

October 16, 2009 - Antrim Township Board of Supervisors

MINUTES OF THE ANTRIM TOWNSHIP BOARD OF SUPERVISORS WORKSESSION MEETING

October 16, 2009 10:00 a.m.

The Antrim Township Board of Supervisors held a worksession meeting on Friday, October 16, 2009 in the Antrim Township Municipal Building, 10655 Antrim Church Road, with the following present: Chairman Curtis Myers, Vice Chairman Rick Baer, Fred Young III, Sam Miller, James Byers, Brad Graham; Township Administrator, Sylvia House, Zoning Officer, Paul Minnich, Roadmaster and Mary Klein, Secretary/Treasurer.

Visitors: Pat Coggins, ATAPCO; Representatives from Norfolk Southern and see attached listing for a list of other visitors.

Chairman Myers called the worksession meeting to order at 10:02 a.m.

Chairman Myers called for public comment – there was none.

Brad Graham, Township Administrator addressed the Supervisors and those present regarding a meeting that was held on Wednesday with the Township staff and representatives from Norfolk Southern to go over Norfolk Southern's response to the Townships' issues. The Norfolk Southern representatives that were present at tonight's meeting included:

Roger Bennett, Director of Industrial Development for NS

Charlie McMillon, Engineering Dept for NS

Jonathan Rinde, Outside Counsel for NS

Robert Siik, Engineering Dept for NS

Bob Badger, CHA Engineer

Shelby Mayes, Engineer for NS

Rudy Husband, Public Relations for NS

Roger Bennett, Director of Industrial Development for NS addressed the Supervisors regarding the Intermodal facility project that will be a \$95M investment in the Township and will be located on a 200 acre site in the Township.

Supervisor Young arrived at this time – 10:05 a.m.

Mr. Bennett continued to say that the Crescent Corridor project between the North East and South East will operate 24/7 – 365 days a year. The new Intermodal Facility in Antrim Township will have a secure gate and will be a controlled facility. He added that Norfolk Southern can update the Township on the schedule of the project; however they are still working on issues with Hykes and Milnor Roads.

Bob Badger, CHA Engineer addressed the Supervisors regarding the traffic studies that were performed in the area where the Intermodal facility will be located and how the calculations were done. He stated that they used standard Penn-Dot and Federal Highway Administration procedures. CHA had an official scope meeting with Penn-Dot and the preliminary traffic study findings were presented at the meeting. After the preliminary meeting, they wanted further projections so they requested information from other developments in the area to incorporate their traffic studies into the calculations and added this to the Norfolk Southern build calculations. A draft traffic study will be ready in a few weeks for review.

Norfolk Southern representatives addressed the Hykes Road issues at this time. The length and width of the bridge that will be built on Hykes Road was discussed. Norfolk Southern responded that they will file a request with the Public Utility Commission to close the grade crossing. The intent is that the Township would own the bridge once the project is completed and Norfolk Southern would offer the Township a lump sum payment to put towards future maintenance costs. One of the Norfolk Southern engineers present stated that the structure would be made of concrete and he feels there would be minimal maintenance costs.

Norfolk Southern representatives addressed the unnamed tributary that is before the railroad crossing. Norfolk Southern will be putting in a culvert to minimize the impacts to the stream.

NS representatives addressed the accessing of the sewer lines located on the WCN properties. NS stated they will install a gate and give keys to WCN so they can access the road and the Township will be able to access the sewer lines.

Supervisor Byers went back to the bridge issue on Hykes Road and the fact that the Township will own the bridge. NS representatives stated that whenever the highway is on the bridge, the municipality or State owns the bridge. Supervisor Miller stated he would like the Township to own the bridge but let NS maintain it. There was discussion about whether the County would take over the bridge since they own most of the Township's other bridges.

Chairman Myers questioned the site issues with the intersection at Williamsport Pike and Hykes Road. CHA responded that they have looked at the capacity at this intersection and they conducted a pass or fail signal test and it does not warrant a traffic light based on Penn-Dot's requirements. Supervisor Miller feels that the south side of Williamsport Pike needs to be filled in and raised up to make it a safer intersection.

There was a discussion at this time about Milnor Road and if the road is closed once the project is completed, who would own the road. NS representatives responded that this is part of the PUC process and Penn-Dot currently owns the road. The road would be a Turnback candidate to the Township but they are still in talks with Penn-Dot. The design of the cul-de-sacs that would be installed would be according to Penn-Dot's specifications.

There was a discussion at this time about Commerce Avenue and the traffic counts that were obtained. Based on traffic projections 10-20 years out, there would be a modification to the timing of the signals but no new turning lanes are proposed. There was a discussion about the existing peak time traffic versus the Norfolk Southern peak time traffic. NS representatives mentioned that the NS containers are traveling during the morning and afternoon commute hours and Norfolk Southern's peak commute hours are between 10:00 a.m. and 12:00 noon. There is also a 2-3 minute delay to allow the trucks to enter the Norfolk Southern intermodal facility due to the security gates they will have to pass through.

Pat Coggins from ATAPCO addressed the Supervisors and NS representatives about the timing of the Antrim Commons project. He stated that ATAPCO is preparing their own traffic study. The Norfolk Southern intermodal facility will go in first and the Antrim Commons Business Park will be after that. Mid-late 2012 or 2013 is when ATAPCO will put the project out to bid. There will be additional construction done on the interchange. CHA will be working with ATAPCO's engineers on the traffic studies. ATAPCO will start building Armada Drive next spring.

NS representatives stated that the NS Intermodal facility project should be complete by February 2012. The traffic volume for the project will take 2+ years to be at full capacity. There will be traffic signals at I-81, the NB and SB sides of Rt. 11 & Hykes Road and the exits off of Rt. 11. This will be the starting point of the ATAPCO project. The Molly Pitcher PRD development was discussed and the fact that Penn-Dot has to look at the entire corridor to look at traffic signal placement.

Supervisor Byers addressed the two bridges at Commerce Ave and Armada Drive. He wanted to know if studies have been done to handle the additional truck traffic or have either bridges been looked at to determine the structural integrity of the bridges. Norfolk Southern representatives acknowledged that this needs to be evaluated. The average truck weight is 80,000 lbs. There was a discussion about whether the Township's engineer should look at these bridges with ATAPCO's and Norfolk Southern's engineers.

The left turning lane at Commerce Avenue will likely be in ATAPCO's development plan. Once the Antrim Commons Business Park is fully completed, it will develop more traffic than the Norfolk Southern project. The ATAPCO project will be tied with the interchange project. ATAPCO's goal is to finish the Antrim Commons Park project as soon as possible. Supervisor Young asked Pat Coggins if there is anything the Township could do to help with Penn-Dot. Mr. Coggins stated that he had a very positive meeting with Penn-Dot and the Federal Highway Administration.

Supervisor Byers asked about the tax base that Norfolk Southern will be bringing to the Township. NS representatives stated that PURTA taxes will be paid to the Township each year by Norfolk Southern.

Administrator, Brad Graham addressed the Supervisors regarding Norfolk Southern's request for Township support for the TIGER (Transportation Investment for Generating Economic Recovery) funds grant request they have made in the amount of \$45M. Norfolk Southern has already submitted the application and any letters they receive after the application date will likely have an impact on their opportunity to receive the grant money. FAADC and others have already provided support letters.

A Myers/Young motion passed 4-1 (Byers opposed) to approve providing a support letter for the Norfolk Southern Intermodal facility project in support of the TIGER funds grant of \$45M that Norfolk Southern has requested for the project.

Chairman Curtis Myers asked NS representatives how long the trains are and they responded that they are 8,000 – 10,000 feet long. They mentioned that the passing track length, horsepower, grade and temperature all affect the length of the train.

Supervisor Young addressed the Norfolk Southern representatives about the relocation of the railroad crossing signals and wanted to know if the old signals that are being replaced could be used anywhere else in the Township. NS representatives mentioned that the PUC would have to evaluate this and see if any of the prior equipment could be used. They mentioned that usually the equipment is custom made for each crossing.

Supervisor Miller stated that he would like to be involved in any meetings regarding agreements about the ownership of the bridge on Hykes Road and any discussions that take place with the County about the bridge. There was a consensus that the Township would designate a committee to meet with Norfolk Southern representatives to discuss any type of agreements, etc.

Chairman Myers called for public comment.

Gary Hines of the Emergency Management Agency for Franklin County asked NS representatives about whether there would be hazardous materials traveling on the trains. NS representatives responded that they do not handle THI materials on Intermodal trains however they do handle paints and herbicides.

Bob Colodanato, resident, addressed the Supervisors regarding the bridge at Hykes Road. He wondered if a tunnel at Hykes Road would be feasible. NS representatives responded that the tunnel would be way below the stream level and it would not work.

A brief recess was taken at this time to allow the Norfolk Southern representatives to wrap up and leave the meeting.

Administrator Graham addressed the Supervisors regarding the additional Headworks repairs at the WWTP. Questions about the bar screen repairs were asked and why Brinjac did not include this in the original bid for the Headworks project. Administrator Graham responded that Brinjac considers this maintenance and it would not be included with a project like the compactor. The Supervisors need to consider whether to order the parts and put the installation of the parts out for bid. Parkson, the manufacturer is not part of Costars. The costs for Parkson, the manufacturer to rebuild, install and provide the parts is \$52,797.00; Parkson to provide the parts and oversee the installation by another contractor is \$44,821.00; Parkson to provide only the parts is \$37,861.00. Brinjac said they consider this maintenance and would rather not be involved in the engineering. Parkson could just do the whole project and it would be overseen by Lynn Shatzer, the Sewer Plant Operator. It was mentioned that Lynn, the Sewer Plant Operator brought up the fact that these repairs were necessary when the Headworks project was in the planning stages.

A Myers/Miller motion passed with unanimous vote to approve Parkson, the manufacturer to rebuild, install and provide the parts for the bar screen mechanism repairs for the Headworks at the WWTP for a total cost of \$52,797.00.

Administrator Graham addressed the Supervisors regarding the concession stand at the Antrim Township Community Park. He mentioned that to utilize the grant money that the Township received from DCNR, the building must be engineered and we must provide prevailing wage on the project. If we don't utilize the grant money we received for the concession stand, it would likely jeopardize our ability to obtain grant money from DCNR in the future. Preliminary quotes for engineering for a 2-story block building were between \$5,000.00 and \$15,000.00.

A Myers motion died for lack of a second to go ahead with the original cedar building design for the concession stand at the ATCP.

Supervisor Byers questioned about whether we could hire our own contractors to construct the building and alleviate the need to pay prevailing wage.

A Baer/Miller motion passed with unanimous vote to give Brad Graham, Township Administrator the authority to check engineering costs of a block building for the concession stand at the ATCP as long as Beth @ DCNR approves the engineering as part of the grant money that can be utilized.

A Myers motion died for lack of a second to nominate Supervisor Sam Miller to head up the concession stand committee.

Supervisor Miller addressed Administrator Graham about the bid for the new computer system and whether or not it has been put out to bid yet. Administrator Graham responded that he ran the RFP by Solicitor John Lisko and the original draft could not go out as prepared because the hardware and the software support/service has to be put out separately. Administrator Graham stated that he would like to have the new computer system in place by the end of the year if not sooner. Supervisor Miller responded that he would like the new computer system, phone system and security system in place as soon as possible. Administrator Graham replied that he would like to tie in the new phone system with the new computer system.

A Young/Miller motion passed with unanimous vote to adjourn the worksession meeting at 11:51 a.m.

Respectfully submitted,

Mary A. Klein

Secretary/Treasurer