

MINUTES
SPECIAL MEETING – JULY 17, 2019

The July 17, 2019 Special Meeting of the Lower Swatara Township Board of Commissioners was called to order at 6:00 P.M. by President Jon G. Wilt.

The following officials were in attendance:

- Jon G. Wilt, President
- Todd F. Truntz, Vice President
- Michael J. Davies, Commissioner
- Ronald J. Paul, Assistant Secretary
- Christopher DeHart, Commissioner (not present at roll call but arrived later in the meeting)
- Elizabeth McBride, Manager
- Jean R. Arroyo, Secretary
- Peter R. Henninger, Solicitor
- Lester Lanman, Public Works Director
- Andrew Kenworthy, HRG

Residents and visitors in attendance: (PLEASE SEE ATTACHED SIGN-IN SHEET)

PURPOSE:

President Wilt explained that the purpose of this Special Meeting is to discuss the Township's roadway system and necessary infrastructure improvements, as well as any other business which come before the Board.

Ms. McBride stated that she had asked for this Special Meeting after she and Mr. Lanman had begun review of the upcoming MS4 needs and road demands. Mr. Lanman has broken the Township down into neighborhoods and will explain what needs to be done almost immediately, and what can wait. A decision can then be made on how to proceed.

PRESENTATION BY LESTER LANMAN, PUBLIC WORKS DIRECTOR:

Mr. Lanman provided the Board with a packet of information. The top sheet is the LST 2018 Work Plan. This is a portion of the roadway management plan that was done several years ago. The sheet lists the names of the street as well as the sections to be addressed. It also

shows what type of road treatment is being recommended. While this provides good information, field studies are also done to take a look at what is actually there. Mr. Lanman stated his goal tonight is to convey to the Board what he is seeing and feeling, and get solid direction from the Commissioners if they agree with this, as well as the plan for funding and allotment of monies for all this work.

One of the main funding sources for road work is liquid fuels monies. Right now, there is about \$943,000 in the liquid fuels account, and the Township gets about \$290,000 annually. Traditionally, that money has been used for paving, the majority of which has been done in-house. Some of this money may have to be allotted for projects such as the Rosedale stormwater project. PennVest will pay for the trench restoration paving for that project, but all paving outside of that will need to be paid for through another source. Mr. Lanman added there is about a \$200,000 difference between the bid for this project and the alternate that took some of that paving out. Ms. McBride explained that the Township was told this PennVest loan cannot pay for curb to curb when digging the trenches. This is why other money will be needed to finish that part of the paving. Mr. Lanman agreed, and noted that when digging multiple trenches over the road, repaving the entire roadway just makes more sense. Again, he estimated this will cost about \$200,000, and hopes are to share this expense with Suez. He recalled it to be a 50/50 split, so there may be a \$100,000 cost on the Township's part.

Mr. Lanman explained there is paperwork that needs to be completed as part of the liquid fuels process, as well as timeframes that need to be met. For certain road treatments, there are deadlines. For example, seal coating must be done by October 1. General paving must be done by the end of October. Projects can be carried over to the next year, with PennDot approval. Mr. Lanman explained that if the Township desires to do a project this year, it can be done but it will be a push to get it done by the end of October.

First referenced was Map 1. Old Reliance has a large amount of inlet issues and storm pipe issues. A recent quote obtained for televising storm pipe came in at about \$3,700/day. Longview Acres has storm pipe issues on Swatara Drive. A quote has been requested to repair the pipe in Swatara Drive. The thought is that once this repair is done, it may be possible to come in and pave that street. Twelve Oaks has fairly good paving, but there are some inlet and pipe issues popping up; there are also issues with cross pipes. Mr. Lanman noted that he is waiting for a quote on repairs on that too. Some of this pipe work will end up being dig and

replace. Ms. McBride added that earlier today, she received a phone call from a resident on Wilkes Drive stating that the cul-de-sac there is in very poor condition. This is not even on the list for consideration. She noted her point is that no matter what decisions are made, there will be residents that feel their road needs to be done. There will be difficult decisions to make.

