

## UPPER MERION TRANSPORTATION AUTHORITY

March 12, 2014

The members of the Upper Merion Transportation Authority met for their regularly scheduled meeting on Wednesday, March 12, 2014 in the Township Building, 175 West Valley Forge Road, King of Prussia, PA. The meeting was called to order at 7:00 p.m. and commenced with the pledge of allegiance.

### ATTENDANCE

Michael Santillo, Chairman

Louis Zotti, Vice-Chairman

Marvin Meneeley, Treasurer

Carl Pinto, Secretary,

Tom Kohler, Assistant Secretary/Treasurer

Greg Philips, Supervisor Liaison

David G. Kraynik, Township Manager

Nicholas Hiriak, Director of Finance

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

Greg DiPippo, Esq., Pizonka, Reilley, Bello & McGrory, P.C

Brian Keaveney, Pennoni Associates

Rita Ann Pfeiffer, Recording Secretary

### ABSENT

Edward J. O'Brien, Director of Public Works

### MEETING MINUTES APPROVAL:

It was moved by Mr. Kohler, seconded by Mr. Pinto, all voting "Aye" to approve the meeting minutes of February 12 as submitted. None opposed. Motion approved 5-0.

### NEW BUSINESS

#### **Update on Act 209 Study (Brian Keaveney, Pennoni Associates)**

Utilizing a PowerPoint presentation, Mr. Brian Keaveney, Pennoni Associates, provided an update on the Act 209 draft report submitted to the Transportation Service Area (TSA) Advisory Committee. He discussed the status of the draft Capital Improvements Plan (CIP), reviewed potential projects that are included, the resulting impact fee and the next steps to finalize the process.

The proposed TSA is a contiguous area that is less than 7 square miles within which any development that occurs would be assessed an impact fee. The impact fees from that development could be used for transportation projects within the TSA area. The TSA was defined through coordination with the Township Planner as potentially being redeveloped, expanded or there are vacant and properties that could be developed at some point in the next ten years. Ten years was selected as a reasonable horizon since it is close enough to base development patterns on recent history. Guidelines for the Act 209 and CIP will be updated periodically every three to five years.

By obtaining traffic count information at about 30 study intersections, traffic projections were made that could be generated by the development of all these parcels. That traffic was applied over the existing conditions at those area intersections and it was determined what types of improvements

would be needed to accommodate these impacts at a Level of Service D if they were to occur. They then looked at the cost sharing breakdown of what portion would be attributable to incoming development and it was estimated the impact fee would come in around \$3,500 per new weekday afternoon trip. For example, a new development coming in that generates 10 trips would pay an impact fee of approximately \$35,000 and that would then be used to leverage possibly more funds for projects from PennDOT's 12-Year plan. Mr. Keaveney stated working with BSA they were able to look at many of the intersections in an isolated fashion and combine some of them into some logical projects the Authority has already envisioned.

Mr. Keaveney discussed the Capital Improvement Projects necessary to achieve a reasonable level of service as follows: Valley Forge Road and Beidler Road with SR 0023 Trout Creek Bridge Project, South Gulph Road and Brooks Road at Church Road (combined into a single Upper South Gulph Road project), South Gulph Road from Crooked Lane down through Swedeland Road (Phase III Project), South Gulph Widening for left turn lanes and a right turn onto Upper Gulph Road, South Gulph and Matsonford Road addition of supplemental turn lanes on both the southbound and eastbound approach, Matsonford and Upper Gulph optimize traffic signal timings.

For intersections along DeKalb Pike (Mall Boulevard, Allendale Road, Henderson Road), adding turn lanes and possibly a third through lane in each direction on US 202 resulted in a Level of Service D. The Committee had concerns about overbuilding US 202 in that fashion. Therefore, other projects were identified as an option to adding lanes at these intersections. One project is the potential Prince Frederick Extension that would serve as a second ring road around US 202 and Henderson Road to provide a loop from Saulin Boulevard into the Prince Frederick area which might relieve that intersection. Another idea discussed was a potential interchange from Henderson Road to the PA Turnpike that would take some of the through traffic from US 202 and then yield that capacity back for the development that would occur.

Mr. Zotti asked if updating of projects could be done annually. Mr. Keaveney responded it could be done annually although updating the Act 209 Study every three to five years may be more suitable.

Mr. Keaveney discussed Valley Forge and Caley Roads and the widening of Valley Forge Road for left turn lanes and installation of a traffic signal at that intersection.

The next step of the process is to meet in the next few weeks with the TSA Advisory Committee, go through the tables one more time, refine the numbers for the impact fee and prepare for the Authority's review. Moving forward, the draft ordinance will then be prepared for the consideration of the Board of Supervisors.

With regard to Henderson Road, Mr. Smyth noted this concept has been somewhat fluid over the last few months and is gaining a lot of momentum. More has been done on design to place the roundabout further north into the Peco area to get more of a deceleration length from the westbound direction. This is currently estimated to be \$32 million (not including right-of-way cost).

