

WGNAS Road Network Traffic Study

Scope of Work Presentation

Military Installation Remediation and Infrastructure Authority Board



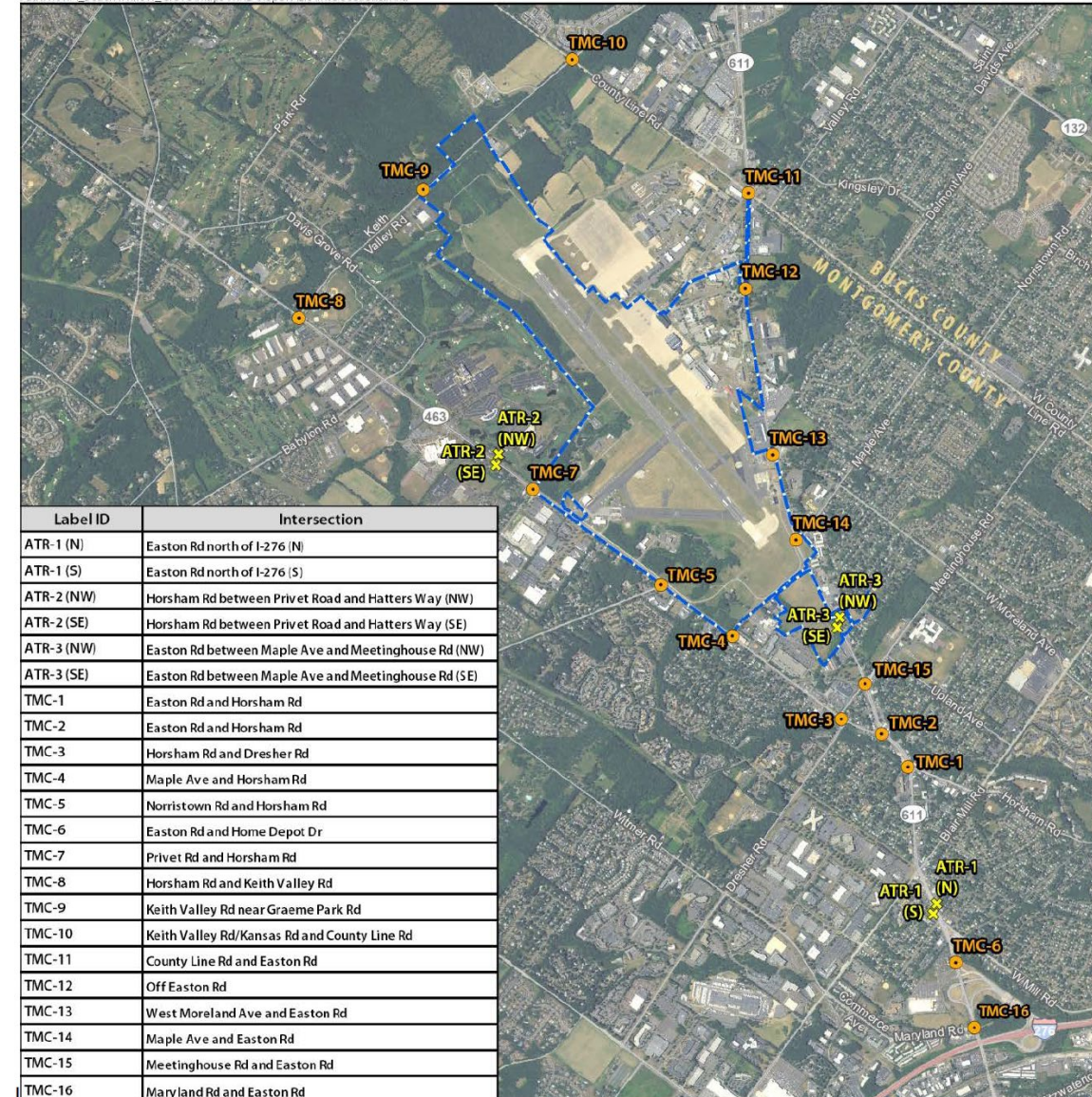
MBI Company Profile

- PA Based - Headquartered in Pittsburgh, PA for 80+ years
- PA Turnpike General Consulting Engineer for 75+ years
- Established Horsham Office in 1997 (now in Fort Washington)
- Local Projects of Significance:
 - US Route 202 Parkway
 - County Line Road Reconstruction
 - Maple Glen Triangle Road Widening
 - PA Turnpike Widening Study
 - **Route 611 Corridor Traffic Study**
 - Horsham Business Park Traffic Study
 - Blair Mill Road Widening
 - Horsham Road / Limekiln Pike Widening



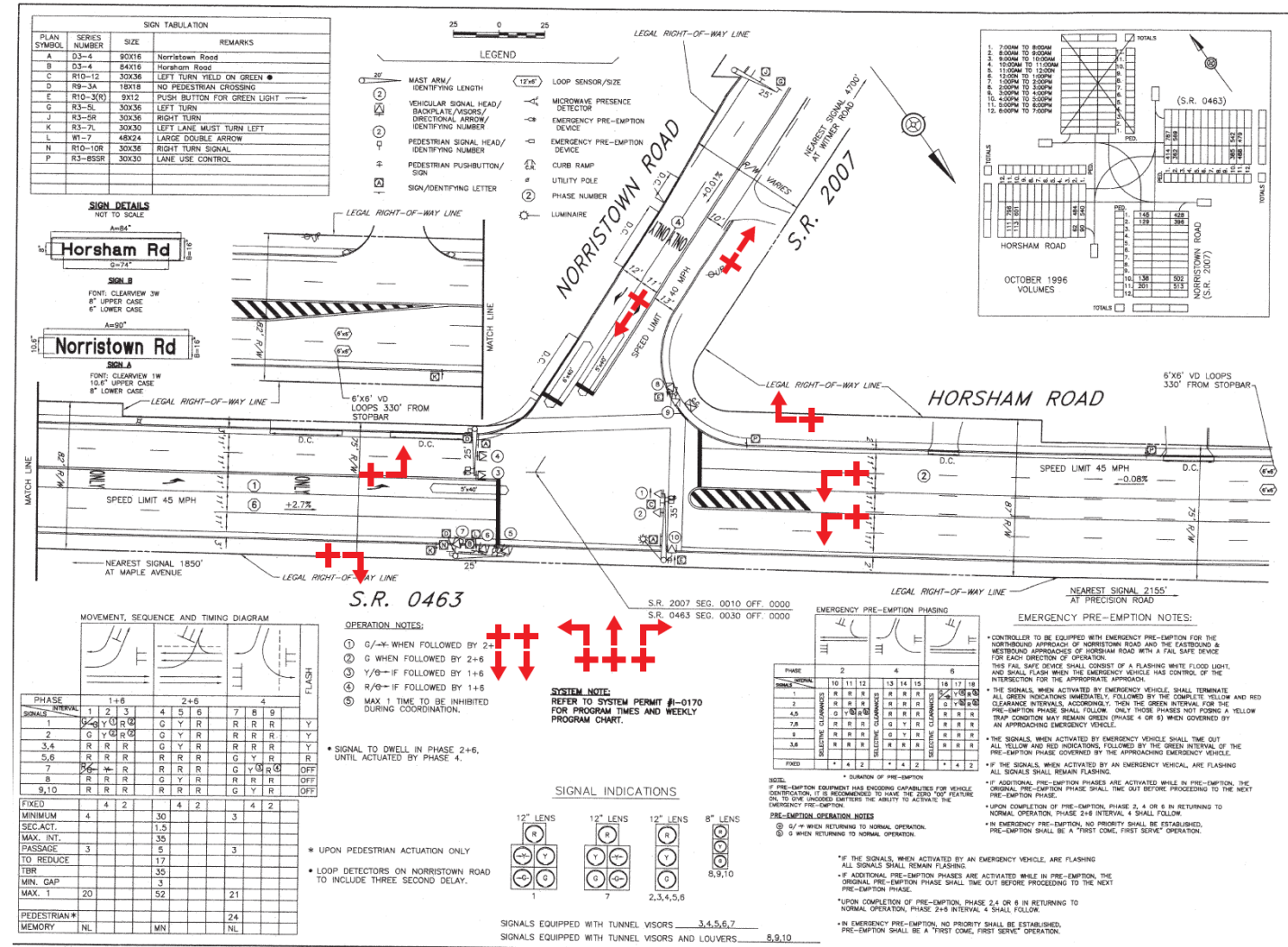
Prior Studies – WGNAS FEIS

- Appendix D – Traffic Assessment Study (July 2014)
- Data (TMCs and ATRs) collected May 2013
- 16 intersections and 3 mid block ATR locations
- Peak Hours – AM (7:15) and PM (5:00)
- Scenarios:
 - Existing (2014)
 - No Action
 - Build Condition
 - Phase I (10 yr) and Phase II (20 yr)
- Proposed Mitigation Measures (see example)



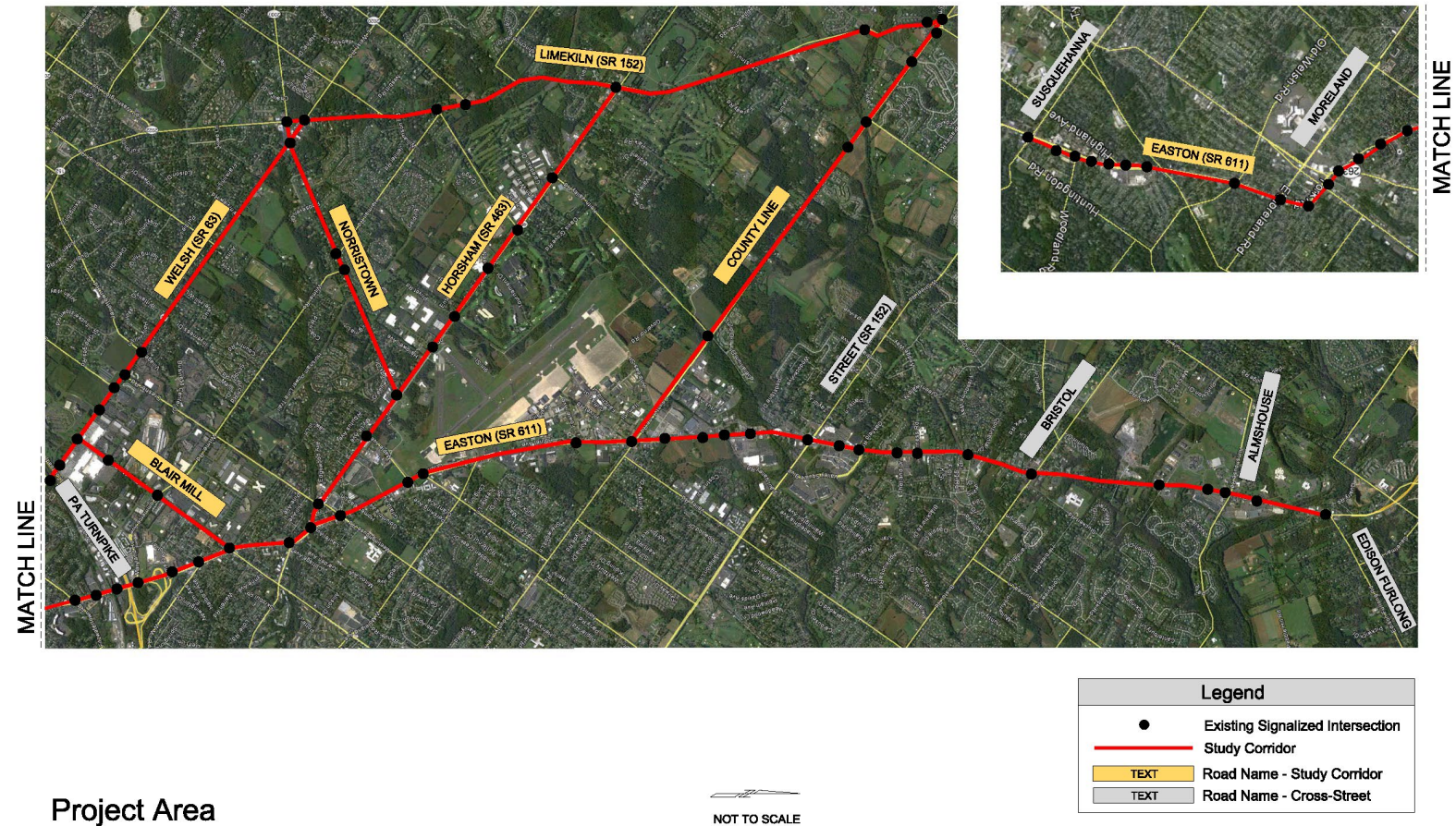
Prior Studies – WGNAS FEIS

- All traffic impact mitigation measures require appropriate traffic signal timing and phasing modifications to accommodate the lane configuration modifications.
- See sample exhibit for Norristown Road (right)

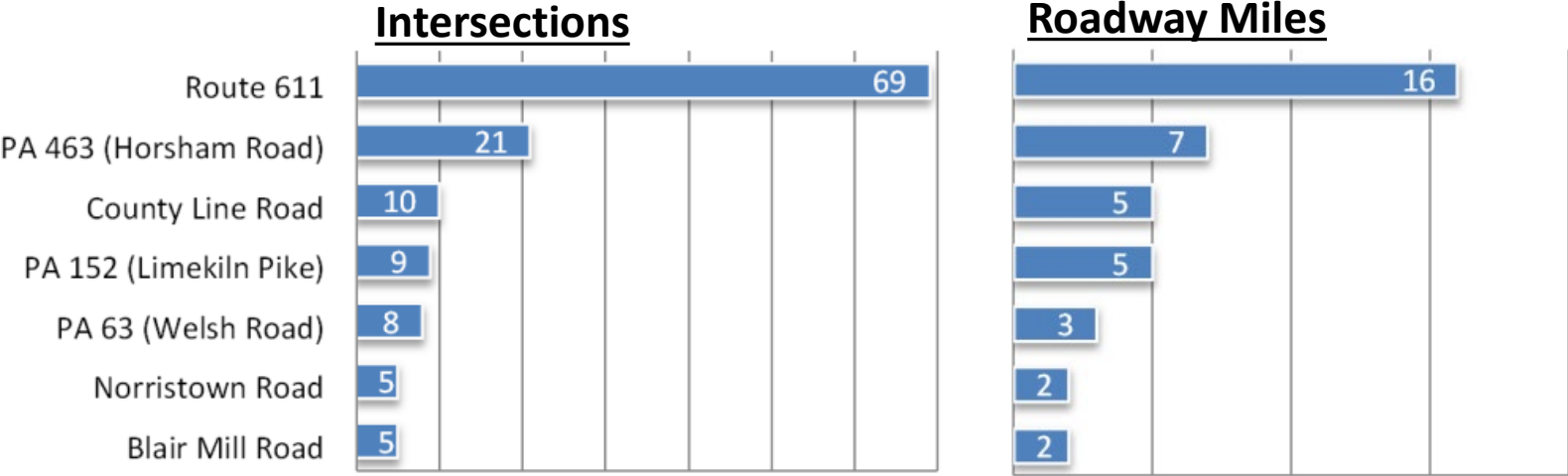


Prior Studies – Route 611 Corridor Study

- 115 Intersections
- 38 Roadway Miles
- Including:
 - Route 611
 - County Line Road
 - Horsham Road
 - Norristown Road
 - Welsh Road
 - Blair Mill Road
 - Limekiln Pike

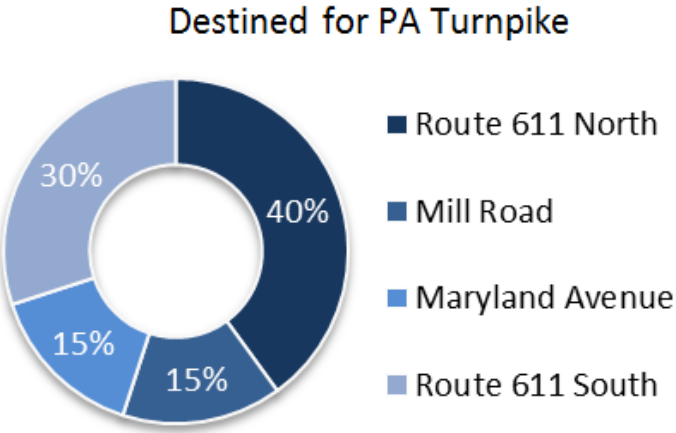
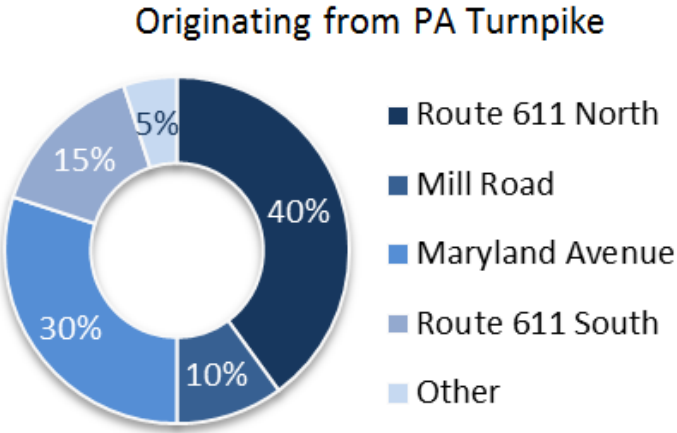


Prior Studies - Route 611 Corridor Study



Scenarios

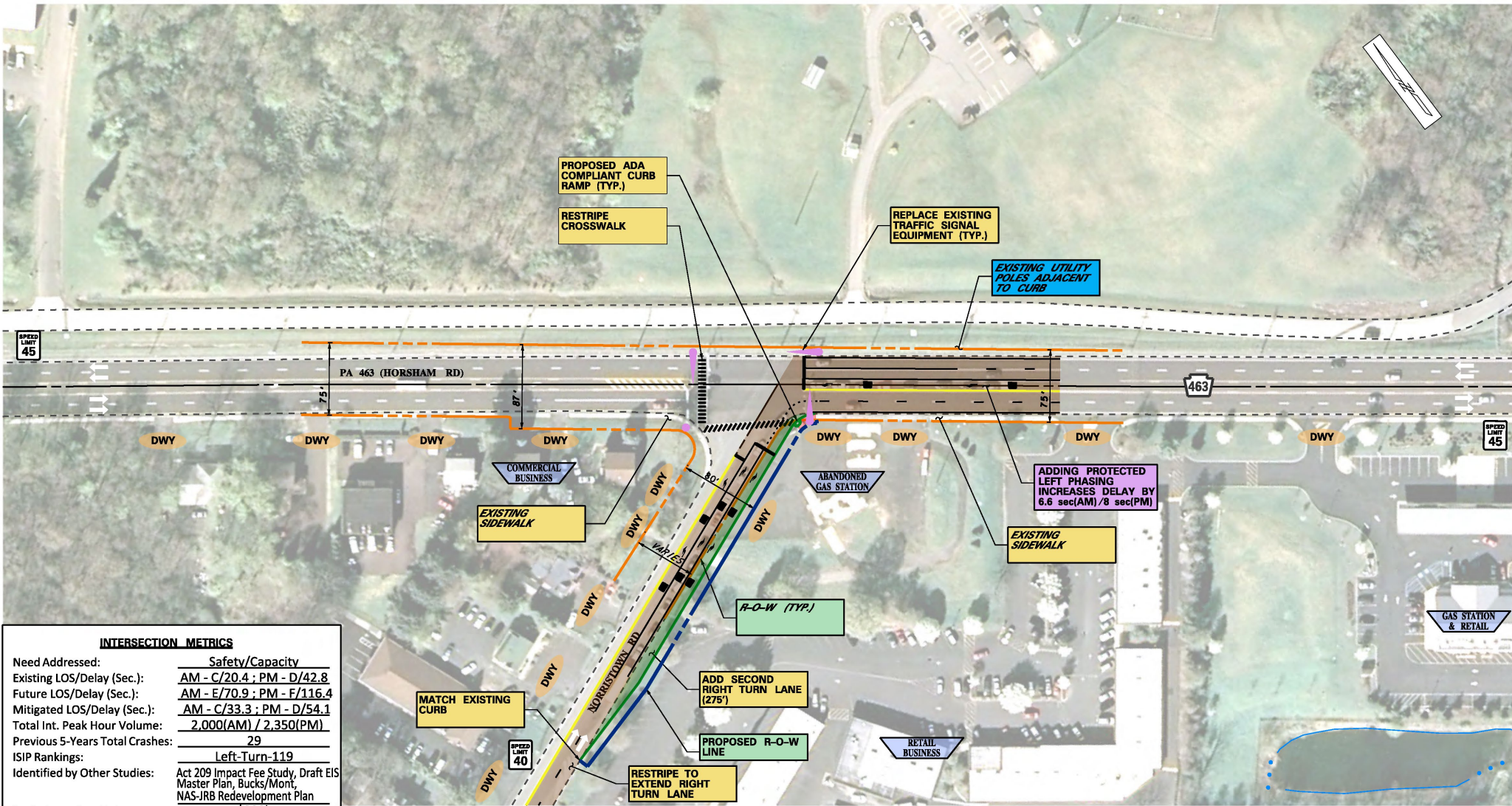
- Existing Year 2014
- Future Year 2040
(based on DVRPC traffic forecasts)
- Mitigated Future Year 2040
(with proposed intersection improvements)



Future Year Traffic Data Methodology

- Two DVRPC regional travel demand models based on anticipated land use changes and PA Turnpike improvements.
- Around the perimeter of the WGNAS, traffic impacts directly related to the redevelopment were not used in the analysis
- Mitigations measures were not based on the additional trips that will be added to the system with the full buildout of the WGNAS.
- PennDOT will have a better understanding of how the road network improvements identified by the WGNAS redeveloper compared to the road network improvements from 611 Study to determine developer responsibilities.

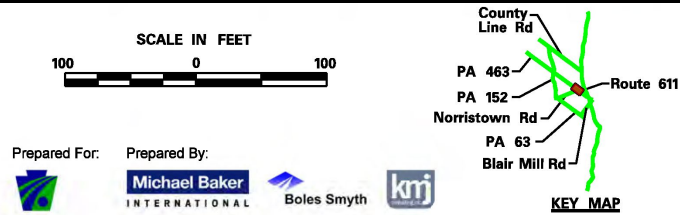




INTERSECTION METRICS	
Need Addressed:	Safety/Capacity
Existing LOS/Delay (Sec.):	AM - C/20.4 ; PM - D/42.8
Future LOS/Delay (Sec.):	AM - E/70.9 ; PM - F/116.4
Mitigated LOS/Delay (Sec.):	AM - C/33.3 ; PM - D/54.1
Total Int. Peak Hour Volume:	2,000(AM) / 2,350(PM)
Previous 5-Years Total Crashes:	29
ISIP Rankings:	Left-Turn-119
Identified by Other Studies:	Act 209 Impact Fee Study, Draft EIS Master Plan, Bucks/Mont, NAS-JRB Redevelopment Plan
Preliminary Cost Estimate:	\$800k
Operational Benefit-Cost:	\$4/veh-sec

LEGEND	
	EXISTING LEGAL RIGHT-OF-WAY LINE
	PROPOSED RIGHT-OF-WAY LINE
	EXISTING ROADWAY CENTERLINE
	EXISTING EDGE OF PAVEMENT OR CURB
	PROPOSED EDGE OF PAVEMENT OR CURB
	EXISTING RAILROAD TRACK
	MUNICIPAL BOUNDARY
	EXISTING PAVEMENT
	PROPOSED ROADWAY WIDENING
	PROPOSED SIDEWALK
	PROPOSED WORK (BY OTHERS)
	RELOCATED OR NEW TRAFFIC SIGNAL POLE
	DWY EXISTING DRIVEWAY

NOTE: RIGHT-OF-WAY LINES SHOWN ON THIS EXHIBIT ARE FOR INFORMATION PURPOSES ONLY AND HAVE NOT BEEN VERIFIED. HORIZONTAL GEOMETRY IS BASED ON TRAFFIC SIGNAL PERMIT PLANS, UNLESS OTHERWISE NOTED. THIS EXHIBIT DOES NOT SHOW WOOD UTILITY POLES, UNDERGROUND AND OVERHEAD UTILITIES, STREET LIGHTING, STORMWATER DRAINAGE, AND VERTICAL CONTOURS.



Route 611 Transportation Study BUCKS & MONTGOMERY COUNTIES

EXHIBIT 22

INTERSECTION IMPROVEMENT CONCEPT PA 463 (HORSHAM RD) AND NORRISTOWN RD HORSHAM TOWNSHIP

Next Steps

Proposed Project Schedule

NTP Issued: 3/15/2021

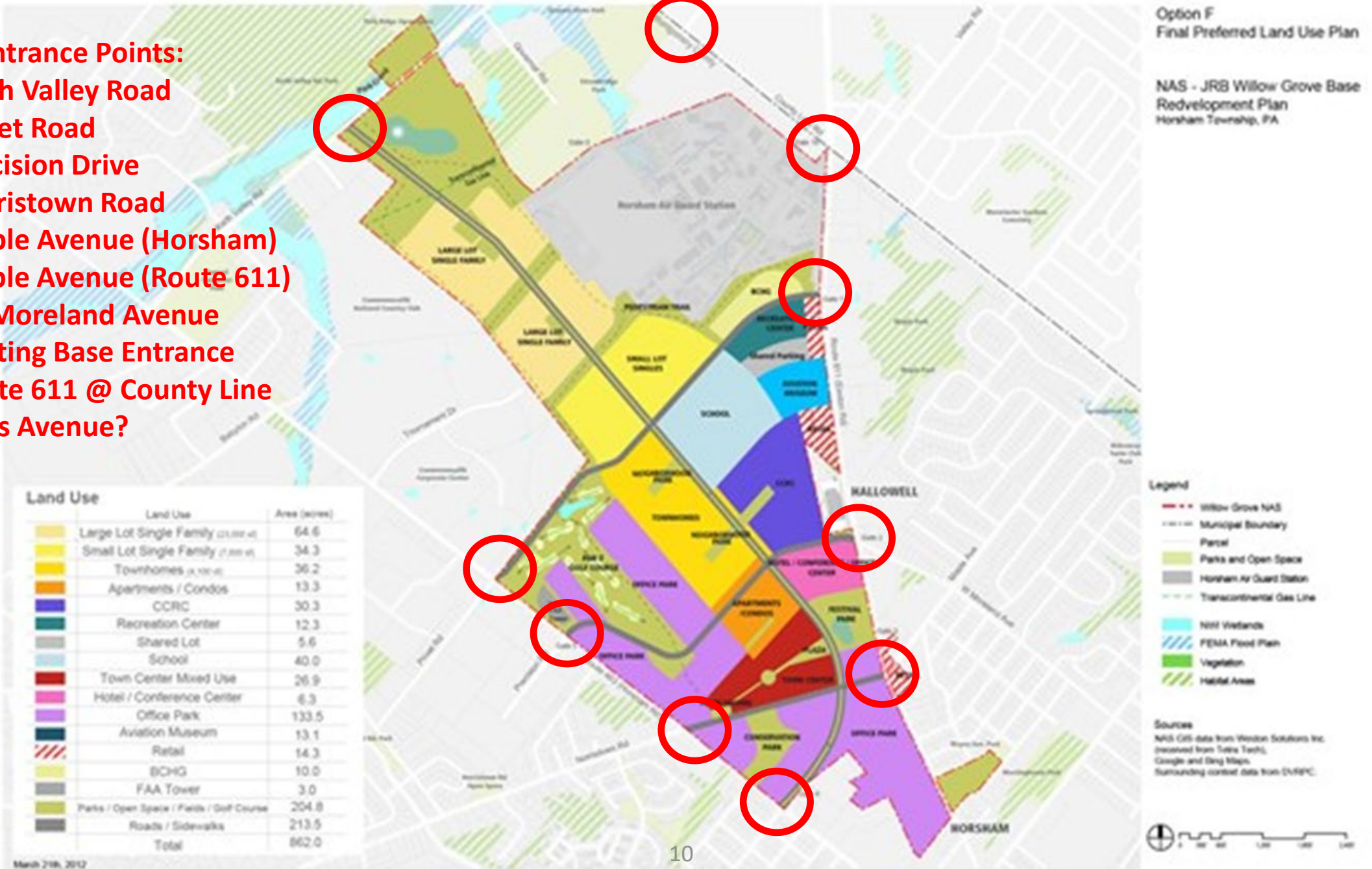
Task	Days	Completion Date
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1	Compile Background Traffic Data	14	3/29/2021
2	Redistribution of Traffic Volumes	14	4/12/2021
3	Update Traffic Analyses	14	4/26/2021
	Update Presentation to MIRIA Board		4/26/2021
4	Improvements Alternatives and Prioritization	28	5/24/2021
	Update Presentation to MIRIA Board		5/24/2021
6	Final Report (includes response to comments)	28	6/21/2021
	Final Presentation to MIRIA Board		6/21/2021



New Entrance Points:

- Keith Valley Road
- Privet Road
- Precision Drive
- Norristown Road
- Maple Avenue (Horsham)
- Maple Avenue (Route 611)
- W. Moreland Avenue
- Existing Base Entrance
- Route 611 @ County Line
- Titus Avenue?





We Make a Difference

Thank You!

Questions?

