated that this meeting was to discuss impacts to historic properties. F. Ruvo stated they wanted details and asked if this was discussed at the public meeting. J. Patrick responded that it was, and that a proposed roll plot plan of the design is on the project website and shows these details. He noted the roll plot is not zoomed in on specific locations but does show the proposed design improvements. F. Ruvo asked if there was any more time to discuss impacts to non-historic properties. J. Patrick noted there are comment forms on the website where questions can be submitted. S. Hasan added that there is also a public hearing that will occur where anyone can speak. The hearing date hasn’t been set yet but is anticipated to be late 2025 or early 2026. Someone in attendance asked if there would be more options presented for the roundabout. S. Hasan reiterated they have already considered other options, but they are still in preliminary design so that’s why the public’s input is vital. That’s why the public engagement at the public meeting and the future hearing are critical to getting feedback, and then PennDOT will publish their findings and design.
- **Question:** Ann Schaffer stated the project will increase traffic on Gillam Avenue. She asked if there were plans to widen Gillam Avenue.
  - **Answer:** J. Patrick responded no. The only section of Gillam Avenue they are looking at improving is between Pine Street and Bellevue Avenue and this section already has wide lanes and shoulders. They are looking to reduce the width at the pedestrian crossing.
  - **Follow up:** A meeting attendee (name unknown) stated there are no sidewalks on portions of Gillam Avenue and J. Patrick indicated that sidewalks would be added along Gillam Avenue. He asked if this work is

under the contract expense. PennDOT confirmed the sidewalk work will be included in the project construction cost. Meeting attendees then started asking about traffic along Highland and Gillam Avenues. S. Hasan reminded everyone the meeting was to discuss potential impacts to historic properties. A meeting attendee (name unknown) interjected that PennDOT is almost done with the design. S. Hasan reiterated that the PennDOT team is still in preliminary engineering at this point, not final design, and that they will collect everyone's comments and continue to engage through various forums. M. Harrower added that the property at 701 Fairhill Avenue was evaluated for its National Register eligibility and was determined to be Not Eligible for the National Register of Historic Places. The PA SHPO concurred with this eligibility determination. She noted that a copy of the documentation can be downloaded from the PATH website or PennDOT could send a hardcopy if requested. F. Ruvo indicated he wanted to know what was proposed at the Highland Avenue intersection. He expressed concern that the two concrete posts in front of his house, which he indicated were historical, could be impacted if they clip the corner of his property. He stated he didn't understand why PennDOT was proposing improvements at Highland Avenue. M. Harrower noted that since there is some time between the public meeting and the public hearing that anyone who has questions can reach out to S. Hasan directly or the project team. While the plans are on the project website, she stated she understood that not everyone is familiar with reading those types of plans and may have questions. S. Hasan confirmed this and noted that anyone who had a question about a particular property impact to reach out to him and provide feedback. He stated they've been in direct contact with many property owners already but if anyone else has a question, to please reach out. He noted their contact information is on the project website and they regularly check and respond to those messages.

- **Question:** Nancy Culleton, the Langhorne Borough Council President, stated that she wanted to be clear on how consulting parties can contact PennDOT directly with feedback versus just the general public. She asked if it was better to enter comments into PATH or send them directly to Monica Harrower.
  - **Answer:** M. Harrower replied that consulting parties can send emails or letters to her and she would collect them and post them to PATH. PennDOT will provide a response document that will also get posted to PATH so everyone can see the questions asked and their responses. She noted the general public could reach out to her.
  - **Follow up:** N. Culleton stated she had one comment on Pine Street. She noted the group at the borough that has been reviewing the information provided and will be sending a letter very shortly with their thoughts and

recommendations. She noted the group vastly prefers a modified version of Option 3 of the three options presented tonight by PennDOT. Regarding historic concerns, while the design improvements look at traffic patterns and flow there is also an aesthetic effect on the way Pine Street is laid out within the historic district and larger borough. The borough wants to preserve the integrity of the Bethlehem AME Church and First Baptist Church of Langhorne but also wants to preserve the aesthetics of the existing approaches. M. Harrower noted those comments are useful for the members of the design team.

- **Comment:** Larry Zetterberg stated that this presentation and discussion is good talk and a show, but it doesn't solve the problem. The problem is getting the cars out of Langhorne. Traffic backs up from St. Mary Hospital all the way into the borough. PennDOT cannot irresponsibly keep pumping cars into the community without them being responsible for the "death of Langhorne Borough".
- **Question:** Carol Zetterberg stated her remarks aren't related to Section 106, similar to her husband's remarks, but these are very big issues in their hearts and thoughts. She stated that they don't understand how all of these decisions were made without their consultation. How did removing the access/connector roads happen without community input? She wants to go back and look at these issues. She stated she's not blaming bad intentions, but there were meetings between PennDOT and Langhorne Manor and Middletown Township, but Langhorne Borough wasn't invited. While there can be confusion between Langhorne Manor and Langhorne Borough, she doesn't understand how 10 years ago when important decisions were made, like about access roads, that the borough wasn't consulted. When the access roads went away it basically signed the borough's death warrant as it forces additional traffic into the borough. The traffic calming measures proposed are nice, but they don't eliminate the problem, it just softens it.
  - **Answer:** Tim Stevenson noted that the project is still pre-decisional, and no final decisions have been made.
  - **Follow up:** Paul Schneider stated Senator Farry said the decision had been made. T. Stevenson reiterated that the project is still pre-decisional and when NEPA is concluded that is when the decision will be made, until then the project is pre-decisional. Ashley Conaway (representing Senator Farry) stated that is not what Senator Farry said. P. Schneider stated that she was not on the call with them and the Senator. A. Conaway stated that she talked to the Senator and he was trying to explain that it's a part of the process. P. Schneider interrupted saying Senator Farry said it was a done deal.
- **Question:** A gentleman sitting in the front (name unknown) stated since PennDOT is getting rid of the access roads which will force more traffic on Gillam, Pine, and

Bellevue are there provisions being included for traffic calming? What about all the other roads people will use? Not everyone will get off and go down Gillam.

- **Answer:** J. Patrick stated that origin and destination studies conducted look at these issues and how traffic can be redistributed. S. Hasan reiterated this meeting was to discuss historic impacts. They will continue to look at the traffic concerns raised here and in other questions and will continue to look at these issues. He also noted that traffic concerns were raised by Langhorne Borough and they coordinated with PennDOT to improve traffic signals at the SR 213 and SR 413 intersections. PennDOT hears feedback and takes it seriously, the only way we can show that is to continue to work with the public. The borough council members know we have worked with them when concerns are raised.
- **Question:** Wanda Atkins (from First Baptist Church of Langhorne) stated she would like to see more information on traffic and health effects for public discussion. She noted there is a park and churches in the project area. She stated the First Baptist Church of Langhorne is 110 years old and they would like to see it around for another 100 years. She noted they looked at the drawings and figures and had some questions. Due to the church's location on Pine Street, if Option 3 is preferred she would like to talk with our membership about that because lots of people walk to the church. She asked what is the plan for the care, maintenance, and cleaning during and post construction since the road will get dug up?
  - **Answer:** J. Patrick responded that if medians were installed they would have to excavate some existing pavement, but it would not be a full-depth reconstruction up to Maple Avenue, instead it would probably be a mill and overlay for fresh pavement up to Maple. There would be minimal excavation for bump-outs and will still have ADA ramp requirements that will need to be installed at the corners of the intersections.
  - **Follow up:** W. Atkins asked if the preferred option would include a median with plants, how will that be maintained? S. Hasan noted that PennDOT's responsibility is carriage ways only so they would not be responsible for maintaining plantings. He noted the long history of this project and that the project only recently crossed Flowers Avenue into Langhorne at the specific request of Langhorne Borough. Prior to that request, the project did not extend into the Langhorne Historic District. W. Atkins asked if enough work happens that is not preferred and a lot has to be maintained by the borough, does the borough know that, and is there a budget for work that is not wanted, including traffic signals? On Pine Street her child plays in that park/playground and there is not enough signage for the traffic, but PennDOT is talking about bump-outs. She indicated they had more questions and concerns. J. Patrick noted that the three options are strictly

conceptual, they are still in preliminary design. They were developed for discussion purposes and to gather feedback. Any improvements would include additional signage, crosswalks at Richardson Avenue and elsewhere, as well with flashing beacons to warn traffic of pedestrians. The bump-outs help with traffic calming and make crosswalks safer for pedestrians as they reduce the crosswalk distance, minimizing the amount of time a pedestrian is in the roadway/crosswalk.

