



# TOWNSHIP OF ABINGTON

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## *PUBLIC WORKS COMMITTEE*

*Drew Rothman, Chair  
Tom Bowman, Vice-Chair  
Dennis Zappone  
Ken Brodsky  
Jessica Carswell*

### **A G E N D A** **September 4, 2019** **7:00 P.M.**

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1. CALL TO ORDER
2. ROLL CALL
3. CONSIDER APPROVAL OF MINUTES
  - a. Motion to approve Committee Meeting minutes of June 5, 2019
4. PRESENTATION
5. UNFINISHED BUSINESS
6. NEW BUSINESS

*PUBLIC WORKS COMMITTEE*    *COMMISSIONER DREW ROTHMAN, CHAIR*

- a. **PW-01-091219**    Consider a motion to approve a Memorandum of Understanding between PennDOT, DVRPC and Abington Township, Rockledge Borough, Lower Moreland Township and Bryn Athyn Borough for a Regional Traffic Signal Retiming Initiative along the Huntingdon Pike (SR 0232) Corridor.
7. PUBLIC COMMENT
8. ADJOURNMENT

The stated meeting of the Public Works Committee of the Board of Commissioners of the Township of Abington was held on Wednesday, June 5, 2019 at the Township Administration Building, Abington, PA., with Commissioner Rothman presiding.

**CALL TO ORDER:** 7:03 p.m.

**ROLL CALL:** Present: Commissioners ROTHMAN, BOWMAN, ZAPPONE, BRODSKY, CARSWELL

Township Manager MANFREDI  
Assistant Township Manager WEHMEYER  
Township Solicitor CLARKE  
Director of Public Works -  
PONTELANDOLFO/BARRON

Also Present: Commissioners LUKER, KLINE, THOMPSON, GILLESPIE, WINEGRAD, SCHREIBER, DiPLACIDO, VAHEY, SPIEGELMAN, MYERS

**APPROVAL OF MINUTES:**

Commissioner Rothman made a MOTION, seconded by Commissioner Bowman to approve the Public Works Committee Meeting of May 1, 2019 subject to review by the Manager regarding possible discrepancy at the end of the meeting minutes.

MOTION was ADOPTED 5-0.

**PRESENTATION:** None.

**UNFINISHED BUSINESS:** None.

**NEW BUSINESS:**

Item PW-01-061319 – Reject the 2019 Landscape Maintenance bid proposal, amend the bid document to be re-bid through December 31, 2021:

Commissioner Rothman called on Manager Manfredi.

Manager Manfredi explained that bids were sent out and one was received. Bid spec was not up to Township standards, so instead of a one-year bid, we included additional items within that bid spec through 2021.

Commissioner Rothman asked for any comments from Commissioners.

Commissioner Myers asked when will the Board see the new bid spec?

Manager Manfredi replied if not at the July Board meeting, then in August.

Commissioner Myers questioned whether the re-bid will be sent out to more contractors.

Manager Manfredi replied the re-bid will be advertised to anyone interested and we will notify the contractor who provided the bid that it was rejected and that it is being re-advertised.

Commissioner Gillespie clarified that the bid was sent out to more than one contractor. Is that correct?

Manager Manfredi replied it was advertised in one newspaper.

Mr. Angelo Pontelandolfo added that we had a pre-bid meeting where more than one contractor attended, but they did not submit an actual bid.

Mr. Barron noted that it was mailed out to six local companies in this area prior to the pre-bid meeting.

Vice President Kline questioned what was done differently with this bid spec than in the past.

Manager Manfredi replied there was a procedural defect in the bid process and it would not be appropriate to award the bid.

Vice President Kline clarified that Biase was awarded the project in the past. Is that correct?

Mr. Pontelandolfo replied yes.

Solicitor Clarke agreed that there was a defect and this bid cannot be awarded and needs to be re-bid.

Commissioner Bowman made a MOTION, seconded by Commissioner Brodsky to reject the 2019 Landscape Maintenance bid proposal, amend the bid document to be re-bid through December 31, 2021.

Commissioner Rothman asked for any public comments.

Lora Lehmann, 1431 Bryant Lane, expressed concern that she feels “there have been bid irregularities in the past.” What was the bid defect?

Solicitor Clarke replied it was not advertised in a proper newspaper of general circulation.

MOTION was ADOPTED 5-0.

