Meeting Minutes

Date: July 12, 2023  6:00 PM  Location: Virtual (MS Teams)

Project Name: West Valley Green Road Bridge  Subject: Public Meeting

The following represent attendees from Montgomery County, Pennsylvania Department of Transportation, Engineering District 6-0 and the County’s management and design consultants. Other attendees are shown on attached document.

<table>
<thead>
<tr>
<th>Attendees</th>
<th>Representing</th>
<th>E-mail Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jesse King</td>
<td>Montgomery County</td>
<td><a href="mailto:Jesse.King@montgomerycountypa.gov">Jesse.King@montgomerycountypa.gov</a></td>
</tr>
<tr>
<td>Alexa Harper</td>
<td>Gannett Fleming/ PennDOT 6-0</td>
<td><a href="mailto:aharper@CGNET.com">aharper@CGNET.com</a></td>
</tr>
<tr>
<td>Sidney New</td>
<td>Gannett Fleming/ PennDOT 6-0</td>
<td><a href="mailto:snew@GFNET.com">snew@GFNET.com</a></td>
</tr>
<tr>
<td>Susan Guisinger-Colon</td>
<td>McCormick Taylor</td>
<td><a href="mailto:SMGuisingerColon@mccormicktaylor.com">SMGuisingerColon@mccormicktaylor.com</a></td>
</tr>
<tr>
<td>Todd Smeltz</td>
<td>Erdman Anthony</td>
<td><a href="mailto:SmeltzTB@erdmananthony.com">SmeltzTB@erdmananthony.com</a></td>
</tr>
<tr>
<td>Colleen Meiswich</td>
<td>A.D. Marble</td>
<td><a href="mailto:cmeiswich@admarble.com">cmeiswich@admarble.com</a></td>
</tr>
<tr>
<td>Jason Vendetti</td>
<td>A.D. Marble</td>
<td><a href="mailto:jvendetti@admarble.com">jvendetti@admarble.com</a></td>
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</tbody>
</table>

The purpose of the West Valley Green Road Bridge Public Meeting was to present to the public the alternatives that were studied for the bridge replacement and to provide Montgomery County’s recommendation for the bridge replacement.

Jesse King started the meeting outlining the purpose of the meeting and team introductions. Susan Guisinger-Colon provided an overview of the meeting rules and expectations. Todd Smeltz provided a project overview and the purpose and need for the bridge replacement.

Jason Vendetti provided a summary of environmental studies. The National Environmental Policy Act (NEPA) applies due to Federal funding for the project. The primary resource is the bridge since it is a historic resource eligible for listing in the National Register of Historic Places. Other resources include the Green Ribbon Trail and Ft. Washington State Park. Additional future studies are required for archaeology and Threatened and Endangered Species. Next steps include preparing the NEPA document (Categorical Exclusion), Effects document for the bridge impacts, continued consulting party coordination and conducting the archaeology survey.
Todd Smeltz provided an overview of all seven alternatives:

- Alternative 1: No-Build or Do Nothing
- Alternative 2: Rehabilitation
- Alternative 3: Replacement on Existing Alignment
- Alternative 4: Replacement on New Alignment, Similar Location as Existing Bridge
- Alternative 5: Rehabilitation of Existing Bridge/Construction of New Replacement Bridge (One-Way Couplet)
- Alternative 6: Replacement on New Alignment, North of Existing Bridge
- Alternative 7: Replacement on New Alignment, North of Existing Bridge

Advantages and disadvantages of each alternative were presented. Details of each alternative can be found on attached presentation.

The County recommends Alternative 4: Replacement on New Alignment, Similar Location as Existing Bridge since it minimizes impacts to adjacent properties, environmental features within the project limits and meets the project’s purpose and need.

The overall project schedule was reviewed.

The meeting was then opened for questions and answers (Q&A). The following comment response document provides a summary of the Q&A session.
### West Valley Green Road Bridge Virtual Public Meeting Attendees

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization Representing</th>
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</thead>
<tbody>
<tr>
<td>Capece, Aurelia</td>
<td>Local Resident</td>
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<tr>
<td>Casacio, Stan</td>
<td>Local Resident</td>
</tr>
<tr>
<td>Craney-Monticelli, Guiseppe</td>
<td>Local Resident</td>
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<tr>
<td>Curcillo, PG</td>
<td>Local Resident</td>
</tr>
<tr>
<td>Dan</td>
<td>Local Resident</td>
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<tr>
<td>Dietrich-Davis, Kate</td>
<td>Local Resident</td>
</tr>
<tr>
<td>Edmond, Matthew</td>
<td>Montomgery County</td>
</tr>
<tr>
<td>Edwards, Meg</td>
<td>Local Resident</td>
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<tr>
<td>Fox, Michelle</td>
<td>Local Resident</td>
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<tr>
<td>Frascella, Dominic</td>
<td>Local Resident</td>
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<tr>
<td>Glatz, Mark</td>
<td>Local Resident</td>
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<tr>
<td>McDowell, Joe</td>
<td>Local Resident</td>
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<tr>
<td>Miller, Doug</td>
<td>Local Resident</td>
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<tr>
<td>Penglase, Bill &amp; Patty</td>
<td>Local Resident</td>
</tr>
<tr>
<td>Shepley, Ken</td>
<td>Local Resident</td>
</tr>
<tr>
<td>Takata, Joanne</td>
<td>Local Resident</td>
</tr>
<tr>
<td>Turner, Andrew</td>
<td>Montomgery County</td>
</tr>
<tr>
<td>Vasturia, Dominic</td>
<td>Local Resident</td>
</tr>
<tr>
<td>Biddle, Joan</td>
<td>Local Resident</td>
</tr>
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Note: Additional people attended via phone or names were not visible.
West Valley Green Road Bridge
Public Meeting
July 12, 2023
West Valley Green Road Bridge

