

UPPER MERION TRANSPORTATION AUTHORITY
May 11, 2011

The members of the Upper Merion Transportation Authority met for their regularly scheduled meeting on May 11, 2011 in the Township Building, 175 West Valley Forge Road, King of Prussia, PA. The meeting was called to order at 7:00 p.m. and commenced with the pledge of allegiance.

ATTENDANCE

Michael Santillo, Chairperson
Louis Zotti, Vice-Chairman
Marvin Meneeley, Assistant Secretary/Treasurer
Tad Hershey, Treasurer
Carl Pinto, Secretary
Ronald G. Wagenmann, Executive Secretary
Nicholas Hiriak, Director of Finance
Edward J. O'Brien, Jr., Director of Public Works
Jack Smyth, Sr., P.E., Consulting Engineers, Boles Smyth Associates, Inc., (BSA)
Jack Smyth, Jr., P.E., Consulting Engineers, Boles Smyth Associates, Inc., (BSA)
Joseph Pizonka, Esq., Solicitor, Pizonka, Reilley, Bello & McGrory, P.C
Greg Waks, Supervisor Liaison
Rita Ann Pfeiffer, Recording Secretary

MEETING MINUTES APPROVAL

It was moved by Mr. Hershey, seconded by Mr. Pinto, all voting "aye" to approve the meeting minutes of April 13, 2011, with correction. None opposed. Motion approved 5-0.

EXECUTIVE SECRETARY'S REPORT

I-76 West Ramps at Henderson Road

On ramp opened on May 4, 2011 and off ramp construction is estimated for completion by Fall, 2011. Timing adjustments to traffic lights are still being done. The closing of Route 23 as part of the Balligomongo project in West Conshohocken is causing delays and police have been posted at intersections directing traffic. Traffic officers have provided recommendations including change on signage, sequencing and arrows on signals.

Leyland Cypress Trees along South Gulph Road

All Leyland Cypress trees along South Gulph Road, west of Crooked Lane have been planted and the fence is up. The trees were planted before the fencing was installed and it made the fencing installation a lot easier. According to the landscape architect, Joe Orsotti it will take about three years for the trees to fill in as a dense evergreen hedge. He was very pleased with the quality of the trees and the homeowners have all agreed to assume maintenance responsibility once the one year guarantee is up. On behalf of Upper Merion Township and the Transportation Authority, Mr. Wagenmann will send a "thank you" letter to Joe Orsotti for doing the layout, design and all the consultations with the landscaper and follow up pro bono. Neither tax money nor Authority money was used for the tree planting. The funds that were used were donated to the township by a developer who was unable to meet land development requirements for tree planting and agreed to plant trees elsewhere in the township.

Phase III South Gulph Road Widening Project

Nothing will happen for awhile at this location and everything is “on hold.” The residents have been told that once the off ramp has been open for a period of time Boles Smyth will do traffic counts after which discussions can begin about the right sizing of Phase III. PennDOT has committed to meeting with the residents again in March, 2012.

South Henderson Road Widening Project – Status of Right-of-Way Agreement

Rights-of-way and sewer easement for the Henderson project have been signed; however there are some clerical “typo” glitches with the easement (Kravco people transposed the parcel numbers) that are being straightened out so that it can be recorded. O’Hara signed off and O’Hara is about to sign off on the Church Road project as well. Once the sewer project is constructed the Authority will be in a position to go out to bid with the construction project for the larger South Henderson Road Widening Project.

Hansen Access Sewer Line

No further word from property owners along Hansen Access Road and it is assumed that they are considering other options to tie into the Township sewer system.

Church Road Bridge over SEPTA

The appraisal firm received certification from PennDOT and Boles Smyth is proceeding with the designs of the head walls. Although this is a relatively small wall strictly to relieve flooding problems it will have to go through the whole process of borings, etc. Mr. Wagenmann pointed out that what may have driven this is PennDOT’s recent experiences with sinkholes. As indicated at the last Authority Meeting, a supplement is being reviewed for the additional design work required by Gannett Fleming to complete the project including a funding shift from the Utility Phase to the Final Design Phase. Until this is done, the design is on hold.

