

September 3, 2024

Mr. Jason Bobst
Township Manager
West Norriton Township
1630 Marshall Street
West Norriton, PA 19403

Re: Norristown Hospital Reconstruction - Traffic Review (First)
1001 W. Sterigere Street
Norristown, PA 19401
RVE File #PMWNP006

Dear Mr. Takita:

Remington & Vernick Engineers (RVE), on behalf of West Norriton Township, has reviewed the following submission materials in connection with the land development application referenced above:

- Transportation Impact Study (35 pages), dated July 12, 2024, prepared by Drive Engineering of Lansdale, PA.
- TIS and Plan Review (6 pages), dated August 28, 2024, prepared by the Montgomery County Planning Commission of Norristown, PA.
- Preliminary / Final Land Development Plan (44 sheets), dated July 26, 2024, prepared by Stantec Architecture and Engineering LLCs of Philadelphia, PA.

I. GENERAL INFORMATION

Owner & Applicant: Commonwealth of Pennsylvania
Department of Human Services
Norristown State Hospital
1001 W. Sterigere Street
Norristown, PA 19401

Engineers: Drive Engineering Corp.
1936 West Point Pike
Lansdale PA, 19446
215-367-5535
eric@driveengineering.com
Attn: Eric Klepadio, PE

Stantec Architecture and Engineering LLC
1500 Spring Garden Suite 1100
Philadelphia, PA 19130
215-665-7000

Proposal: The applicant is proposing a new 650,000 sf psychiatric treatment center with an accompanying parking lot on the site of the existing buildings.

II. Comments (Traffic Review)

Upon review of this submission, RVE has the following comments. All underlined comments must be addressed. Please provide responses to the comments in writing following the same numbering system.

1. Page 1 – The applicant shall clarify why there are no additional intersections that cover access from the north or is it to be expected that all access will be at the Pine Street entrance.
2. Page 1 – The applicant shall identify who is responsible for maintaining the tree that is noted as a sight distance concern. Provide a recommendation to ensure this obstacle is mitigated.
3. Page 1 – The applicant shall clarify the decision for not recommending a dedicated left turn bay into the site by showing the projected queue lengths.
4. Page 4 – Please verify that the volumes are correct for Sterigere Street. Volumes and truck percentages on the PennDOT TiRE database are different than what is shown in this chart.
5. Page 4 – Please verify that the volumes for Forrest Avenue are correct. There appears to be a typographical error with a copy of the volumes for Beech Drive.
6. Page 4 – Please provide volumes for the uncontrolled entrance to the existing site at the Sterigere and Stanbridge intersection. These volumes are necessary to substantiate the proposed trip distribution, as it is the closest entrance to US 202.
7. Page 5 – Please verify that the SEPTA Route 90 volumes are correct for all applicable stops, e.g. add the volumes for the Sterigere at Stanbridge bus stop. According to the current SEPTA bus map, Route 90 enters the campus.
8. Page 6 – The applicant shall indicate all proposed pedestrian access routes including ADA-compliant curb ramps if needed.
9. Page 6 – The applicant should indicate the proposed bicycle routes to the site. The Schuylkill River path passes just a mile to the south of the existing hospital.
10. Page 6 – The applicant should clarify if there are any noteworthy findings in the crash data and provide more information on the types of crashes, time of day, etc.
11. Page 7 – Please provide more information on the operations of the hospital from a traffic perspective within section 5.7. When is the shift change? Are there visiting hours?
12. Page 7 – If the proposed development (Preserve at Stony Creek) is potentially complete by 2029, the added traffic from this development should be included in the analysis.

13. Page 8 – The applicant should clarify the existing conditions of the development shown in Table 6. Are Buildings 10, 21, and 23 to remain? Do they have different access points? Will there still be beds in Building 10? Is Building 51 operational in Phase 1? Please provide the locations of Buildings 10, 21, and 23.
14. Page 8 – Please clarify the changes in employment per building with the new development.
15. Page 9 – Given the caveats mentioned within the trip generation section and the unique nature of this development, the applicant should provide trip generation from a state land use like the proposed facility.
16. Page 10 – The applicant should state whether the new Trip Distribution should differ from the existing distribution or not. Should the percentage entering at the new site driveway be different than in the existing condition? What traffic enters at the gate of Sterigere & Stanbridge?
17. Page 14 – The delays at the Sterigere Street and Pine Street intersection appear to improve in the eastbound direction despite the addition of the Beech Street driveway and the increase in vehicle traffic from site. The applicant should clarify the logic behind these results.
18. Page 16 – The maximum queue length for the eastbound approach at the proposed driveway entrance is shown as only 10 feet, while maximum queue lengths nearby at the intersection with Forrest Street are noted as 165-190 feet. The applicant should clarify the logic behind these results.
19. Figures 10 and 11 – The applicant should clarify how the trip generation from Phase 1 is lower than Phase 2, despite Phase 1 being a much larger change in development. Also, please clarify whether these figures are properly modeling the large shift changes.
20. Figures 10 and 11 – The applicant should clarify if existing Circle Drive trips are redistributed to the new entrance opposite Pine Street.
21. Please provide electronic copies of the Synchro files for review and comment.
22. Hospital facilities typically have specialized delivery needs (food service, medical waste, hazardous gas delivery). Please provide information on these needs regarding this specific facility.
23. Appendix A – Please reconcile the existing number of vehicles entering and exiting with the proposed 670 employees in Phase 1.
24. Plan Sheet 1 – Within the parking calculations, this sheet shows the number of employees at 407, while the TIS reports 704 in the final condition. Please clarify which is correct and make the required adjustments to either the plans or the TIS.
25. Please provide turning templates for the largest design vehicles, notably the largest delivery vehicle and/or trash truck, and the largest emergency vehicle.

Any modifications to previous applications or newly proposed development related to this change of zone request will require additional engineering reviews.

Should you have any questions, please feel free to contact our office at (610) 940-1050.

Sincerely,

REMINGTON & VERNICK ENGINEERS



Christopher J Fazio, PE, CME
Executive Vice President

CJF/jls

cc: William Bogari, Jr., Chief Operating Officer, Norristown State Hospital
Kenneth Filson, PE, Hunt Engineering
Eric Klepadio, PE, Drive Engineering