

**UPPER MERION TRANSPORTATION AUTHORITY**  
**April 13, 2011**

The members of the Upper Merion Transportation Authority met for their regularly scheduled meeting on April 13, 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  
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, 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

**ABSENT**

Marvin Meneeley, Assistant Secretary/Treasurer

**MEETING MINUTES APPROVAL**

It was moved by Mr. Zotti, seconded by Mr. Pinto, all voting "aye" to approve the meeting minutes of March 9, 2011 as presented. None opposed. Motion approved 4-0.

**EXECUTIVE SECRETARY'S REPORT**

**I-76 West Ramps at Henderson Road**

Construction is ongoing; sound walls are moving ahead but not as quickly as expected as the wall manufacturer has been late with panel deliveries. Notwithstanding the delays the project is only a couple of days behind schedule. It is anticipated by the second week of May the on ramp will be open and the existing on ramp can be demolished.

**I-76 West Ramps at Henderson Road - Leyland Cypress Tree Planting**

Valley Seeding, the new landscaper for the project has been approved and has agreed to the same \$290 per tree price as the original contractor. The agreements with the residents have been finalized regarding the planting of Leyland Cypress for the homes located in the area along South Gulph Road from Crooked Lane towards Henderson Road that sit below the roadway. Joseph Orsotti, landscape architect, is donating his time to meet with the landscaper for final locations of trees before planting begins. In response to a question if the trees were donated, Mr. Wagenmann explained the process wherein the township accepts a donation by a developer who is unable to meet land development requirements for tree planting so the funds may be used to plant trees elsewhere within the township. Mr. Wagenmann also noted if residents request additional trees beyond the money available from the donation then they will pay the difference. Neither tax money nor Authority money is being used to fund this project. PennDOT has a letter signed by all the residents that states after the first year the residents would have maintenance responsibility for the trees.

### **Phase III South Gulph Road Widening Project**

Nothing further happening on Phase III since the last meeting with the residents. The basic agreement that was reached indicates after the I-76 West ramps at Henderson Road Project has been completed and has been open awhile Boles Smyth will do traffic counts after which a meeting can be scheduled to discuss the right-sizing of the third phase. There is no construction money and no definite information on when it might start.

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

Right-of-way and Temporary Construction Easement Agreements are getting straightened out. Carly Fenske reported that once the signature of Franklin Maps' owner is obtained then the listed property owner, Telford Industrial Development Authority agreed to sign the agreement.

### **PECO**

The Deed of Dedication has been executed on the Lackland side and there are no major comments on the transformer side or the west side of Henderson Road. PECO has advised Boles, Smyth to wait until the design has been finalized to obtain necessary sign-offs for west side.

### **KRAVCO Sewer Line Agreement**

The sewer easement was worked out with Kravco on the Henderson Square property and the Board of Supervisors has approved. The easement will be recorded so Boles, Smyth can prepare the bid package for the sewer work. Mr. Wagenmann asked Jack Smyth about the borings and he responded that they obtained six borings indicating they did not hit rock where the sanitary sewer line is planned. Results were good after going down about 20 feet. In response to a question about sinkholes, Jack Smyth indicated what was thought to be a sinkhole was actually a depression for a water valve. The promising aspect of the rock issue is that contractors probably thinking they were going to hit some rock would have been asking what they may be encountering going down 20 feet. A question was asked if excavation for the proposed sanitary line would be done on a unit basis for so many square feet and if there were rock if it would be a different price per square foot. Mr. Smyth responded that the estimate will be made with the assumption that they may hit rock so that a unit price can be established. But the regular excavation would fall under a sheeting and shoring trench box system since the majority of the line gets deeper quickly because of the topography.

### **Hansen Access Sewer Line**

The Engineer provided a cost estimate for the design aspect at \$40,000 which was rejected. Other options are being considered such as going up Hansen Access into an existing sanitary sewer line and will be reported on later when this has been discussed.

### **KRAVCO Management Change**

The Kravco management change has occurred. Simon is now the sole operator of the properties. Kravco will maintain ownership and Simons will have full management rights and responsibilities.

### **Church Road Bridge over SEPTA**

The appraisal firm received certification from PennDOT. The PennDOT consultant reviewed the appraisal and a few minor corrections were made. The PennDOT consultant has provided a Peer Review Approval and directed the Authority to proceed with negotiations.