- **Question:** JoAnne McDonald thanked other attendees for bringing up increased traffic due to the proposed changes. She noted the second block down from the mini roundabout is already a cut-through road. People can come and see the existing conditions, with people flying through stop signs. There is a radar to check speed, but now it is not working. Her concern is traffic coming right down the cloverleaf on to Gillam, flooding the area with more cars. It won't stop and people won't change their ways. She stated she has talked to S. Hasan about wanting noise walls along the highway. She indicated at one point they were getting them, then not getting them, and now there is a noise study to be completed. How long does that take and what are we waiting for?
  - **Answer:** S. Hasan noted we're still in preliminary design. T. Stevenson added that PennDOT will have noise studies completed as part of the Environmental Assessment.
  - **Follow up:** J. McDonald stated that while she didn't have a historic building, she thinks it's the history of both the Borough and Langhorne Manor that will be affected. She stated generations have lived here but younger parents and children are moving out of the Borough. She moved to Langhorne over 20 years ago due to the history of the hamlet and closeness of community and it is sad that PennDOT is going to send all this additional traffic through the area and wish they would think about that.
- **Comment:** A woman in the second row (name unknown) mentioned she is glad someone brought up the cemetery because it's very old and has a great history. She stated that the cemetery is haunted and she used to take her kids there at night to observe anything unusual happening. There have been lots of reports of unusual activity over the years and that many people had interest in it. She hates to see the changes and how they may change the community.
- **Question:** Cynthia Transue stated she would like clarification because on Gillam Avenue there are few options, and when asked about the roundabout on Highland Avenue you stated there are no other options, but also that we are still in the preliminary design phase.
  - **Answer:** T. Stevenson replied that the project is still pre-decisional and that PennDOT has identified and looked at several options and believe they have identified the best options. However, if any attendees have other better ideas

or feel there is a critical flaw with an option please bring them forward. C. Transue added that people remember when the Newtown bypass was built to avert traffic, but with this project PennDOT is redistributing the traffic from a major thoroughfare into a community and that's not right.

- **Comment:** Paul Schneider stated that they do have better ideas and that Langhorne Borough has sent PennDOT a SAFE Engineering alternative engineering plan that uses existing access roads, saves \$60 million, and would address the safety considerations on SR 0001 but also keep the neighborhoods, where PennDOT is increasing traffic, safer. He commended Langhorne Borough officials for being at the meeting, and noted not all elected officials think it's important but the Borough does and he's proud of that. As chair of Planning Commission, they are the stewards of the comprehensive plan, which considers safety, the economy, traffic concerns, historic concerns, and more all tied together. The meeting tonight is only about historic as though, isolated in a bubble, without other considerations. There are towns all over the state that could be historic, everyone has moved out of "crap towns", awful towns that have fallen on hard times. Langhorne Borough and the historic district is vibrant and this project could kill it. It will sever an early section of freed slaves, cut into the playground, cut pieces away, and make it dangerous to be here with increased traffic coming through the rest of town. Is the Langhorne Historic District around in 50 years, 100 years, will it still be historic or another run down town? Is PennDOT really saving it or are you destroying it?
- **Comment:** Bernadette West stated that she's a retired public health professional. She stated everyone is spending the whole evening talking about historic buildings and the history of Langhorne Borough, but we should spend equal amount of time on public health issues and the impact of proposed project on borough residents. Air quality, safety issues, crossing the street, taking grandkids to the park will be taking your life into your hands. She wants every environmental issue around this project discussed, and the Environmental Assessment should be equally discussed with the community so they have a chance to vet it.
- **Question:** A man (name unknown) stated that just north of Langhorne Borough are massive warehouses being built and will turn the road from there to Route 1 into a tractor trailer hell. He stated air quality will "bottom out" just from that, and this project will be the icing on cake. Regarding the access roads, looking at the option for Highland Avenue, all those people in Parkland will be forced to come north and go through Highland. While the study said a 30-40% increase in traffic is expected, it will really be 100% Amazon trucks, UPS delivery trucks, and school buses. Where will the school buses go to get through? PennDOT is essentially turning Gillam and Highland into the access roads. Why doesn't PennDOT take out the 16-foot barriers, you'll have the extra shoulder room you want and you can still have the access road. Is PennDOT looking to be cost effective and efficient, or just want

to propose a bigger project with more money to go around for them and their consultants. With all those tractor trailers about to impact Langhorne next month, I think PennDOT is more interested in a 3-lane highway and the access roads are in the way of the project. I'm not sure what the truth is but that's what I think.

- **Answer:** S. Hasan stated we have been having conversations with the school district to look at their traffic flows, but that's not tonight's focus.
- **Comment:** K. Horwatt stated that lots of people in Langhorne Borough, Langhorne Manor, and Middletown Township have historic homes but not in historic districts or have not been evaluated for the National Register. But many of these buildings would and could qualify. She noted that if you're in a historic house, church, property, and trucks drive by the windows shake, foundation shakes, the whole house shakes. The problem will only get worse now that PennDOT is putting all the traffic down the Route 413 interchange. Previously there was a west interchange on the map, but no on or off there, but PennDOT took that away, it would help a little. Now all of the traffic will go past historic properties, houses, some in historic districts. She stated those properties will crumble and she knows PennDOT cares because the Secretary sat in her house in 1992 and said we have to rebuild your roads, they've only been rebuilt once since 1909. All of the roads need to be rebuilt, Pine, Gillam, Highland, we need them all rebuilt. Mitigation could be keeping the service roads, which helps preserve historic homes and properties. We need to make sure you add many historic issues that haven't been mentioned yet, like where the existing playground is was the site of the first African American community in 1790. That's not on PennDOT's radar, and redistributing the traffic the way you're doing it won't preserve the historic properties. To add to what Bernadette said, we need a meeting or process for other environmental issues. I'm a longtime member of NAACP, and what you're doing is environmental injustice to our community.
- **Comment:** Pat Carr stated that while PennDOT prefers we not talk about traffic, but that's the elephant in the room. The cloverleaf will introduce more traffic but PennDOT's traffic studies don't seem credible. You say the wait time will increase by 1 second, which is absurd and I don't believe the traffic studies. None of us are opposed to the safety improvements on Route 1, people are in favor of all of those. Traffic is the primary thing we're concerned about and tonight is a closed meeting. Many people who wanted to come to complain about traffic didn't come, we're just a small fraction of people who are opposed to the project. I hope you are really pre-decision and take another look at the cloverleaf which is unneeded and closing the service roads, which will just add more traffic to the borough and side roads.
- **Question:** C. Zetterberg stated that she recognizes that Pennsylvania has a huge amount of roads that PennDOT has to take care of and maintain, more roads than many neighboring states. She understands it is a huge task and responsibility and she appreciates PennDOT's willingness to listen to complaints. She stated that if



PennDOT really has not made any final decisions then how do they expect to solve the problems and concerns raised tonight with just one meeting? It seems there needs to be more conversation, either at PennDOT's office or somewhere where consulting parties can sit down as a group and see how these issues can be solved. Not only historic issues but environmental ones like threatened and endangered species. What is the process for us to talk to PennDOT about these issues and solve them?

- **Answer:** S. Hasan replied that tonight's meeting is part of this process and another will be the Environmental Assessment. He noted they also had public engagement in 2021 and again a couple of months ago with the virtual public meeting.
- **Follow up:** C. Zetterberg replied yes, but that was just one meeting and she attended it, it was not a bad meeting but there was no dialogue and it didn't solve any problems or concerns from the public. She wanted a time that they could sit down with PennDOT and discuss the issues and solve them together. S. Hasan replied that they are listening to all of the concerns tonight and will document everyone's comments and questions and share those documents. He noted that as threatened and endangered species are finalized PennDOT will share those with the public. C. Zetterberg asked how they could challenge PennDOT's findings? She stated that they had a plant study done that was totally different from what PennDOT provided. She added that someone said at one point tonight that four trucks per hour pass through SR 413, whereas we had people out counting trucks along 413 and ended up with a number that was 20 times higher, over a four-hour period they counted 540 trucks. If we took PennDOT's numbers we'd have only seen 48 trucks. S. Hasan replied that without getting into it too much at this meeting, part of the discrepancy could be the definition of a truck in the engineering sense. A back and forth discussion occurred with S. Hasan and C. Zetterberg and it was stated they would have a discussion about these issues. Someone stated that Langhorne Borough was conducting a truck study, not part of this project, but an independent one. C. Zetterberg stated the sense among the citizens is that it doesn't matter what we do, or what the truth is, the decisions have already been made. Why wasn't another town chosen to send the traffic to? Why would an archaeologist decide the largest revolutionary war cemetery doesn't fit into the guidelines? We don't understand these decisions. S. Hasan replied that the cemetery is outside the Area of Potential Effects (APE) so it is outside of the project. Meeting attendees began shouting that it is within the APE. C. Zetterberg asked what that meant? J. Patrick responded that all construction activities are within the APE and that there would not be construction activities outside of the

APE. The size of the APE is based on design limits so that any activities related to the project can be included within the APE. C. Zetterberg stated there are bodies buried under the BAME church. Tyra Guyton responded by introducing herself as the representative from the State Historic Preservation Office (SHPO) and stated that if there are tombstones or monuments then those are above-ground features. Meeting attendees stated there are no markers, they are under the church. T. Guyton responded that then that would be archaeology, but the church is outside the APE, but there are other laws out there that protect burials. The last thing PennDOT wants to do is touch a grave, they will make sure they've done enough studies to ensure that, and noted she's seen them do these studies on other projects. C. Zetterberg asked if there will be more studies? T. Guyton responded no, they have already done the studies for the most part without having to dig into the ground. That was reviewed by the SHPO archaeologist and if you have questions you can also reach out to the archaeologist at SHPO. C. Zetterberg asked what about the bodies under the church? T. Guyton responded that if they're under the church, and the church is outside the APE (so isn't being affected), then the bodies will remain under the church. S. Hasan confirmed the BAME church is outside the APE. *This concern has been noted by PennDOT. PennDOT is coordinating directly with the BAME church.* C. Zetterberg responded that the vibration from construction activities and increased truck traffic would shake the church and must be affecting the burials. She stated this issue needs to be discussed. S. Hasan replied that if something is found during construction they will stop work. For instance, he noted on RC2 there was an archaeological development that could significantly affect the time and cost and the PennDOT archaeologist stopped all work completely because there was a small chance something would be found so a process was put in place. Even during construction notes will be kept and if they find a concern like what occurred on RC2 then PennDOT will take the necessary precautionary measures. This is an example of how PennDOT will stop work if something arises even during construction. C. Zetterberg added that there is also a possibility of native burials. T. Guyton replied that she is their SHPO representative to voice their concerns too, so please let her know at this meeting what the concerns are so she can be aware and alert others at SHPO. She summarized that so far she's heard concerns about the cemetery and possible graves outside the APE. C. Zetterberg asked how the archaeological study was done and who did it. T. Guyton responded that Monica and PennDOT would have that information and in addition to the PennDOT archaeologist you could also ask questions of the SHPO archaeologist. C. Zetterberg asked if

historic buildings is one meeting, archaeology another and what about art? T. Guyton stated that both historic buildings and archaeology combine to form cultural resources. Typically, art is not included within Section 106 or the National Register unless it is considered an object, but those instances are pretty rare. C. Zetterberg stated that she would love an opportunity to sit down and talk with T. Guyton. T. Guyton responded that tonight is your chance, but so far she is mainly only hearing concerns about traffic. Aside from the cemeteries and burials above, the only other Section 106 related concern she's heard tonight is about truck/traffic vibration within the historic district. Any other related concerns please let her know. A meeting attendee asked about the impact of air pollution and historic buildings and that there is research that shows pollution causes discoloration and deterioration. T. Guyton responded that is not something they normally deal with, but for issues that deal with buildings at PennDOT is Monica, and for archaeology with this project, its Mike Lenert.

- **Question:** K. Horwatt stated she had concerns about a possible Lenape Indian village, they know some were in their community and they believe they are close to where the cloverleaf is proposed. She stated they don't have any direct evidence other than years and years of folks in that area collecting arrowheads.
  - **Answer:** T. Guyton responded that the PennDOT archaeologist would be able to address those concerns.

### **Next Steps**

- S. Hasan concluded the meeting by reviewing the next steps slide. PennDOT plans to publish the EA document in the fall of 2025, followed by the public hearing after that either late 2025 or in 2026. He noted meeting minutes would be completed, posted to PATH, and sent to all of the Section 106 Consulting Parties for review. Then a determination of effect finding will be made for the project by the CRPs (of which the archaeology No Effect finding has been posted). Then they will move on to the environmental permitting process and then into final design. S. Hasan thanked everyone for coming and participating in the meeting.

The preceding is a summary of the items discussed at the above-mentioned meeting. If you have any corrections to these meeting minutes, please provide them to Russ Stevenson of A.D. Marble at [rstevenson@admarble.com](mailto:rstevenson@admarble.com) by **Friday, October 3, 2025**.

## **Agenda**

### **Section 106 Consulting Party Meeting**

US 1, Section RC3 Improvement Project  
Middletown Township, Langhorne Manor and Langhorne Boroughs,  
Bucks County, PA  
MPMS #93446

June 12, 2025  
7:00 to 8:30 pm

- Welcome and Introductions
- Project History
- Project Purpose and Need
- Overview of US 1, Section RC3 Improvements
  - Roadway Reconstruction and Widening
  - Interchanges (Highland Avenue and SR 413)
  - Bridge Replacements
  - Roundabouts
  - Intersection Signalization
  - Traffic Calming Improvements
  - Stormwater Management Facilities
- Section 106 of the National Historic Preservation Act Review
  - PATH (<https://path.penndot.gov/>)
  - Section 106 Consulting Parties Coordination
  - Identification of Historic Properties
    - Langhorne Historic District (NR Listed; Resource No. 1985RE00546)
    - Archaeology
  - Determination of Effect
- Feedback / Questions and Answers
- Next Steps
  - Section 106 Consulting Party meeting minutes
  - Determination of Effect finding
  - Environmental Assessment
  - Final Design
  - Construction



# Section 106 Consulting Party Meeting

US 1, Section RC3 Improvement Project  
Middletown Township, Langhorne Manor  
and Langhorne Boroughs, Bucks County, PA  
MPMS #93446

Presented by:

Monica Harrower – PennDOT District 6-0 Cultural Resources Professional  
Sibty Hasan – PennDOT District 6-0 Project Manager  
Jared Patrick and Ken Yerges – JMT Design Consultant

June 12, 2025 | 7:00 PM

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## Welcome and Introductions

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## Project History

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## Purpose and Need

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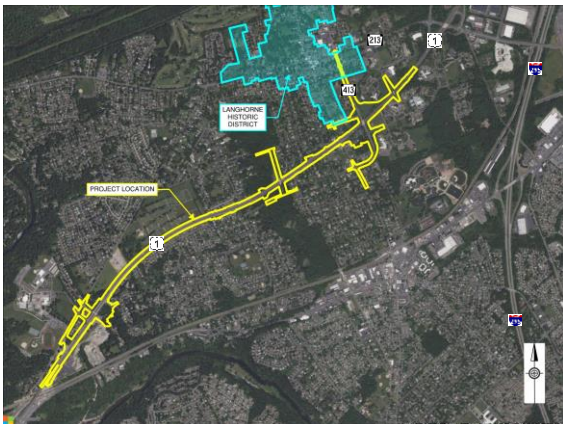
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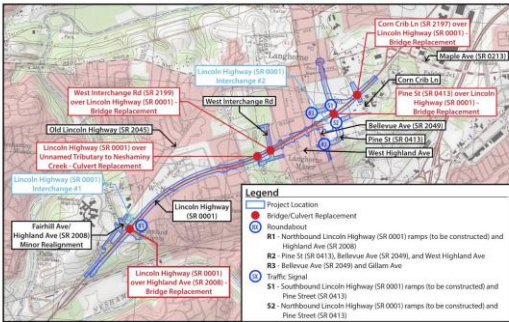
## Overview of US 1 Improvements

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S.R. 0001 Section RC3/MPMS 93446 Detailed Project Location Map  
Middletown Township, Langhorne Borough, and Langhorne Manor Borough  
Bucks County, PA  
Scale = 1:24,000

## Traffic Calming Measures

S.R. 0413 (Pine Street) Traffic Calming Measures  
Gillam Avenue Traffic Calming Measures



S.R. 0413 (Pine Street) - Existing



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S.R. 0413 (Pine Street) Traffic Calming -  
Option 1 (Median with Left Turns Prohibited)



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S.R. 0413 (Pine Street) Traffic Calming -  
Option 2 (Median with Left Turns Allowed)



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S.R. 0413 (Pine Street) Traffic Calming -  
Option 3 (No Median with Left Turn Bays and Curb Bulb-Outs)



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Gillam Avenue - Existing



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Gilliam Avenue -  
Proposed Traffic Calming



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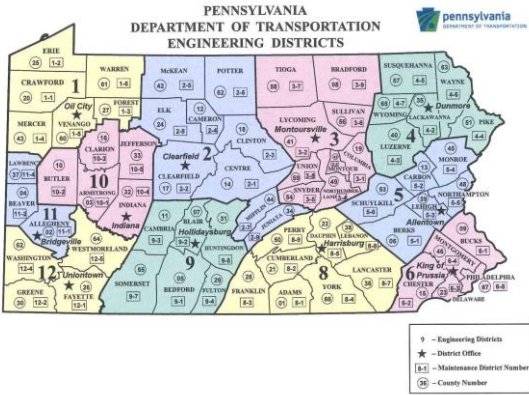
Gilliam Avenue -  
Proposed Traffic Calming



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Section 106 of the National  
Historic Preservation Act

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PATH

Pennsylvania Transportation and Heritage (PATH)  
<https://path.penndot.gov/>



20

Section 106 Consulting  
Parties Coordination

21

## Identification of Historic Properties



22

## Identification of Historic Properties

### Langhorne Historic District (Resource No. 1985RE00546)

- The Langhorne Historic District was listed in the National Register of Historic Places in 1987
- It was listed under Criterion A for transportation and commerce significance, and under Criterion C for its architecture.

### Archaeology

- A Phase IA archaeological survey was conducted which identified the Spring House Site (36BU0496). The site lacked archaeological integrity and is not eligible for listing in the National Register of Historic Places. The Phase I investigation identified no Precontact period archaeological resources. As a result, the proposed project will have No Effect on archaeological properties.

23

## Determination of Effect

No Effect

No Adverse Effect

Adverse Effect

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Feedback/  
Questions and Answers

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Next Steps

- Section 106 Consulting Party Meeting Minutes
- Determination of Effect Finding
- Environmental Assessment
- Final Design
- Construction

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**U.S. 1 Section RC3 Improvement Project  
SR 0001, Section RC3  
MPMS #93446  
Middletown Township, Langhorne and Langhorne Manor Boroughs  
Bucks County, Pennsylvania  
October 17, 2025**

**Project Description:**

This project was originally scoped as part of SR 0001 Section 03S (MPMS 13549) as one bridge rehabilitation and double-face guide rail median barrier replacement. In 2011, PennDOT expanded the scope to include safety improvements (replacement of the existing raised concrete traffic islands with concrete median barrier, removal of the existing traffic crossovers, and replacement of the West Interchange Road overpass). In 2014, during public involvement for the safety improvement project, the public asked PennDOT to include noise mitigation in the project. Alternative designs were investigated during 2019 and 2020, and a virtual public officials' meeting was held on October 1, 2020, to present two alternative design options. Prior to the meeting, the public officials were provided with a questionnaire to complete on the project and the alternatives. Based on the feedback received, public officials from Middletown Township and Langhorne Manor Borough agreed with the two-interchange alternative. A detailed noise study has been completed, and public involvement will continue as the project progresses. This project is now an independent project within the overall corridor improvement program.

The scope of work for the project has been revised and is as follows:

The project includes approximately 2.6 miles of roadway reconstruction and widening from just north of the Lincoln Highway (SR 0001) bridge over Business Route 1 (SR 2037) and CSX and SEPTA to approximately 0.2 miles north of the Corn Crib Lane (SR 2197) bridge over Lincoln Highway (SR 0001). This part includes the 2-mile segment of the northbound and southbound service (frontage) roads. See attached SR 0001, Section RC3 Project Location Map.

The proposed project includes the construction of two Lincoln Highway (SR 0001) mainline interchanges:

- The first Lincoln Highway (SR 0001) interchange will be in the area of the bridge carrying Lincoln Highway (SR 0001) over Highland Avenue (SR 2008) near the southern end of the project. This interchange will connect Lincoln Highway (SR 0001) with Old Lincoln Highway (SR 2045) west of Lincoln Highway (SR 0001) and Lincoln Highway (SR 0001) with Highland Avenue (SR 2008) east of Lincoln Highway (SR 0001).
- The second Lincoln Highway (SR 0001) interchange will be in the area of the Pine Street (SR 0413) bridge over Lincoln Highway (SR 0001) near the northern end of the project. This interchange will connect Lincoln Highway (SR 0001) with Pine Street (SR 0413). Gillam Avenue and Woods Drive will be realigned to tie into the interchange ramp locations with Pine Street (SR 0413). A retaining wall is proposed along a portion of Gillam Avenue and Pine Street (SR 0413).

Due to the interchanges, access between the northbound and southbound frontage roads and Lincoln Highway (SR 0001) will be removed. After construction, the northbound and southbound frontage roads will only provide access to the local road network for adjacent properties along the frontage roads in certain areas. In the other areas, sections of the frontage roads will be removed, and side roads will be terminated with cul-de-sacs.

The project also includes the replacement of four bridges:

1. West Interchange Road (SR 2199) over Lincoln Highway (SR 0001) - built 1965
  - Bridge ID 6725 (GPS Coordinates: 40.166664, -74.923497)
2. Corn Crib Lane (SR 2197) over Lincoln Highway (SR 0001) - built 1965
  - Bridge ID 6727 (GPS Coordinates: 40.173344, -74.911544)
3. Pine Street (SR 0413) over Lincoln Highway (SR 0001) - built 1965
  - Bridge ID 7027 (GPS Coordinates: 40.171117, -74.914800)
4. Lincoln Highway (SR 0001) over Highland Avenue (SR 2008) – built 1965
  - Bridge ID 6722 (GPS Coordinates: 40.156811, -74.942925)

One box culvert will be replaced:

1. Lincoln Highway (SR 0001) over Unnamed Tributary to Neshaminy Creek (box culvert) - built 1963
  - Culvert ID 6724 (GPS Coordinates: 40.164267, -74.930436)

Additionally, the project includes improvements at three intersections within the project corridor where roundabouts will be constructed. The roundabout intersection locations include:

- Northbound Lincoln Highway (SR 0001) ramps (to be constructed) and Highland Avenue (SR 2008)
- Pine Street (SR 0413), Bellevue Avenue (SR 2049), and West Highland Avenue
- Bellevue Avenue (SR 2049) and Gillam Avenue

The following two intersections will be signalized:

- Northbound Lincoln Highway (SR 0001) ramps (to be constructed) and Pine Street (SR 0413)
- Southbound Lincoln Highway (SR 0001) ramps (to be constructed) and Pine Street (SR 0413)

The following existing signalized intersection will have minor realignments to the approaches:

- Highland Avenue (SR 2008), Old Lincoln Highway (SR 2045) and Fairhill Avenue

Traffic calming improvements are being assessed for the project at the following locations:

- Pine Street (SR 0413) between Flowers Avenue and Maple Avenue (SR 0213)
  - Improvements being assessed include curb bulb-outs, painted medians and crosswalks, and flashing beacons.
- Gillam Avenue between Bellevue Avenue (SR 2049) and Pine Street (SR 0413)
  - Improvements being assessed include a mini-roundabout, curb bulb-outs, and raised crosswalk/speed table.

The anticipated traffic calming improvements along Pine Street (SR 0413) will be between the existing curblines of the roadways plus potentially within the adjacent existing sidewalk limits (e.g., replace sections of sidewalk and construct new ADA ramps, if needed).

Stormwater management facilities will be constructed for the project.

The project includes the relocation of three Intelligent Transportation System (ITS) closed circuit television (CCTV) cameras and ITS fiber optic cable along Lincoln Highway (SR 0001).

Permanent Right-of-way will be acquired. Temporary Construction Easements will be required for the contractor access during construction.

The project will utilize state and federal funding.

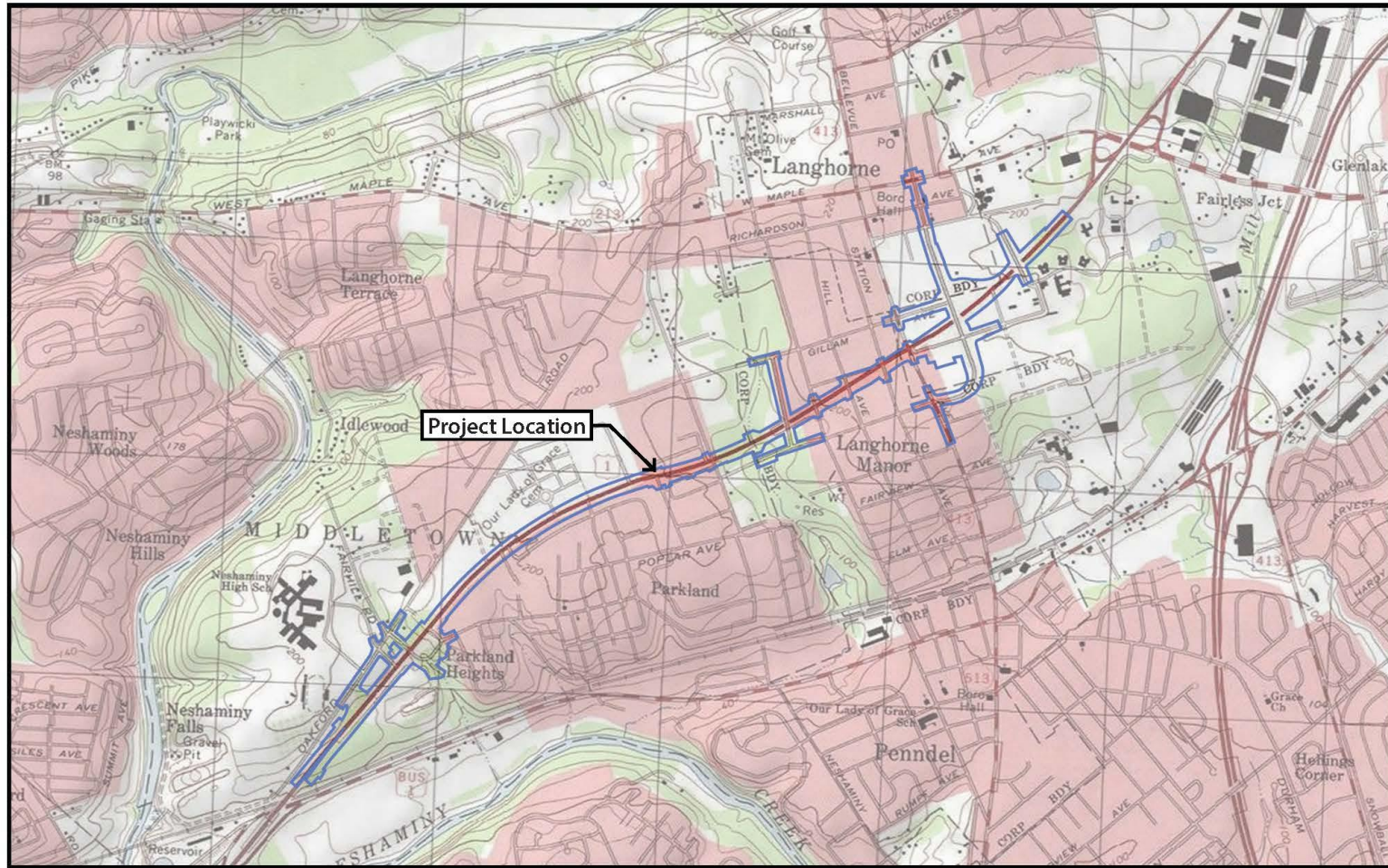


## **Purpose and Need**

US 1, Section RC3 Improvement Project  
Middletown Township, Langhorne Manor and Langhorne Boroughs,  
Bucks County, PA  
MPMS #93446  
6/12/2025

The primary purpose of this project is to facilitate safe and efficient travel along U.S. 1 within and through the project area to meet current and future transportation needs while providing a functional and modern roadway that meets current design criteria and driver expectations. In addition, a goal of the project is to consider bicycle and pedestrian mobility within the U.S. 1 Section RC3 corridor.

The project is intended to address the needs of safety and system continuity along U.S. 1.

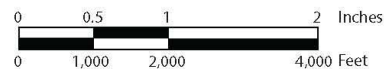


## S.R. 0001 Section RC3/MPMS 93446 Project Location Map

Middletown Township, Langhorne Borough, and Langhorne Manor Borough

Bucks County, PA

Scale = 1:24,000

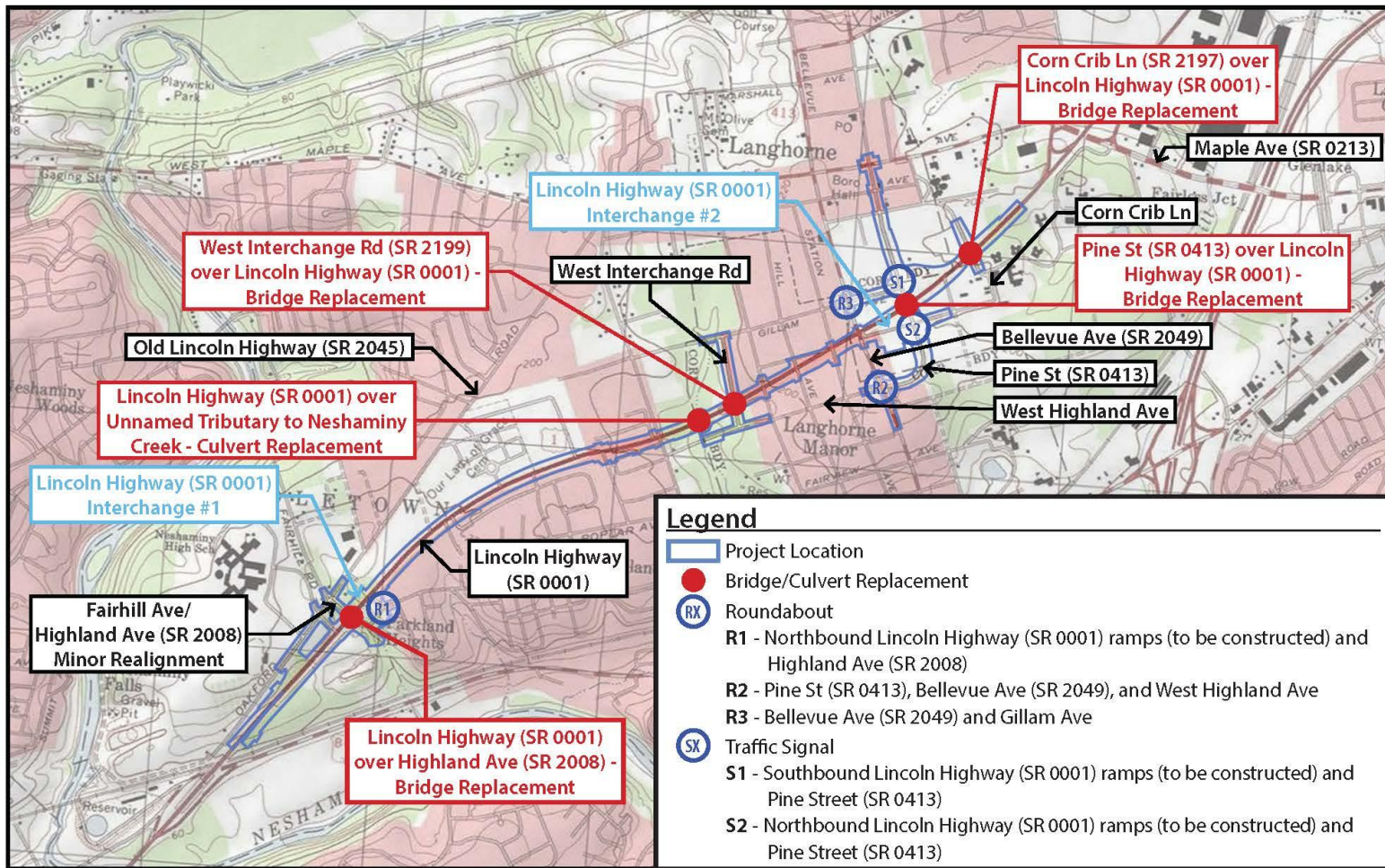


July 15, 2024



Figure 1. Project Location Map



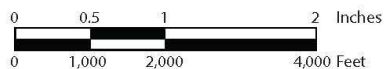


## S.R. 0001 Section RC3/MPMS 93446 Detailed Project Location Map

Middletown Township, Langhorne Borough, and Langhorne Manor Borough

Bucks County, PA

Scale = 1: 24,000



July 15, 2024



Figure 2. Detailed Project Location Map

**Route 1 Widening and Reconstruction  
S.R. 0001, Section 03S (Construction Section RC3)  
Middletown Township, Langhorne and Langhorne Manor Boroughs, Bucks County, Pennsylvania  
MPMS 93446  
SECTION 106 CONSULTING PARTIES (8/6/25)**

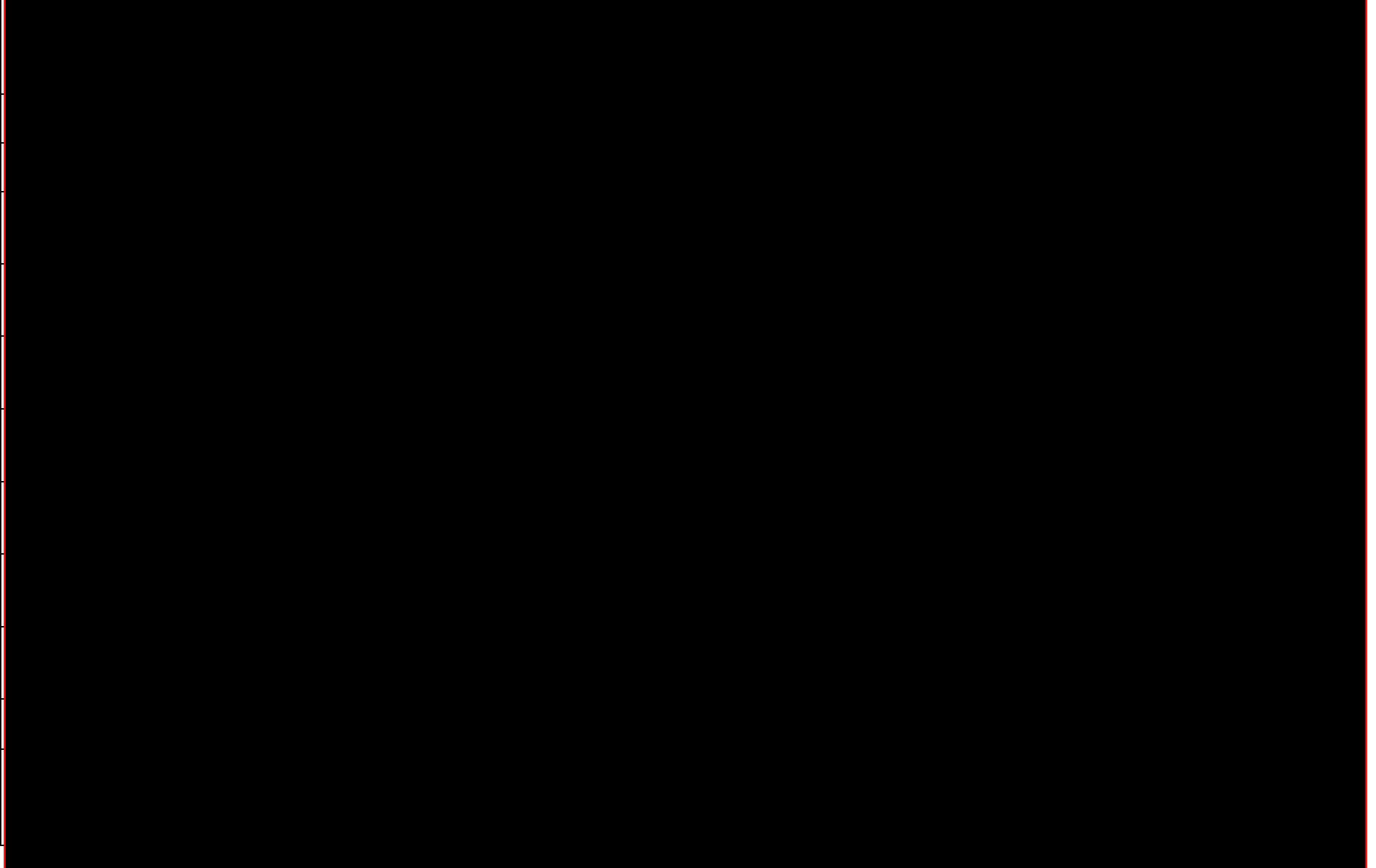
**SECTION 106 CONSULTING PARTIES (8/6/25)**

| Organization | Contact | Mailing Address | Phone Number/email address | Yes | No | No Response/Comments |
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**Route 1 Widening and Reconstruction  
S.R. 0001, Section 03S (Construction Section RC3)  
Middletown Township, Langhorne and Langhorne Manor Boroughs, Bucks County, Pennsylvania  
MPMS 93446  
SECTION 106 CONSULTING PARTIES (8/6/25)**



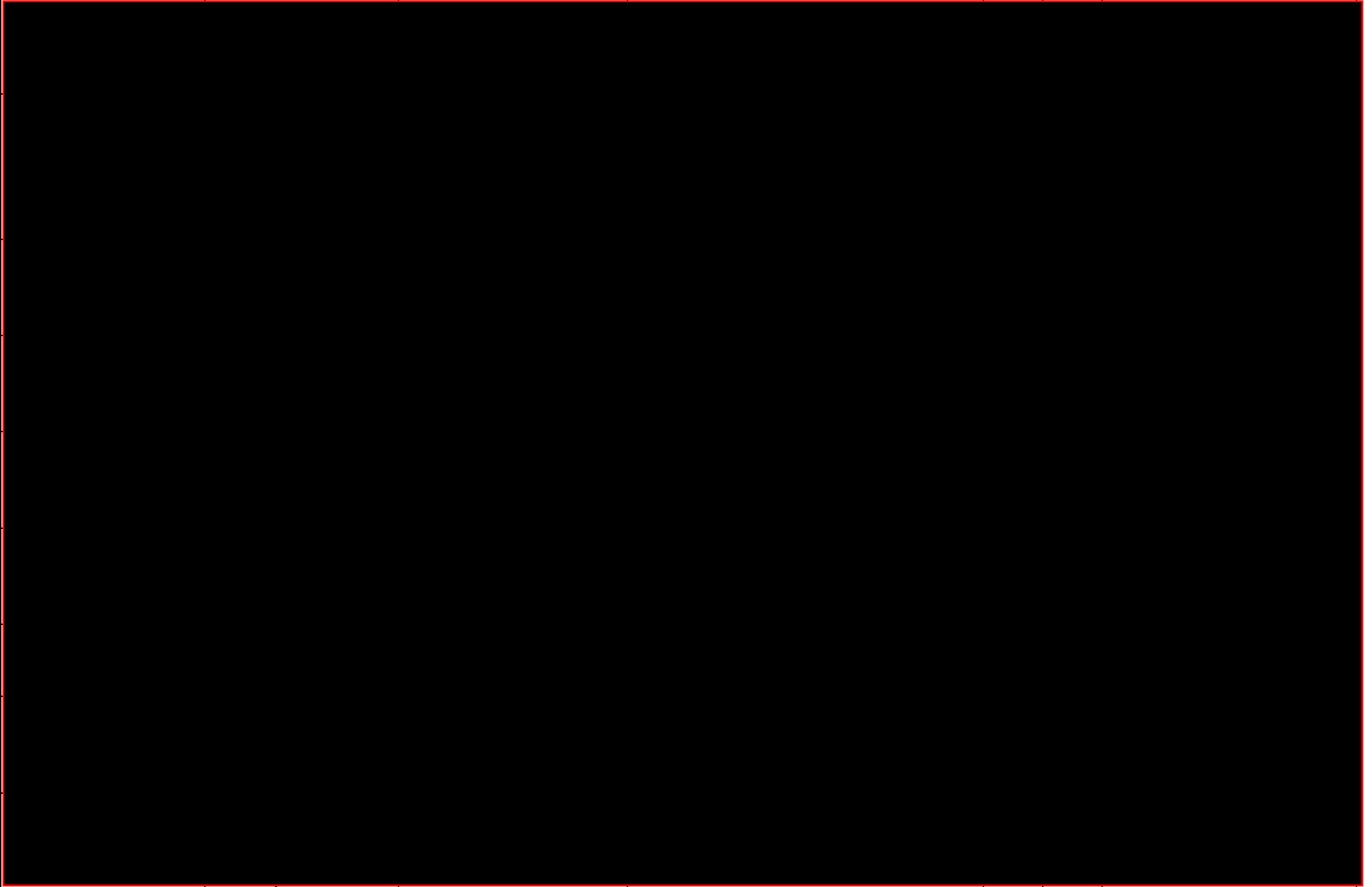
**Route 1 Widening and Reconstruction  
S.R. 0001, Section 03S (Construction Section RC3)  
Middletown Township, Langhorne and Langhorne Manor Boroughs, Bucks County, Pennsylvania  
MPMS 93446  
SECTION 106 CONSULTING PARTIES (8/6/25)**



**Route 1 Widening and Reconstruction  
S.R. 0001, Section 03S (Construction Section RC3)  
Middletown Township, Langhorne and Langhorne Manor Boroughs, Bucks County, Pennsylvania  
MPMS 93446  
SECTION 106 CONSULTING PARTIES (8/6/25)**

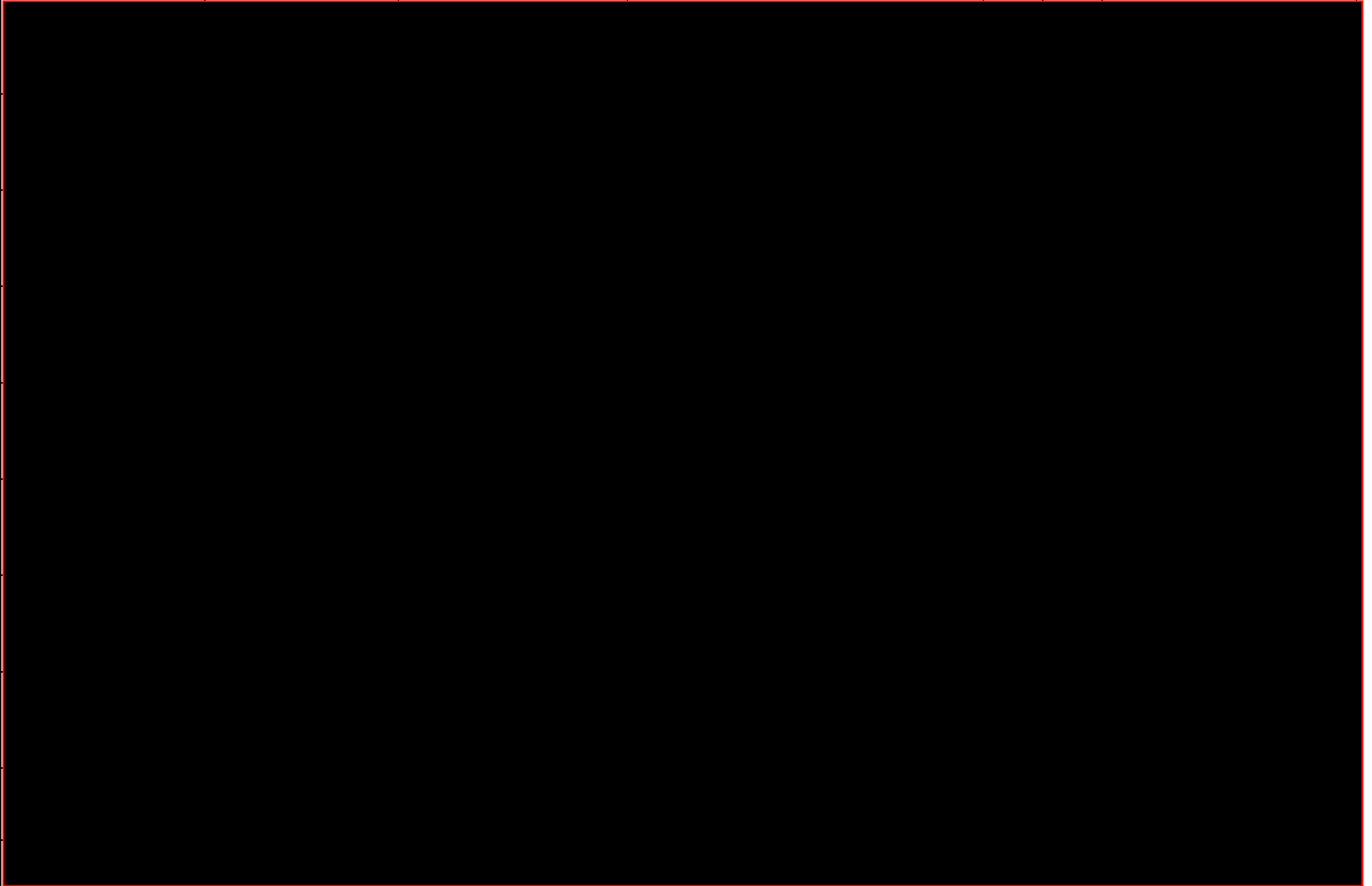
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**Route 1 Widening and Reconstruction**  
**S.R. 0001, Section 03S (Construction Section RC3)**  
**Middletown Township, Langhorne and Langhorne Manor Boroughs, Bucks County, Pennsylvania**  
**MPMS 93446**  
**SECTION 106 CONSULTING PARTIES (8/6/25)**



