

**Lower Heidelberg Township
Board of Supervisors Minutes
Monthly Workshop - Virtual
Wednesday, March 10, 2021 – 7:00 p.m.**

The Lower Heidelberg Board of Supervisors scheduled monthly workshop was held on the above date. Present were Chair Deborah P. Scull, Vice Chair Cheryl Johnson, Member Michael Keltz, Township Engineer Ryan Rhode, Road Foreman Matt Clay, Manager/Secretary/Treasurer Pamela Stevens, and Guest Dave Kurtz.

Mrs. Scull called the meeting to order at 7:02 p.m.

Ryan Rhode summarized the updated construction costs to the roads and bridges in the Township. On the first spreadsheet he prepared he identified the bridge construction costs for a three year period were highlighted in yellow, the costs that are not highlighted are not a priority, and the long term costs are identified in orange. The yellow highlighted costs are the costs that the Supervisors requested for the possible refinancing of the 2016 Bonds. Unfortunately the adjacent box beam bridges that were so popular 20 or so years ago by Penn DOT are now seeing significant structural deficiencies. Mr. Rhode used the Bridge Inspection Reports to identify the bridge deficiencies that are critical to address. Some of the repetitive items are guide rail, but seems to be a moving target with changing regulations each year. The Bridge Inspections are paid for out of the Liquid Fuels Fund, whether they are every six (6) months, every year or every other year.

Mr. Rhode focused on the bridges, where there are two (2) bridges that are in poor condition, one is the Gaul Road Bridge over Little Cacoosing Creek which requires superstructure replacement and the other bridge is Heidelberg Road over Spring Creek which Mr. Rhode is suggesting to close as the bridge does not see much traffic. Mr. Clay also pointed out that this bridge is a safety concern as the bridge floods during certain events when Blue Marsh Dam releases.

The bridge rehabilitation and construction costs for the next three (3) years is approximately \$950,000 per Mr. Rhode. This cost does not include design, permitting and construction administration. He will obtain quotes for the projected consultant costs and expenses so he can add these to the bridge rehabilitation and construction costs.

He discussed the following Bridges: Wooltown over Hospital Creek, Wooltown over Spring Creek, Sweitzer over Cacoosing Creek, Connecticut over Cacoosing Creek, Russell over Spring Creek, Heidelberg over Spring Creek (1), Heidelberg over Spring Creek (2), Gaul over Little Cacoosing, and Palm over Spring Creek. The total cost at this time for the three year plan is \$950,000. Mrs. Scull and Ms. Stevens are going to check into the impact fee for Cacoosing Crossing North and see if has restrictions. Mr. Rhode will also send the spreadsheet he prepared that reflects the Road Projects and the expenditures between 2009 to 2019 and Papermill Road had three (3) types of repairs during this 10 year time period.

Mr. Rhode then discussed the Roads Construction Phase and the spreadsheet included: Sportsman, Point, Saddlebrook, E. College, W. College, Stitzer, N. Walnut, and Water. These are the streets in the Penn Werner and Saddlebrook area. Mrs. Johnson asked about the curbing and Mr. Rhode recalled that Mrs. Scull had sent letters to the residents that would be impacted with curb replacement. The Township would install the required curb replacement and then assess each property owner. Mr. Rhode also noted that the ADA Ramps cost in the range of \$4,000 to \$5,000 each. Some of the streets have varying widths and some of the streets will require surveying so that the stormwater will properly drain into the inlets. There was a meeting with Western Berks Municipal Authority (WBMA) and they are willing to split the costs of the Water Road project in half with the Township. Mr. Clay also suggested that the Township could meet with WBMA to discuss vacating the Road so it is the Authority's responsibility.

Mr. Rhode then discussed the Roads Maintenance Phase and the spreadsheet included three types of maintenance processes: Oil and Chip, Cape Seal and Ultra-Thin Wearing Course. The wearing course is almost twice as much as the Cape Seal. There is more street sweeping with the Cape Seal. Each of the roads fit into each of the maintenance processes. The spreadsheet identified Green Valley area in green highlight, and Penn Werner/Saddlebrook/Autumn Ridge in blue highlight, and all other roads not highlighted are Township wide. Maintenance Projects do not require prevailing wage rates. Green Valley estimate for Cape Seal approximately \$160,000, Autumn Ridge estimate for Cape Seal approximately \$162,000.

Mr. Rhode then brought up the recent UGI permit request for approximately 84 locations to repair a failed valve part in the gas service to the residences. Most of these repairs are in Green Valley. Mr. Rhode will need to research the Ordinance as he recalls if there are too many street cuts within a certain distance from each other an overlay is required. Ms. Stevens needs to send a letter to UGI concerning the future road projects and the penalties if they perform a street cut.

Mrs. Scull brought up the tax rates for the past 20 years and when the taxes were not raised in almost 20 years, the maintenance needed for the roads and bridges did not happen and that is why the current Board of Supervisors now needs to borrow more money. Mr. Clay also noted that the Township has wide roads and large cul-de-sacs which impact the costs.

Additional BOS, Manager or Public Comment – None

Adjournment at 7:45 p.m. – **On Motion** Made by Mrs. Scull and seconded by Mrs. Johnson. Motion passed unanimously.

Respectfully Submitted,
Pamela J. Stevens
Manager/Secretary/Treasurer

BOS Approved 5.17.21