

**BOROUGH OF HATBORO
SPECIAL COUNCIL MEETING
THURSDAY, SEPTEMBER 3, 2009**

PRESENT

President Zygmunt, Vice President LaSorsa, Councilpersons Guenst, Tompkins, Ostrander & Rich, Mayor Hawkes, Borough Manager/Chief Gardner and Eric Kauffmann of Gilmore and Associates.

ABSENT

Councilperson Reymer, and Assistant Borough Secretary Hegele .

CALL TO ORDER

President Zygmunt called the September Special Council Meeting of the Borough of Hatboro to order at 12:00 P.M.

Borough Manager/Chief Gardner advised that the purpose of the Special Council Meeting was to review and consider approval for the authorization to sign the York Road Resignalization Program. The plans were received on August 31, 2009 with a mandate that they had to be returned by September 4, 2009, which only gives a week for review. He advised that he has been working with Eric Kauffmann of Gilmore and Associates. He then stated that there are a few things that Penn DOT would not approve but he will let Mr. Kauffmann handle those details.

President Zygmunt then asked if this was an advertised meeting and the Borough Manager/Chief Gardner stated that yes it was.

President Zygmunt then stated that the purpose of the meeting was to have a vote to approve the submission of the plans and authorize a signer. He then asked Mr. Kauffman who would need to sign the plans. Mr. Kauffman then advised that it is typically the Borough Manager. President Zygmunt then stated that he was aware of a previous comment made by Borough Manager/Chief Gardner regarding possibly signing these plans under duress. Borough Manager/Chief Gardner then asked Mr. Kauffman to explain.

Mr. Kauffman stated that Gilmore and Associates had issued a 13 page review letter on July 8, 2009 that listed detailed comments on each plan. The comments were based on the review of the plans and also a field meeting that was held with a few of the Council people during the first week of July. The new plans have been reviewed and have errors, omissions, things that have just not been done and things that the Borough should not accept. The Project Design Engineer is going to modify the plans, based on several of the comments made in the Gilmore and Associates letter, and then send Gilmore and Associates a final review either today September 3, 2009 or tomorrow September 4, 2009 in the morning. Once Gilmore has approved the revised plans, Gilmore will hand deliver

them to the Borough for signature. Councilperson Tompkins asked Mr. Kauffman if he knew if any of the other Municipalities that were also doing this project were experiencing any of the same difficulties. Mr. Kauffman stated that other projects are having similar issues but he is not aware if it is to the extent that the Borough is having. The Project Design Engineer is stuck because Penn DOT has told him that he has to do all of this by tomorrow, September 4, 2009. He advised that the good news for the Borough is that the project is mostly 100% paid for where before the Borough had a 25% match for construction. The bad news is that the Borough will be signing plans that you don't necessarily 100% agree with in order to keep it moving. President Zygmunt then asked if we do not sign the plans that the Borough is due to receive tomorrow, are we responsible for 100% of the cost. Mr. Kaufmann advised that what that meant was that the Borough would be dropped from this project all together. President Zygmunt then stated so what this means is if the Borough does not sign these plans than the Borough is not available for any stimulus money for this project. Mr. Kauffman stated yes, there would be no funding at all.

Mr. Kauffman then asked would Council like to go through what the outstanding items on the plans are. President Zygmunt then asked the rest of Council how many of them felt the need to go through the plans intersection by intersection. Councilperson Guent then stated that she did not. Councilperson Ostrander then stated that she had a question. She then asked who attended the field meeting in July? Mr. Kauffman then stated that President Zygmunt and Councilperson Tompkins attended the meeting. Councilperson Ostrander then advised that, had she been made aware of the meeting she would have liked to attend.

Councilperson Guent asked when the revised plans are brought to the Borough tomorrow, September 4, 2009 for Borough Manager/Chief Gardner to sign, where do they go from there. Mr. Kauffman advised that Orth Rodgers would bring the plans over, wait for the signature and take them right back.