Betzwood Bridge Trail Project

This is moving ahead; however, there is a minor change to what the Authority approved last month. PennDOT came back and wants the work concerning the environmental Section 4F taken out of the contract which will lessen the contract by those dollar amounts.

A Special Use Permit is required by the National Park Service. It is not a permit to transfer right-of-way but rather to grant a temporary construction easement and to establish the conditions for working within the Park. Boles, Smyth is working with PennDOT and the National Park Service on this.

Mr. Wagenmann provided a short synopsis of what is proposed for the overall project that is currently designated as a Design-Build Project. While the Trooper Road Bridge over the Schuylkill River Trail Bridge in West Norriton is being fully designed for the Contractor, the Schuylkill River Bridge and the Norfolk Southern Rail Line superstructure replacement will go out to the Contractor as design build items. It was explained that the goal is to sequence construction on Trooper Road from the Boat launch/Riverview Entrance to the US 422 East ramp, including the bridge over the Schuylkill River Trail Crossing in West Norriton, while concurrently designing the bridge across the river. When construction is complete on this phase of the project, the design of the Schuylkill River and Norfolk Southern bridges will be complete and will begin construction.

There is a cost overrun but it is not driven by the bicycle pedestrian bridge; it is being driven by the railroad bridge and the Schuylkill River Trail Bridge Crossing. The agreement the Authority has with PennDOT is that if there was a cost overrun in the project as a result of that they would cover it. Another meeting is necessary to make sure nobody has forgotten that before going to bid.

Traffic Adaptive Signals

Upper Merion received a grant for \$302,000 to add a Traffic Adaptive Signal System that is based on an algorithm system. The system will start at the Long Road intersection and include all the intersections on Route 202 down to the Bridgeport line. The algorithm system in the signal's controller box has no program phasing/timing library and adjusts automatically according to the driving situation.

Relocation of N. Gulph Road

The project can now move ahead, but the Authority is being asked to approve an amendment to the design agreement that you approved last month removing the Section 4F environmental task from the contract.

Realen Valley Forge Green

The on ramp is now open; the off ramp to the turnpike has been closed and should be completed by Memorial Day.

King of Prussia Mall: New Store Construction

Mr. Wagenmann said they are still trying to work out some of the lease hold problems they have been having to do the demolition.

Route 422 Corridor Study

A briefing was held on the Route 422 corridor study that is sponsored by the Delaware Valley Regional Planning Commission (DVRPC) as well as Berks, Chester and Montgomery Counties . Over the next ten to fifteen years approximately \$1.5 billion worth of highway and transit work needs to be done. Of the \$1.5 billion, 50% or \$750 million is for highway improvements. There is about a \$500 million funding gap on the \$750 million; only \$243 million is available in the first eight years of the Transportation Improvement Program. The design money for the US 422 Bridge is available, but not the construction money and tolling US 422 would then provide the construction money for this bridge and additional highway/transit improvements. A discussion was held about the tolling aspects from this area to Douglassville.

The transit would involve dual powered locomotives with probably 14 trips, seven in the morning and seven trips in the evening to and from Wyomissing and downtown Philadelphia. It is projected that 54% of the funding would have to come from fares with the county making up any shortfall.

Route 100 Extension

Funding has been approved for the Route 100 Extension into King of Prussia Study. There is a Federal Government and state portion, a local match and a contribution from the Business Improvement District. Another analysis will be done on the ridership, its cost estimates and some alternate corridors from the original one that was approved. One of the corridors being reviewed is a combination of the PECO right-of-way and the Pennsylvania Turnpike. Estimates are that there will be 10,000 new trips a day generated with this extension and based on the estimated fares would provide a very good return on revenue. A brief discussion brought out the following points: the extension would go to the mall and not to the mall and First Avenue, it would not be a monorail but an elevated electric 100 trolley. The Authority agrees that extension to First Avenue is desirable.

PIB Loan

In discussing an infrastructure loan with Mr. McGowan (PennDOT) for the renovation project required for the Allendale Road bridge located at Court Boulevard, Mr. Wagenmann also mentioned the two loans at 2.5% interest for two other projects that have not been drawn down. Since the current interest rate is 1.65% the township will take advantage of the lower rate and cancel these loans and reapply when ready to proceed with the projects. As a result of this action a substantial savings will be realized.

Authority Action:

It was moved by Mr. Hershey, seconded by Mr. Pinto, all voting "Aye" to authorize Mr. Wagenmann to sign the letter canceling the two loans (PIB Loan Numbers 520885 and 520886). None opposed. Motion approved 5-0.

Turnpike Widening

The Pennsylvania Turnpike Authority is proceeding with the design and widening to six lanes from the Valley Forge interchange to the Route 29 interchange that is under construction. Some time ago there were preliminary conversations and some agreements that when the new bridge crossing North Gulph Road was built, a large enough east shoulder at the abutment would be provided so that a proper bicycle/pedestrian lane could be installed. Currently it is only four or five feet and attempts are being made to get at least 12 feet for a proper bicycle lane. Mr. Smyth, Sr. has been involved in this and he has been asked to make the contacts with the Turnpike Commission.

Authorization to Advertise Henderson Road Sanitary Sewer Project

Mr. Wagenmann indicated that Authority approval is needed for the sewer project and authorization for the chairman, if necessary, to schedule a special meeting to award the bids. Mr. Smyth, Jr. stated that advertisement would be scheduled next week and the week after to get it out to bid and have a Pre-bid meeting with the contractors so that by the end of June the bids can be opened. The one caveat is that there is a Pennsylvania DEP Form 537 that needs to be approved by DEP. Without it, the bids may still be opened as there will be up to 60 days to work with the contractor so that he could obtain the necessary bonds and insurance surety. It was noted that the contract does indicate that it would be possible to go out to 120 days because of waiting on a governmental agency approval before providing the Contractor with the Notice to Proceed. With authorization of the advertisement tonight it can go out to bid over the next couple of weeks.

Authority Action:

It was moved by Mr. Zotti, seconded by Mr. Meneeley, all voting "Aye" to authorize the Authority to advertise and receive bids for the Henderson Road Sanitary Sewer Project and authorize the Chairman to schedule a special meeting if necessary. None opposed. Motion approved 5-0.

SR 3051 Section C22 – PennDOT Abandonment to UMTA/Donation to NPS Resolution

When the trail project is completed the Old Trooper SR 3051 PennDOT Legal right-of-way will be abandoned by PennDOT and accepted by the Authority and West Norriton Township as it cannot be given directly to Valley Forge National Historical Park. The Authority will then donate the abandoned area to the national park. West Norriton is doing the same on the Trooper Road trail portion on their side of the river and have adopted a resolution to this effect. The Authority is being asked to adopt a similar resolution which will authorize the Authority to accept the abandoned Trooper Right right-of-way from PennDOT and then transfer it to the National Park Service including the bridges over the Norfolk Southern Railroad and the Schuylkill River. Mr. Smyth provided an update on the donation

and indicated that before the National Park Service accepts ownership they will coordinate with their Design Advisory Board which is the last step before recommending approval to the Director of the National Park Service. He reported that this process is going very well. In addition there is a PennDOT form M-4226, an abandonment of right-of-way form, that must be executed agreeing that the roadway will be placed in an acceptable condition for the Authority to accept it. This form is attached to the Resolution 2011-02. It was noted that our project limits do not go all the way down to the intersection at Route 23 because of the asbestos area; however PennDOT is going to abandon all the way down to the entire stretch of the roadway and that this stretch will need to be improved just as the rest of it before the Authority accepts the legal right-of-way from PennDOT. There has already been an agreement worked out between the state and the National Park Service to clean up the asbestos, but it has not been done as yet. The roadway transfer is contingent on all parties delivering on commitments outlined in the Resolution.

Authority Action:

It was moved by Mr. Meneeley, seconded by Mr. Zotti, all voting “aye” to approve Resolution No. 2011-02 and also authorizing the signing of the Form M-4226 for the State of Pennsylvania. None opposed. Motion approved 5-0.

Removal of Section 4F Task on Relocated North Gulph Road Project

Mr. Wagenmann stated that a motion is needed with regard to the 4F (environmental) requirement.

Authority Action:

It was moved by Mr. Zotti, seconded by Mr. Hershey, all voting “Aye” to authorize amendment of the contract in accordance with the directions from PennDOT to remove the 4F requirement.

ENGINEER’S REPORT

Mr. Smyth expressed his appreciation to the Transportation Authority for the support and impetus in pushing for inclusion of the ramps project as a shovel ready project which contributed to its selection in the Economic Stimulus Program. He noted the 2011 Engineering and Design award that was presented to Boles, Smyth Associates from the Greater Valley Forge TMA for their work on this project.

I-76 West Ramps at Henderson Road Project

The new on ramp, with the sound wall, is now open as of Wednesday and the off ramp is slated for opening in the fall.

Multi-Use Trail Over the Schuylkill River

Due to the level of design required to fully design the Trooper Road Bridge over the Schuylkill River Trail, obtain approval on the Red-Bellied Turtle mitigation, provide adequate information for the National Park Service to accept the donated trail/structures, and coordinate with agencies on the waterway permits, Boles, Smyth provided a Hand-out to provide a Project Timeline for the current Design-Build Project, as well as a Project Timeline for completing Final Design and transmitting a Plans, Specifications & Estimates package that includes two Design-Build bridges.

This issue associated with leaving this as a Design-Build project is that we have not designed the planned specs and estimates part of the project. If we stay as a Design-Build Project then the Contractor will be delayed in getting out to construction because they will not have the utility clearance and required permits. We should get those permits and clearance now and still have the bridge over the Schuylkill River and Norfolk Southern Rail Line be design build. In this way when the contractor is awarded the project he can build the Schuylkill River Trail Bridge and the vehicular segment of Trooper Road and make the best use of his time to complete construction by the December 2013 time frame.

The handout indicated the timeline showing the current design build project which takes it through final design, getting the design build package out to the contractor, and then the contractor getting the remaining clearances. The second page of the handout is the proposed way to do this as a Final Design project with a Plans Specifications & Estimates package that includes two design build bridges. With regard to a design build project a question was asked if there would be one firm lump sum price. Mr. Smyth responded in the affirmative and said whether it is an overall design build project or a PS&E package there would be a firm price bid by the Contractor either way. It was noted that with the design build if you give the contractor enough flexibility you usually get a better price and they can get it through faster.

Mr. Smyth presented the draft and recommended that a meeting be arranged with PennDOT to discuss the cost. Mr. Wagenmann asked for a motion indicating that the Authority supports the alternate as proposed by the Engineer.

Authority Action:

It was moved by Mr. Zotti, seconded by Mr. Meneeley, all voting "Aye" to support the alternate draft as proposed by the Engineer. None opposed. Motion approved 5-0.

FINANCIAL REPORT

Director of Finance presented the 2011 Monthly Financial Report for April 2011 and reported that the American Heritage Federal Credit Union that was at .89% matured and was reinvested at .80%. Not too much optimism for the immediate future.

SOLICITOR'S REPORT

Mr. Pizonka noted a correction that is necessary on the requisition list for April. It was duly noted and corrected.

REQUISITIONS – MAY 11, 2011

UPPER MERION TWP.	\$5,272.09	Reimbursement Semi-Annual payment of interest – 2010 GO Bond. Original issue was for Rt. 23 ROW acquisition
BOLES SMYTH ASSOCIATES, INC.	\$10,431.54	SR 0076, Section RMP – Construction Phase Services (Est. No. 18)
BOLES SMYTH ASSOCIATES, INC.	\$30,860.52	SR 3029, Section HRD and SR 3039, Section SGR (Est. No. 62)
BOLES SMYTH ASSOCIATES, INC.	\$39,397.72	Multi-Use Trail Bridge Over the Schuylkill River SR 3051, Section C22 (Est. No. 10)
PIZONKA, REILLEY, BELLO & MC GRORY, PC	\$1,201.50	Professional Services 3/9/2011 to 4/13/2011 (Invoice # 29209)
TOTAL:	\$87,163.37	

Authority Action:

It was moved by Mr. Meneeley, seconded by Mr. Pinto, all voting “Aye” to approve the requisitions for May 11, 2011 in the amount of \$87,163.37. None opposed. Motion approved 5-0.

ADJOURNMENT

There being no further business to come before the Authority, the meeting adjourned at 8:10 p.m.

RONALD G. WAGENMANN
EXECUTIVE SECRETARY

MICHAEL SANTILLO
CHAIRPERSON

Minutes Approved:

Minutes Entered:

Final copy