**PUBLIC COMMENT – general matters relating to Public Works:**

Lora Lehmann, 1431 Bryant Lane, asked if the “incorrect minutes” were addressed.

Commissioner Rothman replied we did not determine them as correct or incorrect. We passed them subject to Manager Manfredi’s review of the resident’s comments.

Ms. Lehmann expressed concern that she feels there was “testimony overtly eliminated from the Public Works meeting minutes.”

Commissioner Rothman replied he did not ‘overtly eliminate’ anything and that will be appropriately addressed in accordance with the laws that the Township abides by.

**ADJOURNMENT:**            7:14 p.m.

Respectfully submitted,

Richard J. Manfredi, Township Manager/Secretary

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**PUBLIC WORKS COMMITTEE**

**AGENDA ITEM**

August 26, 2019

PW-01-091219

DATE

AGENDA ITEM NUMBER

Public Works

DEPARTMENT

FISCAL IMPACT

Cost > \$10,000.

Yes

No

PUBLIC BID REQUIRED

Cost > \$20,100

Yes

No

**AGENDA ITEM:**

Memorandum of Understanding by and between Pennsylvania Department of Transportation (PennDOT), Delaware Valley Regional Planning Commission (DVRPC) and Abington Township, Rockledge Borough, Lower Moreland Township and Bryn Athyn Borough for a Regional Traffic Signal Retiming Initiative along the Huntingdon Pike (SR 0232) Corridor

**EXECUTIVE SUMMARY:**

Recently, PennDot District 6-0 identified the Huntingdon Pike (SR 0232) Corridor from Church Road-Robbins Avenue in Rockledge Borough to S. Byberry Road in Lower Moreland Township as a candidate for a Retiming Initiative.

A Memorandum of Understanding (MOU) between all entities is required to be signed stating a willingness to participate in the retiming effort. The Concept of Operations (ConOps) attached to the MOU sets forth the roles, responsibilities, and procedures to improve the management of traffic operation and establishes procedures to improve, implement and manage day to day traffic signal operations on Huntingdon Pike. These improvements are designed to enhance mobility through key corridors identified by PennDOT, DVRPC and the Regional Transportation Operations Master Plan. Implementation of the improvements are anticipated to improve overall traffic flow and reduce traffic congestion.

**PREVIOUS BOARD ACTIONS:**

**RECOMMENDED BOARD ACTION:**

Motion to approve a Memorandum of Understanding between PennDOT, DVRPC and Abington Township, Rockledge Borough, Lower Moreland Township and Bryn Athyn Borough for a Regional Traffic Signal Retiming Initiative along the Huntingdon Pike (SR 0232) Corridor.



# TOWNSHIP OF ABINGTON

Richard J. Manfredi  
Township Manager

## FISCAL NOTE

AGENDA ITEM NUMBER: PW-01-091219

DATE INTRODUCED: August 26, 2019

FISCAL IMPACT AMOUNT:

FUND:

FISCAL IMPACT:

YES

NO

FISCAL IMPACT

Cost > \$10,000.

Yes

No

### SUMMARY

This cost of completing the signal timing (design and implementation) is the sole responsibility of PennDOT. Should the project identify improvements to movement, sequence or phasing at intersections included in the retiming effort requiring modification(s) to existing equipment or requiring the installation of new equipment to be installed, PennDOT will provide said information to the municipality. The decision to make the identified improvements and any required equipment modifications or installations shall be at the sole discretion of the Permittee. Should the municipality exercise its sole discretion to implement the identified improvements, the costs identified for the improvements are the sole responsibility of the municipality.

### ANALYSIS

All of the identified intersections in Abington Township were upgraded in 2009. Therefore, we do not foresee PennDOT identifying any improvements for equipment modifications or new installations. The Old York Road corridor underwent a retiming initiative approximately three (3) years ago at no cost to the township.

