

**Spring Mount Road Bridge Meeting
August 11, 2009
Lower Frederick Township Building
State Representative Bob Mensch, Host**

Panel Invitees included:

PennDOT

Chuck Davies, District Deputy, in charge of design
Charlie Metzger, Community Relations Coordinator
Tony Pannullo, Bridge Engineer
Sal Ali, Assistant Construction Engineer
David Adams, Traffic Engineer (representing Matt Miele)

Lower Frederick Township

Bill McGovern, Chairman, Board of Supervisors
Ernie Schmitt, Member, Board of Supervisors
Tamara Twardowski, Township Manager

Upper Salford Township

Ted Poatsy, Member, Board of Supervisors
Ken Hagey, Member, Board of Supervisors
Kevin O'Donnell, Board of Supervisors

Schwenksville Borough

Arthur Fairclough, Chairman, Borough Council
Ray Yeanish, Member, Borough Council
Mike Gallo, Borough Manager

Legislative Offices

Lisa Walter, Senate
Tim Hennessey, House
Beth Patterson, House

Representative Bob Mensch opened the meeting by urging all in attendance to sign up for e-mail notification and also announced there were maps available outlining the detour route and also Limerick Generating Station evacuation plans. He expressed his thanks to Lower Frederick Township for use of their facility.

Chuck Davies started off the meeting by announcing the bid had been awarded to Loftus Construction this past week for \$4.6 million. He also noted the bridge was estimated at \$4.9 million, thus saving the state \$300,000. The notice to proceed date was set for September 9, 2009 with completion set for

October, 2010. Closure for utility relocation is tentatively scheduled for early to mid October with bridge demolition to follow in December, 2009.

Sal Ali noted there is a pre-construction meeting scheduled for August 20, 2009 and at that time the contractor will be required to submit a narrative of construction dates.

Dave Adams noted the intersection of Park Avenue and Main Street in Schwenksville Borough has been reviewed and said that larger vehicles making a left turn on to Main Street (South on Rt. 29) at the present time have little or no room to turn properly and those turning right on to Main Street (north on Rt.29) have even less of a adequate turning radius. There is a provision in the contract to monitor the situation.

PennDOT officials noted in regard to the bridge itself, the contractor will design the bridge and they (PennDOT) have the right to approve or disapprove the work schedule. The duration of the project is currently approved for 417 days with actual closure to be approximately 365 days.

PennDOT will be installing a pre-emption device at the two (2) traffic lights on Main Street in Schwenksville Borough. This device allows for improved traffic flow through the borough for Police, Fire and Ambulance vehicles in case of an emergency. The borough will assume responsibility for their maintenance.

The following issues were reviewed by Representative Mensch and members of the panel:

- PennDOT has a liquidated damage clause in the contract to assure the project does not run over the allotted days for this project. The construction company will be penalized \$2500 per day for not finishing on time.
- As mentioned before, the contractor is responsible for the design of the bridge and all pre-design information has been supplied by PennDOT.
- The issue of traffic control during a potential power outage, at the Main Street traffic lights in Schwenksville Borough, has been addressed and provisions are in the contract.
- Police protection was addressed and assurances were made by Chief Maxey, Lower Frederick Police, there would be no unusual delay in response.
- There is an alternate detour route in place. Signs will be posted and will be covered until such a time they are needed.
- At the intersection of Rt. 29 & Park Avenue, Schwenksville Borough, the stop bar will remain at its current location.
- The public was assured by PennDOT officials that all unmet needs can be revisited and adjustments can be addressed.
- A suggestion was made by Ted Poatsy for PennDOT to consider the Folk Festival traffic pattern to help alleviate traffic congestion in Schwenksville Borough. PennDOT responded by stating they are required to offer a detour route that will traverse state owned highways.

- A question was asked about building a temporary structure around the present bridge for use during construction. PennDOT responded by stating they can only do construction work on property which is owned by PennDOT.
- Another question was asked about the evaluation process used for the number of bridges that are closed at any one time. Chuck Davies explained that there are approximately 600 bridges in need of immediate repair. This is estimated to be 25 million square feet and of that figure 21-25% needs repair work.
- PennDOT will perform a review of the bridge design and will take into consideration the historical nature of the current bridge as there are many finishing facades which are available.
- PennDOT's traffic study revealed there are approximately 4,637 vehicles which travel in both directions each day. Considering this fact, Representative Mensch felt the plans put into place by PennDOT were the best for the area and the situation.
- Consideration has been given to the potential flooding of Clemmers Mill Road in the area of the dam. Unfortunately the roadway leading to the bridge cannot be changed in terms of raising the roadway.
- In the contract, there are provisions for split phasing of the traffic light at Park Avenue & Rt. 29 in Schwenksville Borough.
- Once again, the issue of delays in response times for emergency services was brought to the floor. Representative Mensch will discuss this issue further with Tom Sullivan, Montgomery County Public Safety Director. This has been placed on the ACTION list.
- Regarding the use of the trail by the Lower Frederick Ambulance, the county has signed off and waived their liability. Lower Frederick Township supervisors are concerned about the insurance liability. This has been placed on the ACTION list.
- The current weight limit on this structure is 13 tons. This will be increased to 40 tons when the construction is complete.
- Ernie Schmitt expressed concern about the utility relocation. He was told by PennDOT officials this was in the hands of the contractor and appropriate arrangements are in the works. Along with this PennDOT announced the historical marker on the current bridge will be given to Lower Frederick Township and a stone pile will be initiated on the ski slope side of the bridge where the public will be able to secure stone that was used in the original construction.
- Representative Mensch and several citizens would like to see as much of the historical aspect of the bridge preserved. Contact will be made with several historical groups to secure pictures of the bridge before demolition.

The following issues were brought up concerning the Salford Station Road bridge project:

- Bridge work is estimated to begin around December, 2010.
- Some residents expressed their idea of a military type bridge to be utilized until construction of this span is complete. PennDOT advised they would look into this and take into consideration all controls, permits and clearances.

- A resident asked if the money for this project has been encumbered as of yet. This was placed on the ACTION list by Representative Mensch.

At the close of the meeting Representative Mensch thanked all who took the time to attend and in particular the panel members who attended. It was decided there was no need for another meeting at this time.