## **O'Hara**

Mr. Wagenmann has directed Carly Fenske to forward the appraisal information to the O'Hara's and that this is the amount the Authority can pay. When the meeting was held on the Henderson project and the appraisal was discussed and questioned, it was explained that even if a second appraisal is obtained, the Authority would have to go with an average between the two appraisals. If O'Hara believes it is worth more he can get another appraisal to compare with the figure in the Authority's appraisal. O'Hara can quote their price for tax purposes and indicate that they donated the difference for a tax write-off. O'Hara is giving some thought to this option. The Engineer also pointed out that they are working with the Authority on Henderson Road. The Engineer would design the driveway entrance in consultation with the O'Hara's. It was noted that now that the railroad is finalizing negotiations with the county for the bicycle trail to take over the rail spur, O'Hara should now be able to negotiate with the railroad.

## **Betzwood Bridge Trail Project:**

Mr. Smyth reported that the Engineer met with PennDOT and it was agreed that when the project is done the Old Trooper SR 3051 Legal right-of-way will be donated to 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 park. West Norriton is going to do the same thing on the Trooper Road trail portion on their side of the river and adopted a resolution to this effect. Mr. Smyth will draft a similar resolution for the Authority to accept the roadway from the state and then donate it to the National Park Service. The National Park Service will then have responsibility for the maintenance, upkeep and policing of the bridge in the future. Most of the environmental issues have been addressed. The tentative schedule is to go to bid later this year with construction through 2012 and into 2013. It was noted that there will be three bridges involved when the project is bid – the bridge replacement over the Schuylkill River Trail in West Norriton, the new River Bridge and the superstructure replacement for the bridge that crosses over the Norfolk & Southern.

## **Realen Valley Forge Greene**

This project is moving ahead with the ramp construction. After the on ramp is completed construction will begin on the off ramp from the turnpike onto Gulph Road with completion anticipated by the end of May. Improvements are being made on North Gulph Road where turn lanes will be created and driveway entrances are being constructed onto turnpike properties. Work is also being done at Guthrie and North Gulph where the new signals have been installed.

## **Wegman's**

Wegman's construction has begun and is moving ahead with official opening anticipated to be in 2012.

## **KOP Mall: New Store Construction**

One of the stores has to be relocated before demolition of the old Wanamaker/Hecht's/Macy's/Strawbridge building. No real highway changes are anticipated. There will be approximately 60,000 square feet that wind up being "mothballed."

## **Springhill Suites Hotel**

No report.

### **Casino**

Nothing to report. Permits have not been requested as yet. This delay may be due in part to a dispute with DEP on the planning module regarding the amount of additional sanitary flow. There is a misunderstanding since DEP is considering this a totally new building whereas this is just additional flow because of change in use. Calls will be made to DEP to straighten this out.

### **Trooper Road Interchange**

Design is proceeding with anticipated bid late this year and construction in 2012 and 2013 for the reconstruction of the Trooper Road/363 Interchange to make it a full directional interchange.

### **River Crossing Bridge**

The design is moving ahead; however, there is no construction money in the pipeline. Earmark funding will cover the design.

### **Relocation of N. Gulph Road**

Design proposal is in; however, the Federal Highway Department is questioning the justification to close the US 422 Eastbound on ramp from PA 23, and secondarily the relocation of N. Gulph Road. A meeting will be held to discuss this to explain the agreement that was made with the National Park Service.

## **ENGINEER'S REPORT**

### **I-76 West Ramps at Henderson Road Project**

There are loops still out on Crooked Lane because the contractor cut the loops when the curb was installed. The Engineer has met with PennDOT and the Township Public Works Department to determine what has to be done to reestablish the loops. Conduits are already in the roadway. The possibility of video detection for Crooked Lane in lieu of loops in the roadway is being considered if the price of the video camera and wiring is comparable to installation of the loops.

### **Henderson Road Sanitary Sewer Installation Project**

Nothing to add other than DCNR issue regarding whether Southern Red Oak trees are present in front of Franklin Maps has been clarified and clearance should be received very shortly. Right-of-way agreements and sanitary easement are in final stage of execution and once package is reviewed by township staff it can go out for advertisement on the project.

### **Church Road Bridge over SEPTA**

Traffic control plan approval has been received. Engineer to draft a letter from the Authority indicating (1) there is a new consultant on board for the geology soils; GeoStructures, Inc. and (2) there needs to be a shift of \$70,000 to design for the supplement from the \$570,000 which is allocated towards utility relocation. A question was asked whether this was additional funding required for the project or a shifting of money from construction to design (i.e. it was already accounted for but in a different phase of the project). Mr. Smyth indicated it was a shift of money that would have needed to be spent in the Construction Phase of the project for design of the retaining walls.

### **Betzwood Bridge Trail Project**

Mr. Smyth distributed handouts and provided a detailed explanation that shows the SR 3051 Legal right-of-way from end to end and also temporary construction easements that are needed as part of this project. In coordinating with Valley Forge it was agreed that the contractor would have access to build the project through a special use permit. The plan defined different areas and different activities that are allowed in each area by the contractor and also by the public. The park and PennDOT will negotiate the further conditions of the special use permit before it goes out for bid. The second plan shows the road donation and what is happening on the Upper Merion side and the West Norriton side. The necessary forms have been prepared and a resolution will be drafted. The Park Service is proceeding through the last step needed to justify taking ownership of the bridge and trail and it can then be given to the National Park Service Director for signature. The Final Structure Plans for the Trooper Road bridge over the Schuylkill River Trail Bridge is proceeding. Since design was so far along PennDOT decided to just design it. Boles Smyth is now reviewing it. This was a critical path item. Mr. Smyth noted the goal of the project is to have the Contractor build this bridge and associated Trooper Road work directly after they are given a Notice to Proceed in 2012 while the Design-Build bridges over the Schuylkill River and Rail Line are finalized to ensure a construction completion date at the end of 2013. Boles, Smyth is analyzing the details associated with this goal to ensure such things as Utility Clearance or PA Department of Environmental Protection/U.S. Army Corps permits do not delay the start of construction.

### **New Business**

It was moved by Mr. Zotti, seconded by Mr. Hershey, all voting "Aye" to approve the time extension for Henderson Road Ramps and Widening to May 11, 2013. None opposed. Motion approved 4-0.

It was moved by Mr. Zotti, seconded by Mr. Hershey, all voting "Aye" to approve the revised technical and price proposal for Church Road in the dollar amount stated, the naming of the sub consultant, GeoStructures, Inc. and shifting of the money from utility to design services. None opposed. Motion approved 4-0.

### **FINANCIAL REPORT**

Director of Finance presented the 2011 Monthly Financial Report for March. As of 4<sup>th</sup> quarter 2010 reimbursements to PennDOT are caught up. Currently waiting to clear checks for first quarter 2011.

### **REQUISITIONS FOR APRIL 2011**

<b>PAYEE</b>	<b>AMOUNT</b>	<b>DESCRIPTION</b>
BOLES, SMYTH	\$59,142.52	Multi-Use Trail Bridge SR 3051 – Sec C22 (Est. #9) 2/1/11 – 2/28/11
BOLES, SMYTH	\$ 4,102.26	Construction Phase Services SR 0076 – Sec RMP I-76 West Ramps 2/1/11 – 2/28/11 (Est. #17)
BOLES, SMYTH	\$13,237.67	Henderson Road Ramps SR 3029 – Sec HRD & SR 3039 – Sec SGR 2/1/11 – 2/28/11 (Est. #61)

STANFORD S. HUNN	\$ 500.00	Telford IDA's attorney fees To review right of way ease- Ment agreements for Henderson Road Project (Pre-Paid on 3/14/11)
PIZONKA, REILLEY BELLO & MCGRORY, PC	\$ 756.00	Professional Services to Authority 2/9/11 – 3/9/11
EAST PENN RAILROAD LLC	\$ 7,000.00	EAST PENN RAILROAD LLC – Right-of-Way Agreement (Pre-Paid on 3/28/11)
CORCORAN DRILLING INC.	\$ 1,550.00	Test Borings – DBA #4107G1 Proposed Sewer Line Henderson Road, KOP (Pre-Paid on 03/28/11)
	<b><u>\$86,288.45</u></b>	

It was moved by Mr. Hershey, seconded by Mr. Pinto, all voting "Aye" to approve the April 13, 2011 requisitions in the total amount of \$86,288.45. None opposed. Motion approved 4-0.

#### **ADJOURNMENT**

There being no further business to come before the Authority, the meeting adjourned at 7:45 p.m.

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**RONALD G. WAGENMANN**  
**EXECUTIVE SECRETARY**

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**MICHAEL SANTILLO**  
**CHAIRPERSON**

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Minutes Approved:  
Minutes Entered: