



ALEX MEITZLER, PE, PTOE

Senior Project Manager

YEARS OF EXPERIENCE

30 Years

EDUCATION

Penn State University
M.Eng. / 1992 / Civil Engineering

Penn State University
B.S. / 1990 / Civil Engineering

REGISTRATIONS

Professional Engineer - MD, DE, PA, NJ, WV, NC, VA, DC

MD License # 30181

DE License # 11746

PA License # PE-052724-E

NJ License # GE40385

WV License # 22134

NC License # 44304

VA License # 40367

DC License # PE901896

Professional Traffic Operations Engineer
License # 1416

PROFESSIONAL AFFILIATIONS

American Society of Highway Engineers (07/2019 – 07/2020)

Institute of Transportation Engineers (#24067)

PERSONAL EXPERIENCE

Mr. Meitzler is a Senior Project Manager in TPD's Transportation Planning Department, with 30 years of experience in all aspects of traffic and transportation related projects. His primary focus is relative to traffic studies, capacity analysis, signal design, and traffic operations. He is experienced with traffic analysis software packages such as SYNCHRO and HCS. He is experienced giving expert testimony and participating with public involvement for projects.

PROJECT EXPERIENCE

Oak Lane Athletic Fields Traffic Study |

Westtown Township, PA (Client: Westtown School)

Project Manager responsible for the preparation of multiple analyses to proposed improvements to the athletic fields at the Westtown School. Performed traffic data collection, analysis, and gave testimony at multiple public hearings. Prepared documentation, and coordinated with Westtown Township staff and professionals and PennDOT. Developed multiple safety improvement recommendations and prepared conceptual designs for improved safety in regards to vehicular and pedestrian circulation.

College Square Shopping Center Reconstruction

|Newark, New Castle County, DE (Client: Fusco Management)

Project Manager responsible for all DeIDOT coordination, including traffic analysis and entrance permit plan preparation. The project is redeveloping an existing shopping center into a pedestrian/bicycle friendly multi-use development. The entrance plans called for extensive improvements to existing sidewalk, ADA ramps, installation of new DART bus shelter pads, and ensuring internal pedestrian/bike connections were seamless with those in DeIDOT ROW. Performing continuing coordination with DeIDOT regarding final vehicular and pedestrian MOT details and final approval of entrance permit plans.

Various DeIDOT Assignments (Agreement 1374)|

Statewide, DE (Client: Delaware Department of Transportation)

Provided traffic engineering services for road reconstruction projects, traffic circulation improvements, MOT utilizing FHWA Final Rule criteria, and analysis of signal and signage alternatives. Performed signal design, traffic capacity analysis, pedestrian and ADA compliance issues, DART coordination, roundabout analysis, and urban circulation. Involved with



client task coordination and public workshops. Projects included Howell School Road Reconstruction involving the realignment of a multi-leg intersection to a conventional 4-legged intersection, a multi-use path to access Lums Pond, improved residential access, and speed reduction improvements. Foulk Road/Murphy Road involved a skewed and congested intersection with active commercial driveways. Managed and prepared all capacity analysis, data collection, and ADA facilities evaluation. Coordinated with DelDOT staff. Prepared HCS analysis, accident analyses, and safety assessments. Led preparation of over 30 TMPs for statewide projects. Projects included rail crossing replacement, interstate pavement rehabilitation, and other reconstruction projects. TMPs included phasing, temporary signal timings, and MOT recommendations.

US 40 Alt/ MD 67 Boonsboro Roundabout Signing, Striping and Lighting |

Boonsboro, Washington County, MD (Client: Frederick Seibert and Associates, Inc.)

Project Manager responsible for the development of lighting, signing/striping plans for a developer-built roundabout at the US 40 Alt/MD 67 intersection. The plans and lighting analysis reviews and approvals were coordinated with SHA District 6 and OOTS. Plans were developed to SHA MUTCD and lighting standards and coordinated with on-going site design and local land use approving agencies. The roundabout was under construction during the design process requiring coordination with SHA inspection personnel, utilities, and developer's contractor.

First State Crossing Redevelopment TIS (Former Claymont Steel Site) |

Claymont, New Castle County, DE (Client: Claymont Properties, LLC)

Project Manager responsible for coordinating traffic engineering analysis with the roadway and intersection design for the redevelopment of the Claymont Steel Property to a mixed-use development. The TIS involved evaluation of 24 intersections, including coordinated signals. Required mitigation and required design features for new access locations were verified. Worked with DelDOT regarding the Claymont Transit Center Design/Build project which involved land sharing from property owner. Coordination with Traffic Section, Utilities, and Development Coordination Sections regarding NCC and Wilmapco Master Plan issues and the adjacent redevelopment of Tri-State Mall.

Business US Route 50 and Naylor Mill Road Traffic Impact Study |

City of Salisbury, Wicomico County, MD (Client: Bohler Engineering)

Project Manager responsible for the preparation, submission and approval of a Traffic Impact Study, signing, striping and signal permit plan modifications for a proposed convenience store with gas at the intersection of Bus US 50 and Naylor Mill Road. Responsible for all coordination between site engineer, MDSHA District 1 and OOTS regarding required transportation

improvements. The TIS was prepared utilizing SYNCHRO and SimTraffic. Ensured that adjacent approved developments were properly accounted for in TIS analysis.

Traffic Impact Study for UPenn Health Systems/Children's Hospital |

Philadelphia, PA (Client: UPenn Health Systems)

Senior Engineer for the preparation of a TIS related to the closure of the South Street Bridge and its impacts on access to the UPHS facilities and CHOP. UPHS and CHOP were preparing to redevelop the former Philadelphia Civic Center site into 6 Million SF of new hospital and research facilities. The timing of these projects needed to be closely coordinated to maintain access for emergency vehicles, patients and employees. The project addressed long term growth plans and transportation needs of the medical campus expansion. Mitigation strategies included changing circulation patterns on existing streets and adding new connections, revisions to existing coordinated signal system, and providing loading and unloading accommodations at the medical facility entrances to reduce the number of vehicle conflicts. Other considerations included provisions for transit vehicles and taxis. Tasks included data collection, analyses, mitigation recommendations, and preparation report for review and acceptance by the UPHS, CHOP, UPenn and City of Philadelphia.

US Route 1 (Richmond Highway) Widening & Multi-Modal Improvements at Fort Belvoir (FHWA and VDOT), |

Fairfax County, VA (Client: FHWA Eastern Federal Lands)

Lead Traffic Engineer for the \$70-million roadway widening in the vicinity of Fort Belvoir. Widening Route 1 from four to six lanes for a distance of 3.68 miles, Mr. Meitzler coordinated the traffic analysis, signing and striping design, signal design, lighting design, and MOT plans. With eight signalized intersections, tasks include the development of signal plans, warrant analysis, and development of MOT phasing and signal plans utilizing the VDOT Work Area Protection Manual. Multiple MOT signal plans were developed for the 8 project signalized intersections to allow the multi-phase construction sequence required. Multiple final intersection design alternative analyses were prepared utilizing SYNCHRO and SimTraffic. The proposed geometry creates wide intersections and requires additional clearance time which creates challenges regarding LOS and pedestrian movements. MOT challenges have included constrained right-of-way, lack of viable detours due to proximity to Fort Belvoir, and high peak hour traffic volumes. Mr. Meitzler prepared the project Traffic Management Plan. He continually worked with the contractor to resolve MOT related issues in the field, and coordinated MOT adjustments with VDOT due to changing field conditions during construction. Coordinated TMP and traffic related items between the design/build team and FHWA EFL, VDOT NOVA, Fairfax County and other key project stakeholders.