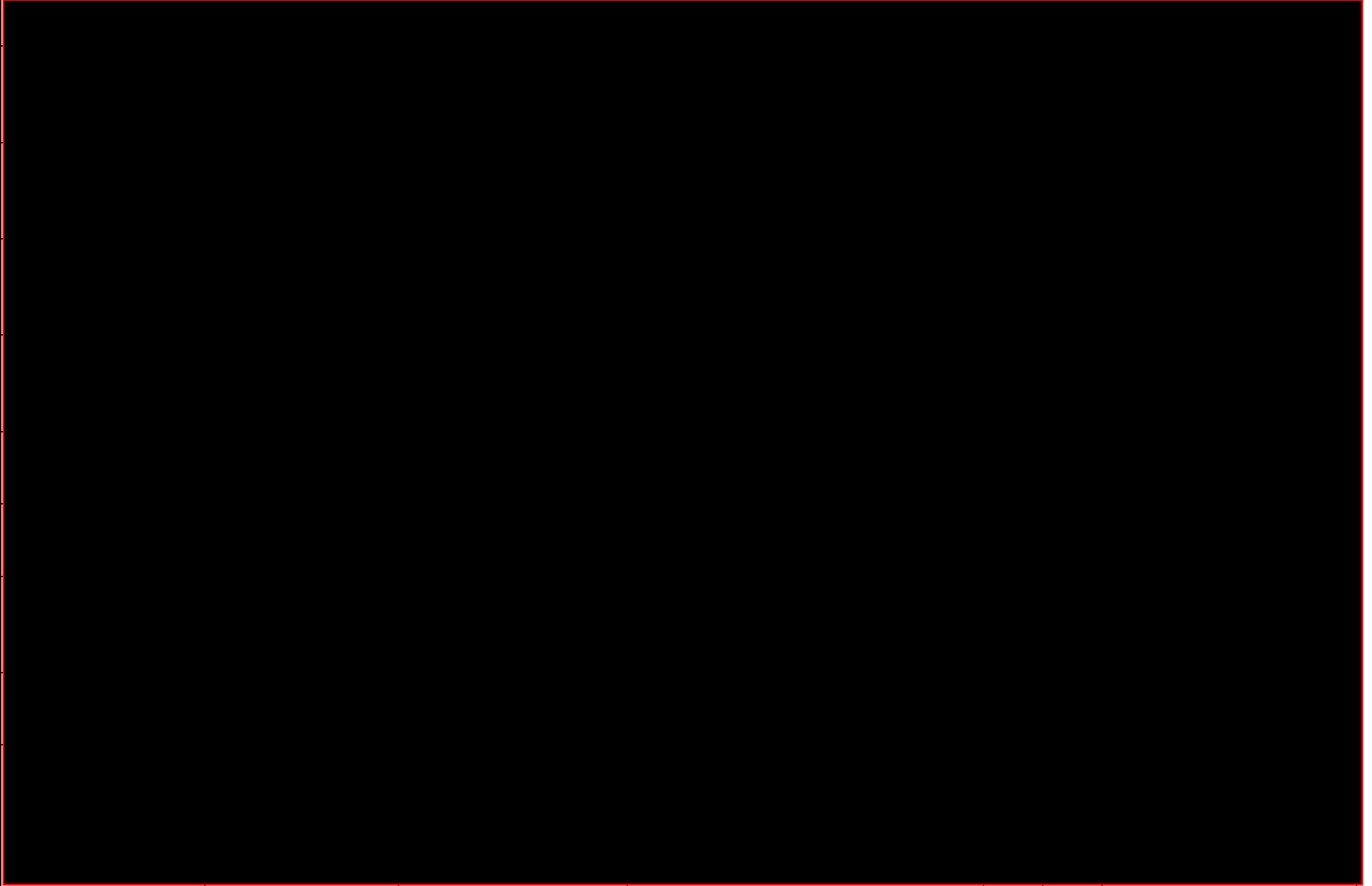


**Route 1 Widening and Reconstruction  
S.R. 0001, Section 03S (Construction Section RC3)  
Middletown Township, Langhorne and Langhorne Manor Boroughs, Bucks County, Pennsylvania  
MPMS 93446  
SECTION 106 CONSULTING PARTIES (8/6/25)**





**Route 1 Widening and Reconstruction**  
**S.R. 0001, Section 03S (Construction Section RC3)**  
**Middletown Township, Langhorne and Langhorne Manor Boroughs, Bucks County, Pennsylvania**  
**MPMS 93446**  
**SECTION 106 CONSULTING PARTIES (8/6/25)**



The image is a solid black rectangle. A thin, bright red line forms a border around the entire black area, creating a frame. The red border is uniform in thickness and color.

**Route 1 Widening and Reconstruction**  
**S.R. 0001, Section 03S (Construction Section RC3)**  
**Middletown Township, Langhorne and Langhorne Manor Boroughs, Bucks County, Pennsylvania**  
**MPMS 93446**  
**SECTION 106 CONSULTING PARTIES (8/6/25)**

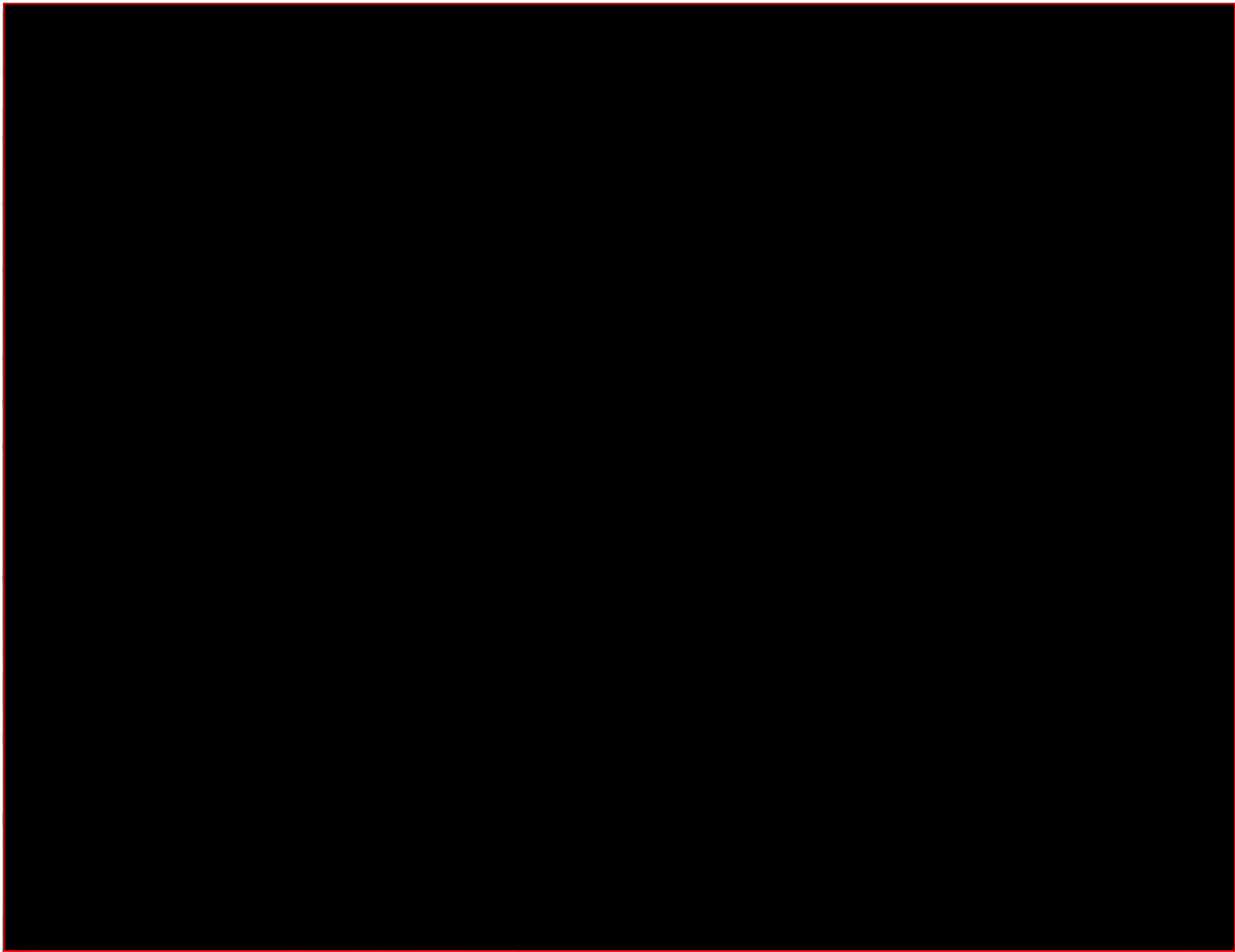


*\*Main List\**

**Route 1 Widening and Reconstruction**  
**S.R. 0001, Section 03S (Construction Section RC3)** **Section 106 Consulting Party Check-in List**  
**Middletown Township, Langhorne and Langhorne Manor Boroughs, Bucks County, Pennsylvania**

**CONSULTING PARTY MEETING – Thursday, June 12, 2025**

| Organization | Contact | Phone Number/email address | Check-In |
|--------------|---------|----------------------------|----------|
|              |         |                            |          |

















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Consulting Party Meeting  
Thursday June 12, 2025 7 P.M. to 8:30 P.M.

## Members of the public, not Section 106 Consulting Parties

Telephone



**Pennsylvania Department of Transportation  
Engineering District 6-0**

Consulting Party Meeting  
Thursday June 12, 2025 7 P.M. to 8:30 P.M.

## Members of the public, not Section 106 Consulting Parties

| <i>Name and Organization</i> | <i>Email Address</i> | <i>Mailing Address</i> | <i>Telephone</i> |
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