Project Team Introductions

Jesse King – Montgomery County
Susan Guisinger-Colon – McCormick Taylor
Todd Smeltz – Erdman Anthony
Jason Vendetti – A.D. Marble
Collen Meiswich – A.D. Marble
West Valley Green Road Bridge

Meeting Protocol

• Meeting will run from 6:00 PM to 7:30 PM
• The meeting will be recorded and posted for viewing on the Montgomery County website
• Presentation will be given without interruptions. Questions will be answered at the end of the presentation
• Questions will be taken via the “Chat” function in Teams or the Comment form

Press this to type a question in the chat feature.

• If an attendee is having technical difficulties, please contact Colleen Meiswich at 484-433-5511 or cmeiswich@admable.com.
West Valley Green Road Bridge

Project Location
West Valley Green Road Bridge

**Project Purpose**
The purpose of the project is to improve the safety of the crossing at Wissahickon Creek and provide access for vehicular traffic (including EMS vehicles and school buses).

**Project Needs**
The existing bridge is structurally insufficient:
- the bridge is in poor condition and is posted with a 3 Ton weight restriction.

The existing bridge is geometrically inadequate:
- The bridge and its approaches are deficient in width, vertical (crest) and horizontal alignments, sight distances and lateral offset to obstruction (house adjacent to south side of east approach) causing safety problems.
**West Valley Green Road Bridge**

**Alternatives Studied**

**Alternative 1** - No Build or Do Nothing  
**Alternative 2** – Rehabilitation  
**Alternative 3** – Replacement on Existing Alignment  
**Alternative 4** – Replacement on New Alignment, Similar Location as Existing Bridge  
**Alternative 5** – Rehabilitation of Existing Bridge / Construction of New Adjacent Bridge (One-Way Couplet)  
**Alternative 6** – Replacement on New Alignment, North of Existing Bridge  
**Alternative 7** - Replacement on New Alignment, South of Existing Bridge
NEPA Defined - Applicability

“Federal” Projects:
- Federally funded projects
- Projects requiring a federal permit (wetlands or waterways)

100% State Projects:
- Essentially the same process and level of documentation

- Clean Air Act
- Clean Water Act
- Environmental Justice Executive Order
- Noise ordinances
- U.S. Department of Transportation Act of 1966, Section 4(f)
- Section 106 of the National Historic Preservation Act
- Contaminated materials and substances
- Endangered Species Act
- Coastal Zone Management Act
- Migratory Bird Treaty Act
- Protection of Wetlands Executive Order
- Patuxent Research Refuge Executive Order
- Floodplain Management Executive Order
- Federal Flood Risk Management Executive Order
- Limited English Proficiency Executive Order
- Military Construction and Appropriations Act
- State Environmental Laws
- Local Environmental Laws
Project requires a Categorical Exclusion/Environmental Document approval

Key Resources:

Historic Resources – West Valley Green Road Bridge

Section 4(f) Resources – Fort Washington State Park; Green Ribbon Trail and West Valley Green Road Bridge

Archaeological Resources (TBD)

Threatened & Endangered Species (TBD)
**SECTION 106 PROCESS**

**Next Steps:**

<table>
<thead>
<tr>
<th>Task</th>
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<tbody>
<tr>
<td>Prepare Determination of Effects Report</td>
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<tr>
<td>Continue Consulting Party Coordination</td>
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<tr>
<td>Conduct Phase I Archaeological Survey</td>
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<td>Determine Historic Mitigation Stipulations</td>
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West Valley Green Road Bridge

Alternative 1 – No Build or Do Nothing

Advantages
• Maintains the existing bridge

Disadvantages
• Project purpose and need are not met
• The bridge would eventually be permanently closed to vehicular traffic
West Valley Green Road Bridge

Alternative 2 – Rehabilitation

Advantages
• Maintains the existing bridge and minimizes impacts to natural and cultural resources

Disadvantages
• Project purpose and need are not met
  ➢ The bridge will still be posted for a load restriction
  ➢ Safety issues due to insufficient bridge width, horizontal and vertical roadway alignments, and sight distances would not be improved.
  ➢ The bridge will require significant long-term maintenance to remain open
West Valley Green Road Bridge

Alternative 3
Replacement on Existing Alignment
West Valley Green Road Bridge

Alternative 3 - Replacement on Existing Alignment

Advantages
- Meets the Project Purpose and Need
- Increases bridge capacity to accommodate vehicular traffic including EMS vehicles and school buses
- Improves the bridge width and provides bicycle and pedestrian access across the bridge to the Wissahickon Green Ribbon Trail.
- Improves the existing flooding conditions over West Valley Green Road

Disadvantages
- The removal of the existing bridge would have an Adverse Effect on the bridge.
- Horizontal geometry is not improved
- Safety would remain a concern in the bridge approaches due to the existing horizontal alignment and sight lines.
- Stopping and driveway sight distances do not meet design criteria
West Valley Green Road Bridge

Alternative 4
Replacement on New Alignment, Similar Location as Existing Bridge
West Valley Green Road Bridge

**Alternative 4 - Replacement on New Alignment, Similar Location as Existing Bridge**

**Advantages**
- Meets the Project Purpose and Need
- Increases bridge capacity to accommodate vehicular traffic including EMS vehicles and school buses
- Improves the bridge width and provides bicycle and pedestrian access across the bridge to the Wissahickon Green Ribbon Trail.
- Improves all aspects of the existing bridge and roadway geometry (improving safety) over the existing condition.
- Improves the existing flooding conditions over West Valley Green Road

**Disadvantages**
- The removal of the existing bridge would have an Adverse Effect on the bridge.
- Minor permanent right-of-way impacts to adjacent properties
West Valley Green Road Bridge

Alternative 5 – Rehabilitation of Existing Bridge / Construction of New Adjacent Bridge (One-Way Couplet)
West Valley Green Road Bridge

Alternative 5 – Rehabilitation of Existing Bridge / Construction of New Adjacent Bridge (One-Way Couplet)

Advantages
• Existing bridge is maintained.
• New westbound bridge would have the capacity to accommodate vehicular traffic including EMS vehicles and school buses
• Project could be built without a detour

Disadvantages
• Significant right-of-way and environmental impacts (property on the west end of the bridge and Fort Washington State Park)
• Flood levels would be increased
• The existing eastbound portion bridge will still be posted for a load restriction
• Safety issues due to horizontal and vertical roadway alignments and sight distances would not be improved on the existing eastbound bridge
• The existing eastbound bridge will require significant long-term maintenance to remain open
West Valley Green Road Bridge

Alternative 6
Replacement on New Alignment, North of Existing Bridge
West Valley Green Road Bridge

Alternative 6 - Replacement on New Alignment, North of Existing Bridge

Advantages
- Meets the Project Purpose and Need
- Increases bridge capacity to accommodate vehicular traffic including EMS vehicles and school buses
- Improves the bridge width and provides bicycle and pedestrian access across the bridge to the Wissahickon Green Ribbon Trail.
- Improves the existing bridge and roadway geometry (improving safety) over the existing condition.
- Existing bridge could be maintained for recreational purposes

Disadvantages
- Significant right-of-way and environmental impacts (property on the west end of the bridge and Fort Washington State Park)
- Flooding over the roadway would not be improved
West Valley Green Road Bridge

Alternative 7
Replacement on New Alignment, South of Existing Bridge
West Valley Green Road Bridge

Alternative 7 - Replacement on New Alignment, South of Existing Bridge

Advantages
- Meets the Project Purpose and Need
- Increases bridge capacity to accommodate vehicular traffic including EMS vehicles and school buses
- Improves the bridge width and provides bicycle and pedestrian access across the bridge to the Wissahickon Green Ribbon Trail.
- Improves all aspects of the existing bridge and roadway geometry (improving safety) over the existing condition.
- Improves the existing flooding conditions over West Valley Green Road
- Existing bridge could be maintained for recreational purposes

Disadvantages
- Significant right-of-way and environmental impacts (property on the east end of the bridge)
West Valley Green Road Bridge

Recommended Alternative
Alternative 4 Replacement on New Alignment, Similar Location as Existing Bridge
Alternative 4 - Recommended Alternative

- Meets the project Purpose and Need
- Provides bicycle and pedestrian access across the bridge to the Wissahickon Green Ribbon Trail
- Required Minimal permanent ROW impacts to adjacent properties
- Decreases flood elevations and minimizes permanent stream impacts - improves the existing flooding conditions over West Valley Green Road
- Minimizes future maintenance costs
- Accommodates future re-decking while maintaining traffic on West Valley Green Road
West Valley Green Road Bridge

Future Project Schedule

- Public Meeting: Early Summer 2023
- Preliminary Engineering: Winter 2025
- Environmental Clearance: Spring 2025
- Preliminary Engineering Approved: Late Spring 2025
- Final Design Complete: Fall 2026
- Right-of-Way and Utility Clearances: Fall 2026
- Construction Bid: Winter 2027
- Construction Complete: Fall 2028
West Valley Green Road Bridge

Questions?