

Minutes of Meeting
(April 13, 2004)

Project: S.R. 322, Section 100
Delaware County
Project Advisory Committee Meeting #1
benesch Project No. 7855.02

Date: March 18, 2004 (7:30 P.M.)

Place: Upper Chichester Township Municipal Building

Attendees: See attached sign-in sheet

Based on the input received at the January 29, 2005 Project Advisory Committee (PAC) organizational meeting, this initial PAC meeting was scheduled to review the design changes that have taken place since the November 2001 public meeting. The major discussion points of the meeting include:

General

1. Mr. Mark Roth distributed and reviewed the January 29, 2004 PAC organizational meeting minutes and passed out the Rules of the PAC Meeting.
2. Mr. John Eagan reviewed his role as facilitator, including being responsible for taking PAC member questions and comments to the design team between meetings.
3. Mr. Roth reviewed the PAC purpose and its formation. PAC members are to represent the interests within their municipality and should not be directly impacted through potential property acquisition.
4. Mr. Roth summarized the anticipated schedule:
 - Section 101 is to be advertised in late 2006 (construction starts in 2007)
 - Section 102 is to be advertised in 2007 (construction starts 2008)
 - Section 103 is to be advertised in 2009 (construction starts 2010).

With each section taking a minimum of approximately two (2) construction seasons to complete, each section would progress sequentially with minimal overlapping. Mr. Laughner indicated that PENNDOT may consider combining Sections 101 and 102.

PAC Issues:

The PAC questioned the phasing of the project since it was felt that Section 103 improvements should have a higher priority. Mr. Roth noted Section 101 is

scheduled first since it will take more time to resolve issues in Section 103 and also with consideration given to the intent of advancing four lanes through the entire corridor as the first priority.

5. Responding to a PAC member question, Mr. Laughner stated the total anticipated construction cost is not currently programmed, but funds are expected to be re-allocated to cover the entire project to coincide with the above discussed schedule.

PAC Issues:

The PAC expressed concerns that two of three sections would be constructed and funding would run-out for the last piece. Mr. Laughner said that he did not anticipate that happening, but obviously he could offer no guarantees.

6. Mr. Roth gave a brief overview of PENNDOT's standard right-of-way (ROW) acquisition process. As part of this process, property owners may accept compensation amicably, or eminent domain procedures may be required. The PAC requested a more detailed explanation of the PENNDOT ROW acquisition process be presented at a future PAC meeting. Mr. Laughner indicated the District is agreeable to this request.
7. Additional PAC member suggestions for future meeting topics included:
 - aesthetics / context sensitive design,
 - sound barriers,
 - contractor staging areas
 - local road closures / traffic staging
 - NPDES Phase II requirements
8. Mr. Robert Keller noted the table arrangement of the PAC meeting left the attendees little room and resulted in some members not being able to view all presentation boards. He suggested a "U-shaped" table arrangement at future meetings. Ms. Zenuk said she would address this concern.
9. The next meeting was scheduled for Thursday May 20th at 7:00 PM at the Upper Chichester Township Municipal Building. Topics will be based on input received at this meeting. It was agreed that future meetings would be held every other month (for the foreseeable future) and the meeting time would be switched to 7:00 PM.
10. After the meeting, Mr. Shaffer requested a response to Delaware County Planning Commission's letter on the Environmental Assessment. Mr. Keller indicated the design team will respond to this request.

S.R. 322 General Design Features

11. **S.R. 322 Roadway Typical Section** - Mr. Roth summarized that S.R. 322 will be widened to four lanes, primarily utilizing existing ROW on the south side. Median barrier will be erected "down the center" and jug handles used for a majority of the left turns, with the exception of continuous left turn lanes between Chelsea Parkway and Cherry Tree Road.

PAC Issues:

Answering a PAC member question, Mr. Roth stated the posted speed limit on S.R. 322 will not change as a result of the proposed improvements.

Ms. Beth Zenuk expressed a concern that by eliminating left turns and cross traffic, S.R. 322 traffic may end up going faster which may present safety concerns for bus stops. Mr. Roth and Mr. Laughner indicated wider shoulders and median barrier should help the situation, and that vehicles should stop when the school bus is picking up and dropping off children in accordance with state law.

Ms. Zenuk asked if PENNDOT would coordinate with the school districts to reduce the number of stops along the roadway and also establish if there are any other school district recommendations that could be incorporated in the design. It was suggested a meeting be held with the school district to review the project and solicit input. The results of this meeting would be reported back to the PAC. If necessary, the school district would be invited to a future PAC meeting.

A PAC member noted that access from S.R. 322 westbound to residences located on the south side of S.R. 322 west of Flora Lane will be possible from the center turn lane, but traffic volumes could make this difficult. Mr. Roth concurred.

12. **S.R. 322 Signalized Intersections** – Mr. Roth noted that eight new signals are proposed within the project. Two of the new signals are on S.R. 322. Additional signals at the Korman Site and at Story Road are anticipated outside of this project. Signals within the project include:

Location	New Signal	Upgrade
SR 322 & US 1 (Baltimore Pike)		✓
SR 322 & Fellowship Drive/ Station Road Connector		✓
SR 322 & Ramp A/ Merion Drive	✓	
SR 322 & Mattson/Featherbed	✓	
Foulk Road & Ramps C/E	✓	
Garnet Mine Road & Ramps D/F	✓	
Foulk Road & Garnet Mine Road	✓	
SR 322 & Creek Parkway		✓
SR 322 & Chelsea Parkway		✓
SR 322 & Cherry Tree Road/ Bethel Road		✓
Market St. & Ramps J/O	✓	
Market St. & Bethel Road/ Ramp L	✓	
Market St. & Meetinghouse Rd./ Service Road	✓	
Total	8	5

S.R. 322, Section 101 Design Features

13. **S.R. 322 / S.R. 1 (Baltimore Pike) Intersection** - Traffic signal modifications will include the installation of an additional turn lane westbound toward S.R. 1 (2 lefts, 1 through, 1 right lane). It is anticipated the developer of the Korman property (south of S.R. 322 / S.R. 1 intersection) will be required to make significant improvements to this intersection as a result of the Highway Occupancy Permit (HOP) approval process.

PAC Issues:

Mr. Shaffer questioned whether the at-grade intersection would be adequate to handle the increased traffic expected by widening S.R. 322 from two lanes to four lanes. He also questioned if a “flyover” alternative was investigated. Mr. Roth responded the traffic projections and analysis did show the proposed signalized intersection meets acceptable Level-of-Service criteria. A “flyover” interchange was considered during preliminary design and rejected.

A PAC member questioned if the money saved by PENNDOT as a result of the Korman property required improvements could be used to address other S.R. 1 concerns between S.R. 322 and S.R. 202. Mr. Laughner responded that this is not feasible. Non-S.R. 322 intersection related S.R. 1 improvements are out of the scope of this project and would require MPO approval to get on the Transportation Improvement Program as a separate project.

14. A PAC member noted the area along the south side of S.R. 322 between Spring Valley Road and S.R. 1 was once a lake. Mr. Roth confirmed the right-of-way allows for widening to the south at this location.
15. **S.R. 322 / Smithbridge Road Intersection** - Mr. Laughner noted that as a result of previous discussions with Concord Township, a new intersection would not be constructed. The Township was against this option as a result of possible increased traffic and the presence of schools along this road.
16. **S.R. 322 / Featherbed Lane and Mattson Road Intersection** - Mr. Roth indicated the Mattson Road jughandle was extended to line up with Merion Drive to allow left turns on the cross road from Cambridge Downs at a new signalized intersection. The left turn lane on S.R. 322 at Cambridge Drive as shown on the 2001 Public Meeting plans has been eliminated with the addition of the jughandle.

PAC Issues:

There was concern that Featherbed Lane may draw traffic from S.R. 202 as an unofficial detour during construction and questioned if PENNDOT anticipated making any improvements/changes to this road as part of the project. Mr. Roth noted there is no PENNDOT anticipated work on Feathered Lane beyond the limits of the proposed ramps. S.R. 322 mainline traffic control measures will maintain the same amount of lanes (i.e. 1 E.B. & 1 W.B.) as existing which should reduce the need for “cut-thru” traffic.

Mr. Don Pileggi asked if a municipality has the right to close local roads during construction to prevent backed-up traffic from taking short-cuts that can cause road damage and disruption to neighborhoods. Mr. Roth indicated the Township concerns are very helpful and that Work Zone Traffic Control can be a topic for a future PAC meeting.

A PAC had concerns with resulting site distance for vehicles entering Mattson Road and Featherbed Lane from a stop condition. The design team will review these intersections and report back to the PAC at a future meeting.

A non-PAC member expressed concern about the jughandle being too close to residents in the area and also that neighbors are unaware of the proposed improvements. Mr. Roth noted the shifting of the ramp west to align with Merion Drive was the result of Federal Highway Administration (FHWA) suggestions to remove the left turn lane on S.R. 322 into Cambridge Drive.

A PAC member questioned the potential use of the land within the jug handles for strip commercial development, particularly as it pertains to the Mattson Road “loop ramp” with Merion Drive. It was also questioned if access to this property would be granted from S.R. 322. Mr. Roth indicated PENNDOT has no plans to develop this land and any reference to this possibility in the past has been from Concord Township as the result of information contained in the US322 Land Use Study prepared by the Delaware Valley Regional Planning Commission (DVRPC). As far as access to the property is concerned, safety aspects must be considered first and specific details need to be presented by Concord Township or a developer and approved by PENNDOT. Concord Township PAC members also stated that they are not opposed to not commercially developing these parcels.

17. **Clayton Park “Cow Passage” Culvert** - A PAC member asked if the existing cow underpass will be extended near Clayton Park. Mr. Roth indicated that if the cow passage is also used for drainage, it will be extended even though it is no longer used for livestock.

S.R. 322, Section 102 Design Features

18. **S.R. 322 / Foulk Road Interchange** - The previously proposed loop ramp interchange has been revised to a diamond interchange to reduce impacts to adjacent properties. The PENNDOT maintenance shed will have to be relocated as a result of this change. Mr. Laughner indicated the reason this maintenance building was recently rebuilt (instead of waiting until the S.R. 322 project re-located it) was because deterioration of the previous facility necessitated its replacement.

PAC Issues:

Ms. Lizza asked whether the traffic projections considered the Garnet Mine Road connection to S.R. 322 will be rerouted when this roadway connection is removed. Mr. Roth replied the DVRPC provided traffic counts and projections generally account for redistribution of traffic when existing road links are removed or new ones are added.

Ms. Lizza questioned if PENNDOT had to wait for Section 102 construction to begin prior to removing the Garnet Mine Road connection. The design team will investigate what impacts may be created if the Garnet Mine Road connection were removed and report back to the PAC at a future meeting.

A PAC member asked why the new alignment was shifted to the north near Garnet Mine Road and why a full diamond interchange was not proposed. Mr. Roth responded that a historic property was avoided by realigning S.R. 322 to the north in this area. It was agreed the previously presented full-diamond exhibits of Foulk Road be presented at a future PAC meeting.

A PAC member noted the proposed improvements result in potential impacts to industrial properties, including a nearby proposed 70 acre I-2 zoned parcel (old DuPont Print Plant) and a proposed 60 acre I-1 zoned parcel proposed. Mr. Laughner noted the design team was not aware of the industrial property development and requested the plans be provided to PENNDOT to review for potential S.R. 322 impacts from these proposed developments. The PAC member questioned if PENNDOT could incorporate the conceptual layout of a service road along the southeast quadrant of this interchange for access to this 70 acre parcel. This would facilitate development of the parcel and allow the developer to complete the service road construction. Mr. Roth noted that PENNDOT cannot use public funds to make improvements on private property.

A PAC member asked whether a house near the cul-de-sac road from Green Glen Drive could be accessed by the cul-de-sac. The design team will investigate this question and report back to the PAC at a future meeting.

A PAC member noted the sewer authority is interested in getting involved in decisions affecting the Foulk Road area. The design team should be aware of this as the final plans progress.

A PAC member felt the use of a stop sign controlled intersection at the end of the short eastbound off-ramp at the Garnet Mine Road interchange would result in backups onto S.R. 322. Mr. Roth agreed to look into the anticipated stacking length calculations and report back to the PAC at the next meeting.

19. **S.R. 322 / Sommers Lane Intersection** - As a result of a request made at the January 29, 2004 meeting, Mr. Roth reviewed a proposed alignment shift near Sommers Lane. By flattening the horizontal curve, the alignment shifts S.R. 322 to the north reducing residential ROW impacts. The PAC was agreeable to this revision.
20. **S.R. 322 / Chelsea Parkway Intersection** - Mr. Roth noted the traffic signal and left turn lanes will remain at Chelsea Parkway. A five lane section with a continuous center left turn lane will allow access to commercial areas in the section between Chelsea Parkway and Cherry Tree Road. Property acquisition will be from the south side of S.R. 322 in this section. Mr. Laughner indicated a great deal of effort was put into this decision and questioned if the Township is aware of any planned future

development that may impact this typical section. No additional information was offered by the PAC.

21. **S.R. 322 / Cherry Tree Road Interchange** - Cherry Tree Road will be made more perpendicular to S.R. 322 with jug handles constructed for left turn traffic.

PAC Issues:

A PAC member asked if traffic volumes warrant an overpass structure. Mr. Roth replied the interchange configuration is sufficient for the year 2026 DVRPC projected traffic volumes.

S.R. 322, Section 103 Design Features

22. **S.R. 322 / Market Street Interchange** - Two signals are proposed on Market Street, one at the end of each off-ramp. Mr. Roth also noted a service road would need to be constructed near Meeting House Road to avoid eliminating access to the properties along the south side of S.R. 322. Mr. Laughner noted this area may be selected for the relocation of the maintenance facility from Foulk Road.

PAC Issues:

A PAC member asked if a signal will be added at the Story Road intersection with Market Street. Mr. Laughner indicated the need for a signal at Story Road will be reviewed by PENNDOT. The design team will report back to the PAC at a future meeting.

A PAC member questioned if the two east bound on-ramps were necessary. Mr. Roth noted the two ramps are required to allow Market Street traffic to access S.R. 322 east while also eliminating left turns from Market Street. This is also the reason a full diamond interchange was not utilized. Mr. Laughner indicated additional left turn lanes on Market Street are not possible due to resulting historic property impacts.

Ms. Zenuk questioned if the short section of Bethel Road being used as a S.R. 322 off-ramp between Dutton and Market Streets will be improved as part of this project. The design team will investigate this question and report back to the PAC at a future meeting.

A PAC member noted left turns from Bethel Road eastbound to Market Street northbound are currently prohibited. Mr. Roth noted the proposed signal at Bethel and Market Streets will provide a left turn signal where this movement is prohibited currently.

Work zone traffic control will be a major issue on Market Street and other areas. A separate PAC meeting could be devoted to this issue.

23. **S.R. 95 Southbound Traffic Movement** - The existing local roadway network (roads and intersections) that is used for the S.R. 322 eastbound to S.R. 95 southbound traffic movement includes:

- the short stop sign controlled S.R. 322 eastbound off-ramp (through a residential area) at Dutton Street,
- a section of unimproved Bethel Road between Dutton and Market Streets,
- the traffic signal and right turn movement to S.R. 452 (Market Street)

PAC Issues:

The PAC is concerned that Bethel Road may not be able to support the anticipated traffic volumes. The PAC is also looking for a direct connection to S.R. 95 southbound before the S.R. 322 project is built. Mr. Tim O'Brien stressed this improvement is a different PENNDOT project, but that a future PAC meeting would be devoted to reviewing S.R. 95 interchange improvements.

24. **S.R. 322 / CSX Railroad Interchange** - Mr. Roth reviewed the CSX RR interchange improvements.

PAC Issues:

A PAC member noted Bethel Road is posted at 25 mph in this area, but it is his opinion that excessive speeding is common. The PAC asked if traffic calming (blinking signals, etc.) can be incorporated into this Bethel Road and the Featherbed Lane project areas. Mr. Laughner indicated the Department will take this request into consideration and report back to the PAC at a future meeting.

A PAC member made a request to relocate the north side CSX interchange ramps further west of their currently proposed location and away from the playground area. The design team will review this request and report back to the PAC at a future meeting.

All attendees are requested to review the above minutes for corrections and/or comments. If no comments or corrections are received within ten (10) business days, these minutes will become the basis for all official action.

Respectfully submitted,

alfred benesch & company

John F. Eagan, P.E.
Facilitator

Mark C. Roth, P.E.
Senior Project Manager

MSH

cc: All Attendees

MM.PAC.031804

**PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0**

**S.R. 0322, SECTION 100
DELAWARE COUNTY**

PROJECT ADVISORY COMMITTEE MEETING #1

March 18, 2004

SIGN-IN SHEET

alfred benesch & company

PROJECT No. 7855.02

PAC MEMBER	REPRESENTING	INITIAL (if present)
Dom Cappelli	Concord Township	X
Virginia DeNenno	Concord Township Planning Commission	X
Michael George	Bethel Township	X
Al Groer	Bethel Township Planning Commission	X
Sharon Hannum	Bethel Township Supervisor	X
John Heyburn	Concord Township	X
Bob Little	Concord Township	X
Judy Lizza	Bethel Township	X
Wayne Martin	Upper Chichester Township	
Robert McLarnon	Bethel Township	X
Jon Peri	Bethel Township	X
John Pickett	Delaware County Planning Commission	
Dominic A. Pileggi	Concord Township Supervisor	X
Norwan Powell	Bethel Township	X
James Racz	Concord Township	X
Jim Stewart	Upper Chichester Township	
George Swayngim	Upper Chichester Township	X
Frank Toth	Upper Chichester Township	X
Sirita Trivedi	Concord Township Supervisor	X
Beth Zenuk	Upper Chichester Township	X