President Zygmunt then confirmed with the rest of Council that they have all had the plans since Monday, August 31, 2009. He asked if anyone had any questions. Councilperson Tompkins then asked what corrections are we concerned about. What is not happening. Mr. Kauffman stated that one of the things they are concerned with is the curb ramp design. Gilmore wanted to see all of the curb ramp design on the plans and Orth Rodgers is not doing curb ramp design. The Borough has to handle that as a design build which means, it will be the contractor's responsibility to hire a consultant to do the curb ramp design during the project. They were also concerned about the right of way. They are not going to do any right of way research, they are going to go with whatever is in the plan. Councilperson Tompkins then asked what is the risk with that. Mr. Kauffman advised that it could be wrong and it could be someone else's property. He stated that he thinks that there should be a letter sent with the signed plans stating that yes, the Borough signed the plans but that the Borough still has these issues. He then stated that they had asked for the source of the existing conditions because they did not think that the sidewalks looked like they were the correct width. He was told that they did not do a survey so that they are not providing the source of existing conditions. Mr. Tompkins

then asked, just so he is clear, if a curb ramp ends up extending onto someone's property and Penn DOT has built it that way and the Borough accepts that, does that mean that the Borough accepts liability as well? Mr. Kauffman then advised that whatever contractor is hired to do the curb ramp design will have to pull the right of way records to insure that they are not designing something outside of the guidelines. Councilperson Tompkins then stated that they also noticed that were sidewalks marked incorrectly. Councilperson Ostrander then asked if there was anything in writing stating that they would take responsibility for all of these corrections. Mr. Kauffman stated that all they received back from there 13 page letter was a 1 page letter stating sign here and there was no response to any of Gilmore's comments. They went over the plans again to see what they did and did not do. This is why they are going to be sending a letter stating that yes, the Borough is signing to keep the project moving but we still have the following concerns.

Another concern was that there was some signage that was located in the sidewalk. Orth Rogers advised that they would research this and get back to Gilmore. President Zygmunt stated that this is where they had sign poles put in and made the sidewalk not ADA compliant. Mr. Kauffman stated that the N34 cabinet they put in at York and School was supposed to be throughout the project. PennDOT did accept that so it would be changed on the plans. Also, the back up generator was not shown on the plans. They will add to the plans for Penn DOT approval. Mr. Kauffman stated that Gilmore asked for an Auto Turn Analysis, which simulates a truck turn, to make sure that trucks can maneuver the intersection properly. It looks like Orth Rogers stuck that on the plans without doing anything further and is currently being researched.

Chief of Police/Borough Manager Gardner advised that the computers were installed September 2, 2009 at the Police Station that can control all of the traffic signals on Countyline Road. The Engineers that installed the computer recommended a fiber optic connection, which is currently not in the plans. The signals could also be controlled by radio. Mr. Kauffman stated that there is no fiber optics as part of this project however there is another project that is coming that will be bringing fiber to York Road. Theoretically this new system could be tied into the Countyline Road system. Chief of Police/Borough Manager Gardner then asked how are they connecting these lights on York Road? Mr. Kauffman advised that it would either be fiber or dial up. Councilperson Tompkins then asked from a software standpoint if there are two different systems would the new computer at the Police Station be able to operate both systems? Mr. Kauffman advised that all the computer does is give the opportunity to open up the system and go in and make changes if needed, other than that the system is pretty much self-running.

Mr. Kauffman then stated that at York Road and Montgomery Avenue the traffic flows from 40 miles an hour to 25 miles an hour. Gilmore put in for a volume density operation. A volume density operation is to assist the signal with vehicles traveling more than 40 miles an hour, to allow them adequate time to go over the loop detector. At this time it is being looked into but he has not received a yes or no answer. The current plans do not show the volume density operation. The purpose of the volume density operation is to eliminate the rear end collision associated with high speed. It will add a few seconds to the green light.

