



TREDYFFRIN TOWNSHIP
SIDEWALK CONSTRUCTION PHASE I

MINUTES OF MEETING

LOCATION: Tredyffrin Township Building

MEETING DATE: July 5, 2007

SUBJECT: Phase I Sidewalk Construction Project
STAP Committee Coordination Meeting (III)

ATTENDEES: Representing Tredyffrin Township and STAP Committee
Stephen Burgo
Erin McPherson
Bill DeHaven
Bob O'Leary
Bob Plyler

Representing Edwards and Kelcey (EK) & Cahill Associates (CA)
Roman Prokopovych (EK)
Tom Halliwell (CA)

This coordination meeting for the Tredyffrin Township Sidewalk Construction Project was held on Thursday, July 5, 2007 at 3:30 PM in the Tredyffrin Township Building. The purpose of the meeting was to discuss how the project has progressed since the last coordination meeting and key design issues.

The following key items were discussed:

1. Preliminary Plans have been submitted to the Township. The Township and consultant team have held meetings with PennDOT to discuss the design, including a field meeting held earlier in the day.
2. The Township and EK have spoken with PennDOT regarding the possibility of extending the existing school zones in the area to provide a more uniform traffic pattern and provide additional safety for students crossing at this location. PennDOT is open to the idea, and have stated that this concept should be pursued throughout the design.
3. The design for Old Lancaster Road east of Howelville Road will include a curbed section that would transition to depressed curb at the Dentist's office to minimize impact to the property owner. This option is preferred by PennDOT.
 - a. The idea of striping designated parking spaces within the lot in order to prevent parking on the sidewalk was discussed. It would be difficult to stripe the parking area with standard parking stalls due to the limited space. Even without striped parking stalls, a defined sidewalk will make it easier for those parking in the lot to see where they should park.
4. The location of the raised crosswalk west of Howelville Road was discussed. A property owner had previously voiced the concern that students would continue to cross at the existing crosswalk instead of turning to the east and continuing to the raised crosswalk as proposed.



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- a. A possible alternate design was discussed in which the proposed raised crosswalk location would be used for a speed table, and the existing crosswalk would be used as part of the sidewalk network. Concerns with this design included the possibility of drivers accelerating through the sidewalk after they pass over the speed table, and reduced visibility for pedestrians in a standard crosswalk as compared to a raised crosswalk.
 - b. The issue will be discussed further to determine the best solution for this area.
5. PennDOT has stated that for the portion of Conestoga Road east of Howelville Road all utility poles should be relocated to the area behind the proposed sidewalk. The layout of the proposed sidewalk would allow for the sidewalk construction to be completed prior to utility pole relocation if necessary.
6. Old Lancaster Road between Conestoga Road and Howelville Road
 - a. EK explained that the sidewalk width was adjusted in front of the Bus Garage in order to retain the wood framed planting boxes in this section. If these boxes were to be removed it could lead to additional work during construction such as utility pole reset/relocation and additional paving.
 - b. This area may be converted in the future by the School District. If the planter boxes are removed as a part of a future project the sidewalk widths could be adjusted at that time.
7. Conestoga Road between Old Lancaster Road and Irish Road
 - a. In reviewing the design with PennDOT, the Department stated that the west side alignment would be preferable if the sidewalk will only be included on one side. The Township is still considering including sidewalks on both sides on Conestoga Road, without a crosswalk across Conestoga Road at Irish Road. If the sidewalk were to be included on both sides, a small retaining wall may be necessary along the east side of the curve due to the relatively steep grading of the property along this curve.
 - b. PennDOT has also stated that regardless of the proposed sidewalk alignment all vegetation on the northwest and northeast corners at the intersection of Conestoga Road and Old Lancaster Road should be cleared as it is an existing sight distance obstruction. The Department also suggested that the proposed roadway width should be a minimum of 13' from the centerline to the face of curb, and that a 2' grass buffer should be provided between the curb and the sidewalk.
8. Old Lancaster Road between Daylesford Station and Conestoga Road
 - a. The shoulder section proposed by PennDOT was discussed. For the 7' shoulder areas – a 3' paved shoulder consisting of 1.5" of wearing course, over 4" of base course, over 4" of subbase was suggested. The suggestion for the remaining 4' of width was 6" of stone covered with hydroseed. It may be necessary to add topsoil over the stone to facilitate vegetative growth. Some other type of surface may be proposed if it is determined that the grass strip will not function as intended.
 - b. It was suggested that barrier curb be incorporated for the length of the sidewalk along the cemetery property. The design will be revised to accommodate curb and a 4' sidewalk to allow additional width for parking.
 - c. Concerns over the reduced shoulder area for the section of sidewalk just east of Daylesford Station were discussed. The sidewalk was moved closer to the roadway in this area to avoid



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utilities and trees, and to tie-in to the existing sidewalk. Alternative options for this section will be evaluated.

9. Crosswalks and ramps will be incorporated along Conestoga Road at Bair Road and Old Cassatt Road.
10. Curbed radii may be added at the intersections of Orchard Way and Bair Road with Conestoga Road.
11. A crosswalk will be added across Irish Road at Lizbeth Lane.
12. The possibility of using a porous material for the sidewalk was discussed. Using porous material would provide a more direct way for water to enter the subsurface bed beneath the sidewalk. Concerns with using this material include maintenance and cost. The consultant team will provide more information regarding the use of this material to facilitate the Township's decision on this issue.
13. Funding for construction was discussed. At this point the Township has not received any grant monies, but will continue to pursue any available options. The preliminary cost estimate for construction was \$1.5 million. However, this cost was developed prior to meeting with PennDOT. There will be additional cost to incorporate PennDOT's comments and suggestions. Including sidewalk on both sides of Conestoga Road between Old Lancaster Road and Irish Road will also add to the construction cost.

It is believed that the above represents a reasonably accurate transcription of the major activities that transpired at the subject meeting. Any revisions required or requested should be addressed to the undersigned within seven (7) days, as the foregoing is intended to be part of the record and is the basis upon which we intend to proceed.

Minutes prepared by:

Roman Prokopovych
Edwards and Kelcey, Inc.

cc: All Attendees
EK Project File
Tredyffrin Township Project File