**MEMORANDUM OF UNDERSTANDING BY AND  
BETWEEN**

ROCKLEDGE BOROUGH  
ABINGTON TOWNSHIP  
LOWER MORELAND TOWNSHIP  
BRYN ATHYN

(MUNICIPALITIES)

And

Pennsylvania Department of Transportation, Engineering District 6-0

Date

WHEREAS, the Pennsylvania Department of Transportation (DEPARTMENT) and the MUNICIPALITIES share a common interest in facilitating the safe and efficient management of traffic flow along state and locally-owned roadways including the Huntingdon Pike (SR 0232) corridor at the intersections listed in the District 6-0 Regional Signal Retiming Initiative Concept of Operations (ConOps) day-to-day operations; and,

WHEREAS, the DEPARTMENT, the Delaware Valley Regional Planning Commission (DVRPC) and Rockledge Borough, Abington Township, Lower Moreland Township and Bryn Athyn (MUNICIPALITIES) have partnered to develop a regional traffic signal retiming initiative project; and,

WHEREAS, the Huntingdon Pike (SR 0232) District 6-0 Regional Signal Retiming Initiative ConOps sets forth roles, responsibilities, and procedures to improve the management of traffic operations; and

WHEREAS, the District 6-0 Regional Signal Retiming Initiative ConOps establishes procedures to improve, implement, and manage day-to-day traffic signal operations on Huntingdon Pike (SR 0232) (ROUTES);

NOW, THEREFORE, the DEPARTMENT and MUNICIPALITIES will follow the roles, responsibilities, and procedures specified in the District 6-0 Regional Signal Retiming Initiative ConOps, attached to the Memorandum.

I. General Provisions

- A. This Memorandum is not intended to and does not create any contractual rights or obligations between the signatories.
- B. The ConOps which this Memorandum implements may be amended or modified at any time upon the written consent of the parties.
- C. In case the MUNICIPALITIES in the Huntingdon Pike (SR 0232) (ROUTES) Corridors do not agree to execute a memorandum with the DEPARTMENT, the DEPARTMENT and MUNICIPALITIES will mutually decide in writing whether to follow the roles, responsibilities, and procedures set forth in the ConOps or terminate the Memorandum.
- D. All parties to this Memorandum will communicate fully and openly with each other in order to resolve any problems that may arise in the fulfillment of the terms of this Memorandum.

**AND NOW**, this \_\_day of \_\_\_\_, 2019, the parties hereby acknowledge the foregoing as the terms and conditions of their understanding.



**SIGNATURE PAGE: LOWER MORELAND TOWNSHIP**

\_\_\_\_\_  
PennDOT District 6-0 Executive

\_\_\_\_\_  
Christopher R. Hoffman  
Township Manager

*August 6, 2019*

**SIGNATURE PAGE: BRYN ATHYN**

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**PennDOT District 6-0 Executive**

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**Victoria S. Trost  
Manager/Secretary/Treasurer**

*August 6, 2019*

**SIGNATURE PAGE: ROCKLEDGE BOROUGH**

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**PennDOT District 6-0 Executive**

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**Grace Metzinger  
Borough Manager**

**SIGNATURE PAGE: ABINGTON TOWNSHIP**

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PennDOT District 6-0 Executive

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Richard J. Manfredi  
Township Manager

**District 6-0 Regional Signal Retiming Initiative**  
**Concept of Operations**  
**Huntingdon Pike (SR 0232)**

**1 Scope**

The purpose of this document is to enable implementation of signal retiming and related improvements to designated District 6-0 corridors. These improvements are designed to enhance mobility through key corridors identified by PennDOT, DVRPC and the Regional Transportation Operations Master Plan. All signal retiming and related work at selected intersections on Huntingdon Pike (SR 0232) will be completed as described in this Concept of Operations (ConOps).

This ConOps documents procedures to implement traffic signal timings on Huntingdon Pike (SR 0232) during day-to-day operations including specific signal timing programs for peak hour, weekend, event, and emergency operations. Specifically, it documents roles, responsibilities, and procedures, as agreed to by all parties, to facilitate the PennDOT Regional Signal Retiming Initiative (RSRI) project.

Initial focus will be on implementing signal timing changes for day-to-day operations. Enhancements to this ConOps, including more robust operational procedures and other types of emergency situations, may be implemented as surveillance coverage expands and additional signals are brought under PennDOT control.