There is some missing signage on the plans that they are working on. On Montgomery Avenue they had left turn lanes on the plans and at the field meeting it was agreed upon that they should come out. They are still showing on the plans. They have 3 10 foot lanes that everyone at the field meeting felt were to narrow for that intersection. Mr. Kauffman spoke to Orth Rogers regarding removing the 3 lanes from the plans and is currently waiting for a response.

Mr. Kauffman stated another concern is the crosswalk at Moreland. They do not want the crosswalks parallel to Moreland, they want them perpendicular with York. They can not do it on the SW corner because there is no right of way. Councilperson Tompkins stated that the new location of the pole would block some of that first obstruction when you are coming down Moreland to turn right onto York. Currently there is a pole right there. Mr. Kauffman advised that yes it will make the signal much more visible. What they did was give a pedestrian advance, which means from the time a pedestrian pushes the button they will have 3 seconds to get into the crosswalk before the vehicle will get the green light. This is to prevent the pedestrian from starting into the roadway with the vehicles. They are trying to get split phasing for Moreland now that the Borough has been denied Lehman. Councilperson Tompkins advised that he feels that split phasing will do wonders to improve traffic flow. Mayor Hawkes then asked Chief of Police/Borough Manager Gardner if the intersection of Moreland and York Roads has the highest percentage of pedestrians? Chief of Police/Borough Manager Gardner stated that yes it is. Penn DOT also did not go for the perpendicular cross walk at Moreland and York on the Post Office side because they felt it takes the crosswalk to far on Moreland. Councilperson Tompkins advised that there is a lot of double parking there already and if they are double parking behind a pedestrian landing there will be pedestrians coming out from between parked cars. Chief of Police /Borough Manager Gardner advised that when they repaved in front of the Post Office that they extended the hatch marks all the way up into the 10 minute zone. He then asked Mr. Kauffman if that is something that can be amended on these plans? President Zygmunt then advised that the hatch marks need to be in a logical place, which would be closer to Moreland Avenue.

Mr. Kauffman stated that another concern was removing the two mast arms at the North end of Byberry Road. He stated that the thinking was that at night-time the traffic could travel underneath the mast arm. Penn DOT does not want to do that, they want the mast arm as there will be less equipment to maintain out there with one pole versus two pedestals. Penndot wants to have one pole with the light hanging parallel to the curb over the street. President Zygmunt advised that the he felt without the pedestals there, if someone came to fast through that light that they would go right through the store behind that pole. President Zygmunt stated that this is something he wants to remain on the list of concerns and he feels Council should not back down on.

The next concern was the intersection of York and Horsham Roads. It is currently supposed to be one lane. Councilperson Tompkins stated that maybe the stop bar could be moved back. Mr. Kauffman advised that if the stop bar is to far back that then people will say they can not see to there left and pull up anyway. Chief of Police/Borough

Manager Gardner stated there is no violation if someone does not stop at the stop bar. Mr. Kauffman recommended that there should be 3 10 foot lanes at the intersection of York and Horsham Roads.

Councilperson Tompkins then asked about the Technical Warning Services. Mr. Kauffman advised they are going to approve. Councilperson Tompkins also asked about the overhead signs with the police logo and red hats. Chief of Police/Borough Manager advised they are on the plans. Chief of Police/Borough Manager then asked if there are audibles on the pedestals. Mr. Kauffman advised yes. Councilperson Tompkins asked if there are count down timers. Mr. Kauffman advised yes. Mr. Kauffman advised that all of the lights are LED.

Vice President LaSorsa made a motion to have Chief of Police/Borough Manager Gardner sign 5 intersection plans and the system plan in conformity with the drawings that are going to be provided by Orth Rogers and Associates but subject to the review and approval of Gilmore and Associates Engineers. This motion was seconded by Councilperson Tompkins and approved by Council unanimously.

President Zygmunt then asked if there was any public comment. There was no public comment.

President Zygmunt then adjourned the September 3, 2009 Special Council Meeting at 1:06 p.m.

Respectfully submitted,

Amy E. Wack
Borough Administration