The commercial park by AIP Drive, Stoneridge Drive, and Kreider Drive has two roads on the list that need some repair. Mr. Lanman stated he is looking at doing the entirety of Kreider Drive and AIP Drive. The study is calling for some minor pot hole patching and crack sealing. In looking at it in person, he feels more should be done to extend the lives of these roads, perhaps with a treatment similar to what was done on North Union Street.

Greenplains does not have any major issues nor does Bryn Gweled. Right now, there are no roads listed there. Turnpike Industrial Park has some issues and has some base repair needed before any paving. Ms. McBride asked Mr. Lanman to define base repair. He explained that the road would be cut out, excavated and backfilled with the appropriate material and then coated over.

Shopes Gardens includes the Delmont Avenue area because there are known storm issues there. There are also storm issues on the worst road over there, Burd Road, and these issues must be resolved prior to any major paving efforts. Ms. McBride asked Mr. Lanman what he foresees as far as the work schedule on this road. Mr. Lanman explained the ultimate goal is to get a list of roads broken out by year, so any pipe work would be scheduled prior to paving. Colonel Burd Estates has some roads on the maintenance plan spreadsheet, but are not top priority. Rosedale was divided into Rosedale Manor East and Georgetown and Rosedale Manor West. Rosedale Manor West is the upcoming PennVest project. There are some issues in Georgetown, and the Township already has some decent numbers and ideas on what should be done here. Paving will not be done until the pipework is determined.

As far as the Jednota Flats area by Route 230, there is only one area on the list, and that is the back end of Bradford Avenue. This will consist of pothole patching which will be done in-house, possible this year. Greenfield Drive has been crack sealed significantly and may be done this year or next year before it gets to the point where it needs to be completely rebuilt. Woodridge has been dealing with construction work and Verizon work, and there is now a Suez issue. Work, mainly storm-related, will need to be done in there prior to any paving.

Mr. Lanman referenced the next map, Map #2, which is pretty much the same map as just discussed, but highlights areas that were listed as stormwater areas. Old Reliance has inlets to deal with, as does Twelve Oaks and Swatara Drive in Longview Acres. Also listed is Woodridge Drive, Burd Road, and Richard Avenue.

Map #3 is the same two maps – showing storm issues and the roadway pavement plan – but also shows other areas that shouldn't be touched right now with paving, mainly because of construction or development. For example, North Union Street and Longview Drive is highlighted because of UPS and the possible development of the Colony of Old Reliance. Greenwood Hills still has construction going on in the development. Stoner Drive and Whitehouse Lane, as well as portions of Rosedale Avenue, are highlighted due to Sunoco pipeline work. The rest of Rosedale Avenue and down Meade Avenue is highlighted because of the D&H project.

Commissioner Davies asked about the timeframe for Sunoco Pipeline to finish its work. Mr. Lanman stated he believes they are still doing some boring. Commissioner Davie also asked if there is any word on the south end of the Union Street Bridge that goes over Route 283. There were plans to design and reconstruct that intersection. Mr. Lanman stated that if this is part of the UPS deal, there have been talks recently between PennDOT and UPS, but he has not seen anything yet on the ramps. Commissioner Davies added that he does not see Wood Street listed on any of these maps, and he knows there was a drainage issue at the intersection of Wood and Route 230. Mr. Lanman explained this is a PennDOT drainage issue, and the Township will not have much control over that. Some of this may be addressed by Campus Heights as they are putting in some substantial stormwater improvements. Commissioner Davies observed the section of Longview Drive between Strites Road and North Union is marked as a construction concern. He noted this road has some issues with regards to the surface paving. Mr. Lanman explained a hole was found here, and Suez has been asked to look at it. There is also property here that may become a retirement facility. Therefore, it might be good to postpone work here.

Mr. Lanman explained there are two options: some paving can be done in 2019, although it will be a push to get it done. Any weather issues would cause it to go into 2020. Some road related work was already done this year, including repairs to numerous inlets in Old Reliance. There are also cross pipes on Longview Drive which were starting to erode away, so they were armored with large rock to keep the road stabilized. Also accomplished were normal repairs to

holes reported in the roads. There are base repairs needed to be done on Ebenezer Road; this is one of the roads that should be tackled first so it can be saved and its life extended. This is the same thing that will be needed on AIP Drive and Kreider Drive: the Township would come in and do any inlet work, base repairs, and cuts in the roadway in-house before the paving contractor comes in. All of this could possibly be done in 2019, and some of this could even be paved this year if a rush is put on it.

Work for 2020 could include Rosedale Manor, Greenfield Drive, Horseshoe Drive, Ebenezer Road, AIP Drive, and Kreider Drive. Although not on the plan, Mr. Lanman suggested that Davis Drive be included since it is right around the corner from Horseshoe Drive and could also use some work. However, this could also be cut if there is a budgetary issue.

Ms. McBride asked Mr. Lanman to explain the Fibermat overlay planned for some of these roads. Mr. Lanman explained that most any road will have a crack in it. Therefore, the first part of the process would be a crack sealing. A fiberglass type material would then be put on, creating almost a fiberglass mat. This gives structure to keep the cracks from reflecting through the new pavement. Some type of surface treatment would then be applied, probably micro-surfacing similar to what was done on North Union Street. Commissioner DeHart referenced North Union Street, and agreed traction is better there but the paint doesn't stick to it. Mr. Lanman stated that the issue with the paint not sticking may be due to dump trucks crossing the lines. He added the lines were painted pretty quickly afterwards, and the road may not have been fully cured. A contractor who is working in a nearby municipality has been approached about providing a quote to redo these lines.

Going into year two, which could be either 2020 or 2021, would possibly include Rosedale Avenue as fully paved and complete, and Strites Road from Longview Drive all the way out. Ms. McBride emphasized that on the report, it may be recommended to pave only a portion of a road, and those living on another portion of the road may get upset. She stated there may be times when she feels a road should be paved even though not listed on the report to make the road complete from beginning to end. Mr. Lanman agreed that in many cases it just makes sense to do the entire road. He added that just because a road is on the list does not mean it needs to be paved. Sometimes it just means the road needs potholes filled in, or cracks sealed.

Mr. Lanman stated this pretty much summarizes the plans. The RMP (Road Management Plan) is being used, and has proven to be a very good tool. He referenced the cost

and construction times and broke this down into three categories. Mills and overlays are the most expensive, require the longest time for construction, and are the biggest inconvenience to people. The next level are surface treatments, like micro-surfacing. For the roads looked at, Fibermat is being recommended to keep those cracks from coming back through. There are different levels of micro-surfacing, which will be a mid-range cost. Mill and overlays are in the area of \$11/square yard. Micro-surfaces are in the area of \$7 – \$8 square yard (this includes the crack sealing, the Fibermat and the micro). The time frame for micro-surfacing is much quicker, and will be less of an inconvenience to residents. The lowest level of treatments includes crack sealing and general seal coat. This has the lowest inconvenience level, lowest cost, but also the least amount of life expectancy.

Mr. Lanman stated the budget, as per the plan, is \$575,000 a year. The Township must be cautious with this, since this is significantly more than is received from liquid fuels money. Ms. McBride asked if some of this could be funded through an MS4 fee. Mr. Lanman agreed this is possible. If the Township does major MS4 work, such as the Rosedale Manor project, the Township may want to fund the road reconstruction with the MS4 fee. If it's a smaller MS4 project, perhaps the storm project could be done one year with the MS4 funds and then use road funds the following year for the paving and overlay. It will be a mix. Again, the Township receives \$290,000 a year from liquid fuels and this plan calls for \$575,000 the first year. Good budgeting and planning will need to be done to stretch this out as best as possible.

Commissioner Paul stated that when talking about road work and road resurfacing, it must be kept in mind that while these projects are going on, the piping in the ground will need to be addressed as far as what needs to be done a few years from now. This will also be part of the equation. Mr. Lanman agreed this will be the real driving factor for the road paving plan. In response to a question from Commissioner DeHart, Mr. Lanman stated that he could not even begin to provide an estimate of how many pipes need replaced.

Commissioner DeHart apologized for being late tonight due to his work schedule, but asked if Mr. Lanman had discussed his plans on how to tackle these roads. Mr. Lanman agreed he had broken them down, and stated he will refer to them as “year 1” and “year 2”. Year 1 can be 2019 or 2020. If the paving is pushed to next year, there will be more minor things done this year, such as crack sealing. Base repairs will be done in preparation for the paving next year. If the decision is to do paving this year, crack sealing won't be done, as focus will be on the base

repairs for what will be done this year. Work for year 1 is anticipated to include Ebenezer Road, AIP Drive, and Kreider Drive. Mr. Lanman added that he is still waiting on solid budget numbers to make sure this works. If these projects aren't addressed this year, they will move to next year in addition to Greenfield Drive, Horseshoe Drive (and possibly Davis Drive), Strites Road, Spring House Road, Huckleberry Court, and possibly Longview Drive depending on what development occurs there.

PUBLIC COMMENT:

Jim Rodgers, 181 Highland Street, thanked Mr. Lanman for the helpful presentation. He referenced Mr. Lanman's comments about the prudence of sometimes working on something nearby if equipment is already there and mobilized. As the Board is aware, on Highland Street where the bridge work will be done, the road has been closed for a long time and the forest is overtaking it. His guess is that once construction is completed, there will be some attention required to that stretch of Highland Street. He asked that this be looked at. Mr. Rodgers also commented that this underscores the difficulty in triaging all of these issues and finding funding sources to make that happen. As other issues come before the Board, it will show the importance of continued responsible development to the Township so there is a tax base that can support all this.

Don Wagner, 915 Oberlin Road, stated that he enjoyed the presentation. He agreed with the comment that it's probably best to push the paving off until 2020, so that the minor issues can be addressed now and gotten out of the way.

John Weikle, 1264 Overlook Road, thanked the Board for its assistance in getting Overlook Road and Maplewood Lane paved. It appears that the developer has also agreed to do the overflow parking spaces as well, which was not part of the deal. He added that it looks like the majority of the construction here is completed, with four of the six buildings now occupied. After 20 years of not having a paved road on Overlook Drive and Maplewood Lane, the residents of Woodridge are very appreciative of the Board's assistance. In response to a question from Vice President Truntz about flooding here due to the stormdrain, Ms. McBride surmised there will be some flooding since not all the landscaping is done. Mr. Weikle agreed there is still a lot of runoff from the top of the hill during heavy rains. He thanked the Codes Department for helping work with the residents during the flooding.


Rodger Erickson, 235 Shady Lane, stated that he visited the Township building yesterday and found out that landowners are expected to trim along the roadways. He noted that Jednota owns the property that he travels along Rosedale and Stoner. He asked who controls Jednota, which is out in Ohio, when this is not done. Commissioner Paul asked if he was basically talking about site clearance off a private lane to Route 441. Mr. Erickson confirmed that is correct. Mr. Erickson noted that he had brought this problem to the Board about five or six years ago, and it was taken care of. He added that he stopped a gentleman on Stoner Drive who was trimming along the road. The individual told him that he wasn't supposed to be doing the cutting, but was doing it anyway because he couldn't see the white line. Vice President Truntz asked Ms. McBride if a letter had gone out to Jednota. Ms. McBride explained that she had met with Mr. Fure and Mr. Lanman this afternoon; she didn't realize this belonged to Jednota, but will get in touch with them. Vice President Truntz stated that he drove by this area today, and agreed it needs to be addressed.

Commissioner Paul asked Mr. Lanman if he now has enough direction from the Board on how to approach the road plan. Is the understanding that since it's so late in the year for liquid fuels projects, crack sealing will be done as well as work in preparation for next year when more can be done? The Board concurred with this direction.

ADJOURN:

Hearing no other comments, a motion was made by Vice President Truntz, seconded by Commissioner Davies, to adjourn the meeting. The motion was unanimously approved, and the meeting adjourned at 7:04 P.M.

ATTEST:

A handwritten signature in black ink, appearing to read "Jean R. Arroyo", written over a horizontal line.

Jean R. Arroyo
Township Secretary

PLEASE PRINT NAME CLEARLY

JULY 17, 2019

SPECIAL MEETING – 6 PM

LEGISLATIVE MEETING – 7 PM

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