Mr. Zotti asked if the revised impact fee could be adopted any time during the year. Mr. Keaveney responded in the affirmative. Mr. Kraynik commented the Authority will consider this year's fee at this meeting and it would be superseded by the impact fee defined by the Act 209 study.

Mr. Keaveney responded to questions from Authority members about the contiguous areas and the changing nature of developments. Mr. Keaveney commented the idea is as developments occur and improvements are done, the plan is updated to reflect the change in numbers. It is a dynamic

document in that regard. Inflation is built in for 10 years for construction cost estimates. As actual inflation occurs, if it is higher or lower than predicted, adjustments can be made. Although they are using the 10 year average of the construction cost index, that is no guarantee of future performance.

Mr. Meneeley asked about the process of removing and adding projects back into the coverage area. Mr. Keaveney responded projects can be added back in and the boundaries changed as long as the area is kept under 7 contiguous square miles which is the current requirement of Act 209.

Referring to a large area on the aerial, Mr. Zotti asked if it would be possible to place a "donut hole" there. Mr. Keaveney responded he has not seen that but does not know why it could not be done. Mr. Keaveney said if there is a need to push the boundaries out then segments of the donut hole could be taken out. Mr. Keaveney noted that the Township Planner did not feel as if there were major areas that were not addressed in the TSA.

Mr. Kohler noted everything is covered since there is not a single intersection or project that has not been included in the shaded area. Mr. Keaveney commented it is covered at 6.5 square miles and the boundaries could be increased and the Associate Planner is looking at that.

Mr. Kohler asked if we stayed at 6.5 square miles and needed to be increased to 7 square miles at some point, would that be acceptable. Mr. Keaveney responded it would just have to be a formal amendment. Mr. Kohler commented, "so we are not locked in."

Mr. Philips asked if consideration can be given to taking Henderson Road all the way down to Beidler. Mr. Keaveney responded he did not know if that was specifically discussed and said he believes everyone felt that if we had it up to Valley Forge that would cover any intersection or roadway improvements.

Mr. Smyth stated there would also be on-site improvements which is another aspect of development.

Mr. Keaveney followed up and said that is an important point and there is a difference between on-site and off-site improvements, and it is key to understanding why this impact fee ordinance exists because it is a way to assess fees on developments that may occur where there is no direct property frontage or is not directly affected by their access. This plan is a way to plan for improvements at intersections of two state highways, a local road and a state highway, or two local roads that are impacted by development not directly located adjacent to the impacted roadway network. This is a way to comprehensively look at the total traffic impact to make sure you are planning for improvements where they need to go, but it does relieve the developer of any on-site specific improvements.

### **Update on Draft Cooperative Agreement with National Park Service**

Mr. Smyth stated a meeting is scheduled with the National Park Service (NPS) on Monday morning regarding the Rapid Flashing Beacon to finalize their end of a cooperative agreement. BSA provided the NPS with some further information on schedule and cost estimating.

A Resolution will be prepared for the Rapid Flashing Beacon for consideration by the Board of Supervisors at their March 27<sup>th</sup> Business Meeting.

## **Resolution 2014-01 Developer Assessment Fee**

Mr. Kraynik stated Resolution 2014-01 was prepared using the same methodology that has been used in the past that would take the impact fee up from \$2,070 to \$2,119 per trip. This will be in existence until the Act 209 Study is completed and an ordinance is approved later this year.

Mr. Philips noted a "typo" in the word "Transportation" in the first whereas clause. Mr. Kohler questioned the use of the term "commencing calendar year 2014," and wanted to make sure it was effective from March 12, 2014. The Solicitor agreed the date should be from date of approval of the Resolution.

### Board Action:

It was moved by Mr. Meneeley, seconded by Mr. Kohler, all voting "Aye" to approve Resolution 2014-01, with corrections as stated above. None opposed. Motion approved 5-0.

## **EXECUTIVE SECRETARY'S REPORT**

### **Development Plan Update**

Land Development Plan – 530 Hertzog Boulevard (off of Renaissance) Development Plan, 20,000 Square Foot Gymnastics and Dance Center – This land development plan was reviewed at a workshop meeting on March 6<sup>th</sup> and the Board of Supervisors will consider this application at the March 27<sup>th</sup> Business Meeting. The proposal seems to be very well received by the community.

### **Allendale Road Bridge Project**

It is anticipated 10 days will have to be added to the contract because of the weather. Despite the weather, the project is proceeding very well and will be completed prior to the Mall Connector project. Completion expected in early June.

### **Taco Bell**

With regard to the proposed Henderson Road turnpike ramps, Mr. Kohler wanted to assure there was no conflict with regard to a proposed Taco Bell.

## **ENGINEER'S REPORT**

### **Multi-Use Trail Bridge over the Schuylkill River (SR 3051 Section C22)**

J. D. Eckman (contractor) has been given the Notice to Proceed. Contractor is also working on US 422/363 Interchange. Startup anticipated in the next couple of weeks on the West Norriton side.

Contractor wants to increase loading of Next Beam Superstructure for the Norfolk Southern Bridge because it allows them to drive construction equipment and materials across the bridge to construct the River Bridge. Dimensions and aesthetics would not change. The National Park Service (NPS) will ultimately own and maintain the structure. The beam sizes are still the same and will not increase maintenance responsibilities. The material the contractor would use would be able to hold more strength and reinforcement material, but they need to go through a series of questions with the NPS. A meeting is set for Monday at 1 p.m.

## **Church Road Bridge Over SEPTA Route 100 Line**

Still waiting to hear back on the Supplement.

### **Community Center**

Coordinated with Meliora Designs to receive Community Center base mapping files. Additional mapping for the roadway improvements should be done by the end of next week. Coordinated with surveyors to get required additional field survey for Roadway Improvements project. Researched and obtained deed information for approximately 20 properties.

Sent Notice of Intent to Enter letters to 25 property owners along Valley Forge Road, General Knox, General Maxwell and Caley Roads within the limits of work. Mr. Kraynik asked if any responses to the letters were received from the neighbors. Mr. Smyth responded no phone calls were received, only green card responses. Utility research work being done. Once base mapping is done, BSA can get into the profile adjustments and the ADA ramp work and determine if we can get a crosswalk on the final approach across Valley Forge Road.

Prepared and transmitted a Signal Warrant Analysis of Valley Forge Road and General Knox/Caley Roads for PennDOT review. A Resolution will be prepared for the potential new traffic signal for consideration by the Board of Supervisors at their March 27<sup>th</sup> Business Meeting.

### **PA Turnpike Ramp Feasibility Study – West Zone**

Prepared cost estimate for revised interchange Roundabout design to better accommodate the westbound off-ramp while maintaining the newly constructed PA Turnpike structure over Henderson Road.

### **PA Turnpike Ramp Feasibility Study – East Zone**

Gaining momentum. The DVRPC adjusted the Transportation Improvement Plan (TIP) yesterday to combine into one study the US 611 corridor, US 611 Interchange Modernization, potential PA 63 Interchange and completion of Virginia Drive Interchange. Preliminary engineering will be done to a certain level by Michael Baker and BSA will be a subconsultant.

### **Re-Starting of the SR 0023, Trout Creek Bridge Project**

Met with State Representative Tim Briggs and Township Manager Dave Kraynik to discuss the PA Transportation Funding bill and re-starting of the SR 0023, Trout Creek Bridge project. There has been a commitment from PennDOT to get that back for construction funding.

Mr. Kohler commented Representative Briggs expressed concern at the meeting regarding the US 422 project and the River Crossing Bridge he questioned when all the cars get off Valley Forge Road where they are going to go. He wanted to make sure that while US 422 helps the Region, the Trout Creek project will help the local community.

### **US 422 Widening Project**

Mr. Smyth stated US 422 Widening project is in Final Design and the reconsideration of installing sidewalks on the PA 23 Bridge over US 422 was raised. PennDOT and Federal Highway Administration are looking at what they and Urban Engineers had "on the table" and that putting sidewalks on that area would be a difficult endeavor at this time and will delay the project. The size of the structure and drainage would need to be revised. They do not wish to promote pedestrian activity through the limited access interchange.

Mr. Smyth discussed the concerns that he has which include the engineering and safety aspects of stopping the sidewalk at the free flow ramps where there are high speed vehicles coming through. He also outlined the possible repercussions associated with delay of the US 422 Widening Project.

A discussion followed during which the various implications of this project were discussed and it was determined that a meeting would be held with the County, PennDOT, Supervisor Philips and Chairman Waks to pursue the sidewalk issue which is of paramount importance to the Board of Supervisors.

**SOLICITOR'S REPORT**

None.

**FINANCIAL REPORT**

Mr. Hiriak presented the February report. Reimbursement requests for last six months are in the mail to Montgomery County and PennDOT. Maille LLP will conduct the Township audit next month.

**REQUISITIONS – February 12, 2014**

Boles, Smyth Assoc., Inc.	\$ 1,821.86	Final design of East Church Road Bridge over SEPTA for work performed 1-1-14 thru 1-31-14, INVOICE #: 12
Boles, Smyth Assoc., Inc.	\$ 15,775.21	Relocation of N. Gulph Road (SR3039) for work performed 1-1-14 thru 1-31-14, INVOICE #: 15
Pizonka, Reilley, Bello & McGrory	\$ 216.00	For professional services February 11 and 12, 2014, INVOICE #: 31038
<b>TOTAL:</b>	<b>\$ 17,813.07</b>	

**Authority Action:**

It was moved by Mr. Pinto, seconded by Mr. Kohler, all voting "Aye" to approve the March requisitions in the amount of \$17,813.07. None opposed. Motion approved 5-0.

**ADJOURNMENT**

There being no further business to come before the Authority, the meeting adjourned at 8:09 p.m.

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**DAVID G. KRAYNIK  
EXECUTIVE SECRETARY**

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**MICHAEL SANTILLO  
CHAIRPERSON**

Minutes Approved:  
Minutes Entered: