

UPPER MERION TRANSPORTATION AUTHORITY
March 13, 2019
7:00 p.m.

AGENDA

- 1. PLEDGE OF ALLEGIANCE**
- 2. ATTENDANCE**
- 3. APPROVAL OF MEETING MINUTES: January 9, 2019**
- 4. NEW BUSINESS**
 - **Proposal for the Church Road Bridge Construction Phase Services.**
- 5. EXECUTIVE SECRETARY'S REPORT**
- 6. ENGINEER'S REPORT**
- 7. SOLICITOR'S REPORT**
- 8. FINANCIAL REPORT**
- 9. REQUISITION APPROVALS in the amount of \$ 70,325.83**
- 11. ADJOURNMENT**

UPPER MERION TRANSPORTATION AUTHORITY

January 9, 2019

The members of the Upper Merion Transportation Authority met for their reorganization and regular meeting on Wednesday, January 9, 2019 in the Township Building, 175 West Valley Forge Road, King of Prussia, PA. The meeting was called to order at 7:02 p.m. and commenced with the pledge of allegiance.

ATTENDANCE

Tom Kohler, Chairman

Lou Zotti, Vice-Chairman

Carlton Stuart, Secretary (by phone)

Sally Slook, Executive Secretary

Jack Smyth, Jr., P.E., Consulting Engineers, Boles Smyth Associates, Inc., (BSA)

Nicole Feight, Rudolph Clarke, LLC

Nicholas Hiriak, Director of Finance

ABSENT

Marvin Meneeley, Treasurer

Ian Kingsley, Assistant Secretary/Treasurer

Transportation Authority Reorganization for 2019

It was moved by Mr. Zotti, seconded by Mr. Kohler, all voting "Aye" to appoint Ms. Slook as Temporary Chairman. None opposed. Motion approved 3-0.

It was moved by Mr. Zotti, seconded by Mr. Stuart, all voting "Aye" to appoint Mr. Kohler as Chairman of the Authority. Without further nominations from the floor, the nominations were closed and Mr. Kohler was appointed Chairman by a unanimous vote of 3-0.

It was moved by Mr. Zotti, seconded by Mr. Stuart, all voting "Aye" to approve the following appointments en bloc. None opposed. Motion approved 3-0.

Mr. Zotti was appointed Vice-Chairman of the Authority.

Mr. Stuart was appointed Secretary of the Authority.

Mr. Meneeley was appointed Treasurer of the Authority.

Mr. Kingsley was appointed Asst. Secretary/Treasurer of the Authority.

APPOINTMENTS:

It was moved by Mr. Zotti, seconded by Mr. Stuart, all voting "Aye" to approve the following appointments en bloc. None opposed. Motion approved 3-0.

Ms. Slook was appointed Executive Secretary.

Mr. Hiriak was appointed Finance Director.

The firm of Boles Smyth Associates was appointed as Consulting Engineer, at the rate listed in their letter of intent dated November 29, 2018.

The firm of Rudolph Clarke, LLC was appointed as Solicitor, at the rate listed in their letter of intent dated December 19, 2018.

ESTABLISHMENT OF MEETING DATE:

It was moved by Mr. Zotti, seconded by Mr. Kohler, all voting "Aye", to set the second Wednesday of each month, at **7:00 p.m.** as the Authority's regular meeting date and time. Meetings will be held in the Board Room of the Township Building, unless otherwise advertised. None opposed. Motion approved 3-0.

REQUISITIONS – January, 2019

Boles, Smyth Assoc., Inc.	\$ 8,552.30	Trout Creek Bridge Replacement Project for work performed for the Period 11-1-18 thru 11-30-18 INVOICE #33
Boles, Smyth Assoc., Inc.	\$ 18,758.28	Relocation of North Gulph Road (SR 3039) for work Performed 11-1-18 thru 11-30-18 INVOICE #60
Rudolph Clarke, LLC Suite 200 Seven Neshaminy Interplex Trevose, PA 19053	\$ 364.50	Professional Services General representation INVOICE #69527
Rudolph Clarke, LLC	\$ 675.00	Church Rd Bridge INVOICE #69525
Rudolph Clarke, LLC	\$ 121.50	Realen INVOICE #69526
TOTAL:	\$28,471.58	

Authority Action:

It was moved by Mr. Stuart, seconded by Mr. Zotti, all voting "Aye" to approve the January 2019 requisitions in the amount of \$28, 471.58. None opposed. Motion approved 3-0.

