

Route 263 update meeting- Summary Notes

May 23, 2011

Present:

Ned Thompson, Supervisor, Warwick Township
Gail Weniger, Manager, Warwick Township
Lorenzo Cuoci, Public Works Director, Warwick Township
Bryan Mc Adams, CKS, Warwick Township engineer
Mike Holva, PENNDOT 6-0 Project Manager
Colleen Carmichael, URS Corp. (PENNDOT CONSULTING ENGINEERS)
Antoinette MacIntyre, URS Corp.
Meghan Terenzoni and Cindy Beck, Rep. Bernie O'Neill's office
Brian Shotts, State Rep. Scott Petri's office

Schedule

Mike Holva, project manager, reviewed with the group some of the timelines. He noted that the project is well into final design. The Right-of-Way acquisition, of which there are 80 or so, are in the process of being appraised and the property owners have not yet been contacted. This part of the projects is fully funded at 1.5 million. The utility coordination will follow next and will require subsurface engineering (test pits) and a meeting with the utility owners. Another 1.5 million has been funded for this step. The municipally owned utilities are eligible for cost sharing. The work on these can be done either ahead of the project or concurrently with the project. The final signal plans are still to be done.

Mr. Thompson, Township supervisor, asked why the project couldn't be phased so work can start sooner. Mr. Holva noted that the cost would increase as two PSE packages, as well as two separate permits would be required. He notes that these are done already as one application.

Funding

Funding, or lack of it, is the reason the project has experienced delays. On the 2011 TIP (transportation improvement program), the project is partially funded for construction with 23,251 million appropriated over two years (2013 & 2014). However, the total project costs are estimated at 37 million. The rest of the funding would have to come from the next TIP. Mr. Holva believes that we are looking at an October 2012 advertisement and an early 2013 spring project start date.

There were questions as to why this is a full reconstruction project and not just a maintenance or overlay project. It was noted that the road is at the end of its life cycle and the concrete subsurface is not in the condition that would support just doing an overlay.

Discussion regarding why the project has not been supported for full funding took place. Township Manager Gail Weniger will contact State Senator Tomlinson's office regarding getting support for the project. She will also contact Congressman Mike Fitzpatrick's office to get support for federal funding and see if anything else is available.

Up to now, the components of the project that have been completed, have been done with State monies. With various bridge reconstructions and flooding problems, monies have been directed to those projects in lieu of this one. Mr. Holva notes that the original project was to reconstruct eight (8) miles of road from Bristol through Buckingham Township. Due to Buckingham's refusal for a reconstruction, the project is now the four miles in Warwick from the Bristol Road intersection to Sugarbottom Road.

It was asked that if money were to become available sooner, would the project start date be moved up. No definitive answer was given, due to the amount of items to be done as discussed previously.

Maintenance of current roadway

All parties from the Township and the State elected official office were interested in what could be done now to improve the current conditions of the roadway until the reconstruction, which is two to four years from now. It was noted that the people in attendance today were not from the PADOT 6-0 maintenance division, however, the Township has requested service on this issue and has not even received a response. Discussion ensued regarding the poor condition of the road and the inadequate fix of cold patch, which is creating a mogul effect. Mr. Holva will talk with the maintenance division to see what can be done and why we are not getting a response. Mr. Cuoci, Director of Public Works for the Township, believes that some type of treatment may be beneficial and would like to discuss details prior to anything being done.

Review of Proposed new reconstruction project

The Signage and pavement marking plans were reviewed from Bristol to Sugarbottom, with emphasis on changes at each intersection. All of the intersections and all of route 263 in the project will be remarked as part of the project. There are eight-foot shoulders proposed through much of the project.

Bristol Road- An additional committed left turn lane on Bristol Road going toward Old York Road is noted. There is also a dedicated right turn lane on Route 263 going toward Warminster and turning onto Bristol. Mr. Cuoci noted that the cabinet needs to be moved or protected, noting that it has been hit a few times. Ms. Carmichael, URS, noted that the project will result in the replacement of the existing poles and cabinet. There are 8 foot shoulders here and throughout the plan where space allowed. Where the width is tight, there is curbing.

There is left turn lanes into Jamison street both ways.

There is mountable curb from Tulip to Meyer Way. There are no changes at Tulip road. It was noted that this version of the plan differs from previous versions in that the widening and turn lanes for the future Moland Park Drive are not included. Mike Holva agreed that this is a change and it was due to the inability of PennDot to get a general permit on the project when submitted with that widening. After reviewing the timing of the anticipated development and the private requirements of the developer, this portion of widening and improvements was removed from this project.

Meyer Way will remain substantially as it is. Mr. Cuoci notes that the cabinet at this intersection needs to be raised as there are problems when flooding occurs.

Mr. Thompson asked if there could be an accel lane added to the entrance of the Manor at Yorktown. Mr. Holva noted that an accel lane would not fit in the design, but perhaps they could look at the radius of the turn areas.

The mountable center curb from Meyer Way to Sugarbottom, with the exception of the center curb right past Valley road over the bridge will be removed. There will be double lines in its place, allowing left hand turns in and out of the businesses.

Almshouse and York, with the exception of the center curbing , will remain essentially the same.

The next intersection with changes would be Deer Run Drive. A joint project with the Township for the installation of a traffic signal is planned. It was noted that the warrants for the signal require restrictions on the MBIT driveway that are not addressed in the plan.

Mr. Thompson asked if fences are planned for the basins, noting that the Township is opposed to this. Mr. Holva is not sure where the requirement for the fences came from, but will check into it and note that the Township does not want them. Ms. Weniger asked if the basin next to the Jamison Pour House could be relocated if the business expanded into this area. It was not thought that this would be possible.

School road was discussed and it was noted that there is a center refuge lane for those making a left turn onto York Road. There is also a right turn lane onto School Road added in this plan.

Valley Road, as noted at the meeting, is an intersection where residents have a high degree of difficulty making a left turn out onto York Road or making a left turn in. There will be a left turn in committed lane at this intersection. The left turn onto York Road remains the same. The issue is the sight distance problem caused by the bridge. A bridge reconstruction would be needed to address this line of sight problem and this is not part of this plan.

The meeting was adjourned at noon.