**2 Referenced Documents**

The following documents are referenced as addendums to this ConOps:

- Contact names and phone numbers
- Intersection permit plans (24)
- Traffic Signal System Permit Plan (3)

**3 Current Situation**

**3.1 Background**

The Federal Highway Administration (FHWA) recommends that “traffic signal timing should be reviewed every three to five years and more often if there are significant changes in traffic volumes or roadway conditions.”<sup>1</sup>

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<sup>1</sup> FHWA Traffic Signal Timing Manual. FHWA-HOP-08-024. June 2008.  
[http://ops.fhwa.dot.gov/publications/fhwahop08024/fhwa\\_hop\\_08\\_024.pdf](http://ops.fhwa.dot.gov/publications/fhwahop08024/fhwa_hop_08_024.pdf)

The key corridors to be assessed as part of the Regional Signal Retiming Initiative have been selected due to increased development and demand, changing land use patterns, and/or signal delay across the and the intersection or corridor level.

Traffic congestion on SR 0232 is recurring with predictable delays during peak commute hours. The system is currently operating with several closed loop and isolated intersections.

The SR 0232 cross section varies. Land use on the corridor includes retail, commercial and residential uses.

The SR 0232 project corridors currently include two signals in Rockledge Borough, ten signals in Abington Township, ten signals in Lower Moreland Township and two signals in Bryn Athyn. The following signals are included within this project:

1. Huntingdon Pike & Church Rd-Robbins Ave (permit no #1118), Montgomery County, Rockledge Borough
2. Huntingdon Pike & Sylvania Rd (permit no #1648), Montgomery County, Rockledge Borough
3. Huntingdon Pike & Fox Chase Rd-Shady Ln (permit no #1699), Montgomery County, Abington Township
4. Huntingdon Pike & Pasadena Ave (permit no #2108), Montgomery County, Abington Township
5. Huntingdon Pike & Cedar Rd-Rockledge Ave (permit no #0969), Montgomery County, Abington Township
6. Huntingdon Pike & Susquehanna Rd (permit no #1700), Montgomery County, Abington Township
7. Huntingdon Pike & Rydal Elementary School (permit no #0975), Montgomery County, Abington Township
8. Huntingdon Pike & Meetinghouse Rd-Harpers Ln (permit no #0980), Montgomery County, Abington Township
9. Huntingdon Pike & Moredon Rd (permit no #1459), Montgomery County, Abington Township
10. Huntingdon Pike & Redeemer Village (permit no #2578), Montgomery County, Abington Township
11. Huntingdon Pike & Holy Redeemer Hospital Access (permit no #1821), Montgomery County, Abington Township
12. Huntingdon Pike & Meadowbrook Apartments Access (permit no #1454), Montgomery County, Abington Township
13. Huntingdon Pike & Moreland Rd (permit no #1832), Montgomery County, Lower Moreland Township
14. Huntingdon Pike & Welsh Road (permit no #1913), Montgomery County, Lower Moreland Township
15. Huntingdon Pike & Chestnut St (permit no #1834), Montgomery County, Lower Moreland Township
16. Huntingdon Pike & Welsh Rd-Philmont Ave (permit no #0386), Montgomery County, Lower Moreland Township
17. Huntingdon Pike & Fetters Mill Rd-Red Lion Rd (permit no #0368), Montgomery County, Lower Moreland Township
18. Huntingdon Pike & Tomlinson Rd (permit no #2439), Montgomery County, Bryn Athyn

19. Huntingdon Pike & Cathedral Rd-College Dr (permit no #0122), Montgomery County, Bryn Athyn
20. Huntingdon Pike & Byberry Rd (permit no #0257), Montgomery County, Lower Moreland Township
21. Welsh Rd & Valley Rd (permit no #0163), Montgomery County, Lower Moreland Township
22. Welsh Rd & Moreland Business Park Access (permit no #1623), Montgomery County, Lower Moreland Township
23. Welsh Rd & Terwood Rd (permit no #2321), Montgomery County, Lower Moreland Township
24. Welsh Rd & Carson Terrace-Walton Rd (permit no #2044), Montgomery County, Lower Moreland Township

The following traffic signal system permits apply to this project:

1. PennDOT System Permits System File # I-0235
2. PennDOT System Permits System File # I-0189
3. PennDOT System Permits System File # I-0082

### **3.2 Proposed Changes**

Under the Regional Signal Retiming Initiative (RSRI), PennDOT, through staff at the District Traffic Unit and/or a consultant team, will make improvements based on existing traffic data, observed conditions and input from stakeholders, including the involved Municipally. Prior to initiating the RSRI project, the corridor signals will be subject to a rapid field assessment, in which PennDOT, and/or its consultant team, will verify that signal equipment at involved intersections is operating with no major maintenance, operational, or communication issues. The MUNICIPALITIES agree to give PennDOT and its consultant team free access to on-street and off-street (central system) equipment during the retiming effort. Inspection of controller operations will be limited to a visual inspection.

PennDOT, through its consultant team, will perform necessary analysis using existing signal timing plans, traffic modeling files, as well as appropriate data collection. PennDOT, through its consultant team, may conduct manual turning movement counts, automatic (24-hour traffic counts), Bluetooth (MAC address) data monitoring, speed/delay runs on the project corridor and other data collection to facilitate new timing plans. Clearance interval, volume-density and pedestrian intervals will be recalculated and revised as necessary to meet current PennDOT standards.

Upon development of new timing plans for the corridor, the consultant team shall provide proposed timings to PennDOT District 6-0 and the MUNICIPALITIES. The proposed timings will not be presented on a formal plan, rather in memorandum format. Proposed clearance intervals and pedestrian timings will comply with PennDOT/FHWA standards. The consultant team will organize a meeting with the MUNICIPALITIES and PennDOT and will fully explain the proposed timing plans.

Upon concurrence with the proposed timing plans, they will be implemented by PennDOT through the consultant team. Timing will be implemented at no cost to the MUNICIPALITIES, and during off peak hours on the corridor (10 AM to 3 PM). Timings

will be implemented via keyboard entry at individual controllers, or via Direct Connect using appropriate software and portable computers. The PennDOT consultant team will notify the MUNICIPALITIES of the implementation of new timing, and the MUNICIPALITIES may observe the implementation of new timing plans. After new timings are implemented, PennDOT and the MUNICIPALITIES will observe and evaluate changes in traffic patterns to determine if further adjustments may be warranted. Additional changes to system timing will most likely be necessary to refine the timing plans. The MUNICIPALITIES agree to allow implementation of refined timings as necessary to refine system measures of effectiveness. It is expected that the implementation/refinement stage of the process will take no longer than two (2) weeks.

Once a satisfactory retiming solution has developed, PennDOT will submit updated Signal Permit/System Plans to the MUNICIPALITIES. The MUNICIPALITIES will maintain and operate signals as approved on the Permit/System Plans. PennDOT reserves the right to revisit the project corridor to observe special traffic conditions (for example, Christmas shopping rush) and further refine system timing. The MUNICIPALITIES agree to allow PennDOT and its consultant team to access corridor controllers, master controllers and system software as necessary to facilitate further system refinements, at any or all times with prior notice to the MUNICIPALITIES.

### **3.3 Benefits and Institutional Impacts**

Implementations of improved traffic signal timings on SR 0232 are anticipated to improve overall traffic flow and reduce traffic congestion. Transit vehicles should experience more reliable service, as congestion and delay are minimized. There may be detrimental impacts to side street traffic as the cycle length along SR 0232 is increased and their percent of green time is diminished. Additional studies may be necessary to evaluate if any side streets are unduly impacted, and adjustments will be made. In addition, pedestrian, clearance interval and volume density timing updates may provide for increased safety on the project corridor.

## **4 Signal Retiming Operational Scenario**

This section outlines the general procedures that occur when the traffic signal retiming initiative occurs.

1. PennDOT and MUNICIPALITIES meet to discuss the scope and approach to improve the designated corridor and specified intersections. PennDOT, and/or its consultant team, working with the MUNICIPALITIES, will verify that the signal equipment is in working order with no major maintenance, operational or communication issues (rapid field assessment). PennDOT, and/or the PennDOT consultant team, will conduct a visual inspection of equipment located in the controller cabinet. If a terminal signal deficiency issue is discovered in the rapid field assessment, for example: detector, controller, or communications failure, the PennDOT team will discontinue the project until the signal equipment has been repaired. If the signal equipment is operational in 30 days, the PennDOT team will continue the retiming effort as described in this ConOps.
2. During the rapid field assessment, if other intersection conditions do not comply with the permit plan but do not inhibit the retiming, PennDOT will issue a memo listing deficiency to the MUNICIPALITIES. These deficiencies, for example: signing



and pavement marking issues are to be addressed by the MUNICIPALITIES in accordance with the existing permit plan and/or other existing agreements with PennDOT.

3. MUNICIPALITIES will agree to maintain existing signal equipment in a state of good repair through the duration of the RSRI, as required in the traffic signal/system permits issued by PennDOT for the signals.
4. PennDOT and/or its consultant team will analyze existing data from the corridor and intersections and develop “before” data and a plan for signal retimings.
5. Prior to the implementation of the new timing the PennDOT consultant team will conduct a meeting with the MUNICIPALITIES and PennDOT Traffic Unit. Preliminary timing plans will not be presented on formal plans, but both the MUNICIPALITIES and PennDOT District 6-0 will be fully briefed on the proposed changes. The proposed timing changes will be summarized in a memorandum format, written in layman’s terms where possible.
6. The PennDOT consultant team will make signal timing adjustments in the field at no cost to the MUNICIPALITIES. The timing plans will be implemented during off-peak times on the corridors (10 AM to 2 PM). The Municipal and/or PennDOT computer system may be used for implementation, and the MUNICIPALITIES will be given an opportunity to observe/participate in the implementation. These improvements may include the addition of specific timing plans for peak hour, weekend, school zone, and event operations. MUNICIPALITIES, PennDOT, and the consultant team will observe traffic conditions after signal timing adjustments and other improvements. Minor adjustments will be identified, implemented and documented via email between the consultant team, MUNICIPALITIES and PennDOT. PennDOT/Municipal concurrence with the minor adjustments is required prior to finalization of the project. The refinement period is expected to be an iterative process, with the goal of providing optimal signal timing for the corridor. The refinement period is expected to last no more than two (2) weeks.
7. PennDOT, the consultant team and the MUNICIPALITIES will determine if additional signal retiming adjustments are needed through observation, collection of “after” data, and/or through software modeling. If needed, the PennDOT consultant team will implement signal timing adjustments. If PennDOT is implementing timing, the MUNICIPALITIES will be made aware of any adjustments via email.
8. Once timing updates are satisfactory to PennDOT, involved MUNICIPALITIES and the consultant team, the signal permits will be updated according to reflect updated conditions. Field conditions will be documented by memorandum, documenting improvements to measures of effectiveness on the corridor. MUNICIPALITIES will return to typical operations but will maintain the signal improvements from the Regional Signal Retiming Initiative.
9. The cost of completing the signal timing (design and implementation) is the sole responsibility of PennDOT. Should the project identify improvements to movement, sequence or phasing at intersections included in the retiming effort requiring modification(s) to existing equipment or requiring the installation of new equipment to be installed, PennDOT will provide said information to the MUNICIPALITIES. The

decision to make the identified improvements and any required equipment modification(s) or installation(s) shall be at the sole discretion of the Permittee. PennDOT will be provided an opportunity to discuss the advantages of the identified improvements. Should the MUNICIPALITIES exercise its sole discretion to implement the identified improvements, the costs identified for the improvement(s) are the sole responsibility of the MUNICIPALITIES. The MUNICIPALITIES shall have a two (2) week window in which to advise PennDOT on implementation of identified improvements requiring capital expense, else the timing plans will be developed assuming existing movements, phasing and intervals. PennDOT will not force any suggested improvements associated with the retiming effort on the MUNICIPALITIES by revising a valid traffic signal permit at a project intersection. In addition, costs associated with permit compliance issues identified by PennDOT during the retiming effort are the sole responsibility of the Permittee. The RSRI will commence at the signing of the MOU and will conclude one year following implementation of updated (initial) timing. The MUNICIPALITIES may forward comments/observations on operation. The Department, may, at its discretion and assuming availability of funds, further study conditions on the corridor to address seasonal variations on the corridor.

## **5 Concept for Future Operations**

After the Regional Signal Retiming Initiative is completed, the traffic signals will operate, under municipal control, as specified in the updated signal and system permits and in accordance with PennDOT Publication 191. Any modifications to signal timings should be approved by PennDOT.

The MUNICIPALITIES should reassess signal timings at a minimum of every 3 to 5 years as recommended by PennDOT and FHWA. Future retimings are not included as a part of the RSRI.

Major development which influences the corridor should trigger a reassessment of corridor signal timings. This work will be completed by the developer and/or the MUNICIPALITIES.

**SIGNAL TIMING PROJECT CONTACT LIST:**

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**MUNICIPALITIES CONTACT INFORMATION:**

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**PENNDOT CONSULTANT TEAM:**

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