MEETING MINUTES APPROVAL:

It was moved by Mr. Zotti, seconded by Mr. Stuart, all voting "Aye" to approve the meeting minutes of December 12, 2018 as submitted. None opposed. Motion approved 3-0.

NEW BUSINESS

None.

EXECUTIVE SECRETARY'S REPORT

Development Plan Updates

Ms. Slook stated there were no changes.

Mr. Kohler said he spoke to Rob regarding going through all of the projects that are still in the budget to ensure all fees are being paid. A letter with this information would be sent out and will include the Solicitor.

ENGINEER'S REPORT

Potential New PA Turnpike Interchange at Henderson Road

A status update was provided by DVRPC, since the September public meeting, the project team has completed existing conditions modeling for the AM and PM peak hours in the study area, particularly US 202 and Henderson Rd and the proximity of the potential interchange.

Prince Frederick Extension

A meeting was held today at the request of the Glasgow Tract development team, with the Township, Transportation Authority and Montgomery County Planning Commission in regards to the project and the process of moving forward. Review of the Glasgow Tract developer's updated roadway design to ensure consistency with the original Prince Frederick Extension and Saulin Boulevard Extension design. Continued coordination with Montgomery County for Chester Valley Trail Extension Project.

Relocated North Gulph Road

The project is in the preliminary engineering wrap up stage with the environmental clearance and safety review submissions. The boring logs were completed for the new road. The draft noise analysis was completed and no noise mitigation is anticipated to be required. There were meetings before the shutdown with Valley Forge and the landscape architect, along with Pat Quigley, environmental sub consultant to talk about the landscape plan. It was noted that a lot of progress was made in the meeting with roadside maintenance and they were especially thrilled to be involved early in the project. There is advancement in the Section 106 process which is the historic and archaeological elements of the projects. A meeting is coming up in mid-January with the Section 106 Specialist at PennDOT to go through the project so construction can begin in the summer. At the December progress meeting it was informed that Montgomery County and PennDOT are both really supportive of introducing the trail into this project but an important caveat is the park service being onboard because the trail would go through their land.

Trout Creek Bridge

Continued progress of the Safety Study and getting that into PennDOT. BSA is developing a preliminary Traffic Signal Plan (TSP), Traffic Control Plan (TCP) and updating the Safety Study with crash records.

Church Road Bridge over SEPTA Route 100 Line

Utility clearances from Sunoco were received, and coordination is ongoing from PECO Gas and Aqua. Comments from PECO were received regarding the request of their branch line in a sleeve as it goes over the trolley lines and having the sleeve extend back beyond the approach slabs of the bridge. This differs from the initial requests made before the structure plans were approved, resulting in structure plan modifications. SEPTA is still working on the reimbursement agreement.

A discussion followed about the pending items needed, noting final comment on Traffic Control Plan (TCP), Constructability Review and the revision of plans which requires PennDOT's review.

SOLICITOR'S REPORT - no report

FINANCIAL REPORT FOR DECEMBER 2018

Mr. Nick Hiriak, Finance Director, commented on the December and year-to-date budget report.

ADDITIONAL BUSINESS

None.

ADJOURNMENT

There being no further business to come before the Authority, the meeting adjourned at 7:43 p.m.

**SALLY SLOOK
EXECUTIVE SECRETARY**

**THOMAS KOHLER
CHAIRMAN**

Minutes Approved:
Minutes Entered:



PA TURNPIKE Interchange Study



memorandum

Date: February 27, 2019

To: Steering Committee, PA Turnpike Interchange Study at Henderson Road

From: DVRPC Office of Corridor Planning

Subject: February 2019 Project Update

Project Status and Next Steps

Since the December 2018 bimonthly update, the project team has completed travel demand modeling for the 2045 No Build Scenario. **This memo presents two types of inputs applied to the 2045 No Build Scenario: 1) locally funded transportation projects that affect roadway capacity, and 2) demographic changes (population, number of households, and employment).** These input changes affect the 4-step travel demand model – trip generation, trip distribution, mode choice, and assignment – and will remain the same for the 2045 Build Scenario. Please note that the 2045 Build Scenario, which will be modeled after the 2045 No Build analysis is complete, will additionally assess the impact of the proposed new interchange on traffic circulation.

Moving forward, the project team will work on the 2045 No Build microsimulation model to determine the impact of this future growth on the local roadway network *without the proposed interchange*. The 2045 No Build microsimulation model results will be shared with the steering committee in the April 2019 bimonthly update.

Inputs to the 2045 No Build Scenario

Two types of changes were made to the regional model network in the development of the 2045 No Build Scenario: 1) changes to the transportation network and 2) changes to household, population, and employment inputs. The scenario includes locally funded and regionally significant transportation projects, and it captures the impact of background growth and new land developments. Transportation network and demographic changes affect the 4-step travel demand model: trip generation, trip distribution, mode choice, and assignment.






It is important to note that this memo shows data inputs, and it is not an assessment of traffic volumes generated by the presence or absence of the proposed new interchange. The 2045 No Build Scenario does not include the proposed new interchange, and projected **2045 No Build** traffic volumes will be shared with the steering committee in the April 2019 memo.

Local Transportation Projects Included in the 2045 No Build Scenario

By default, the regional model network includes regionally significant projects that are funded in the DVRPC Long-Range Plan. In addition to these, the project team added local projects implemented with local funding sources that will alter traffic operations or roadway capacity.

Connecting People, Places & Prosperity in Greater Philadelphia

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964 and related nondiscrimination statutes in all activities. For more information, visit www.dvrpc.org/GetInvolved/TitleVI.

Connect With Us!     



PA TURNPIKE Interchange Study



The locally-funded projects added to the 2045 No Build model for this study are:

Brooks Road and South Gulph Road Improvements

- New eastbound right-turn lane and overlap phase on South Gulph Road
- New westbound through lane on South Gulph Road from Church Road to west of Brooks Road
- New eastbound through lane on South Gulph Road between Brooks Road and Croton Road

Church Road and South Gulph Road Improvements

- New traffic signal
- New southbound left-turn lane on Church Road

South Gulph Road and Crooked Lane Improvements

- New eastbound through lane on South Gulph Road
- New westbound through lane on South Gulph Road from Gypsy Lane to Crooked Lane
- New southbound right-turn lane on Crooked Lane

Prince Frederick Street and Saulin Boulevard Extension

- Construction of loop road from intersection of US 202 and Saulin Boulevard to intersection of Henderson Road and Prince Frederick Street: one lane in each direction and an inside left-turn lane for access to neighborhood streets
- Intersection improvements at US 202 and Saulin Boulevard and Henderson Road and Saulin Boulevard

Demographic Changes

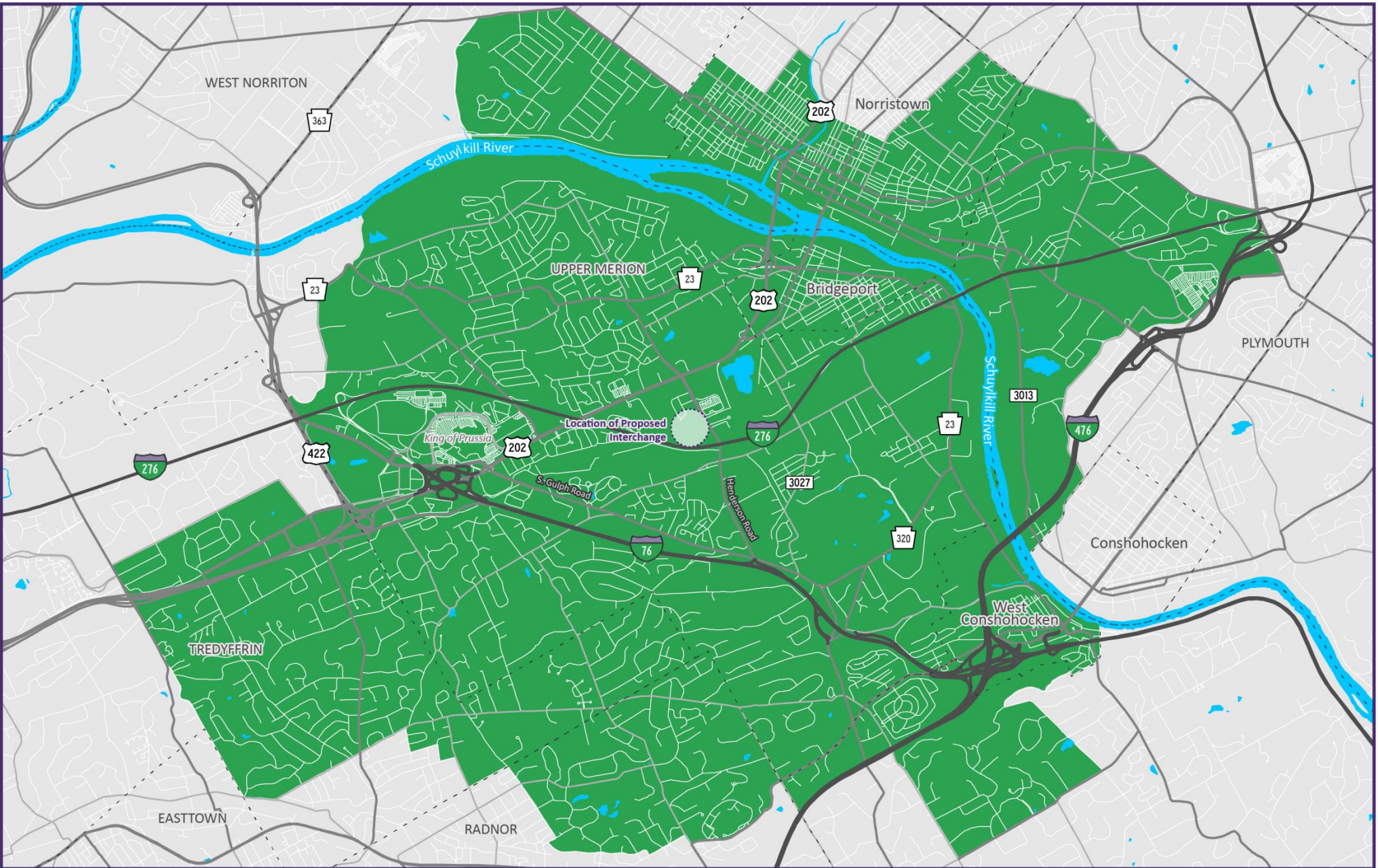
As mentioned previously, population, household, and employment changes affect the 4-step travel demand model. These demographic changes may lead to the generation of more trips and different types of trips, which must be distributed throughout the transportation network.

The 2045 No Build Scenario incorporates population, household, and employment changes resulting from background growth and new developments. **The map on the next page shows the percentage change in these demographic indicators between the base year regional model and the 2045 regional model for study area Traffic Analysis Zones (TAZs).** These demographic inputs will also apply to the 2045 Build Scenario.

Connecting People, Places & Prosperity in Greater Philadelphia

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964 and related nondiscrimination statutes in all activities. For more information, visit www.dvrpc.org/GetInvolved/TitleVI.

Connect With Us!



PA TURNPIKE
Interchange Study
dvrpc

Population % Change



18%

Household % Change



18%

Employment % Change



22%

Demographic Changes (2015–2045)



Source: DVRPC

