

UPPER MERION TRANSPORTATION AUTHORITY

August 9, 2017

The members of the Upper Merion Transportation Authority met for their regular meeting on Wednesday, August 9, 2017 in the Township Building, 175 West Valley Forge Road, King of Prussia, PA. The meeting was called to order at 7:15 p.m. and commenced with the pledge of allegiance.

ATTENDANCE

Tom Kohler, Chairman
Carlton Stuart, Secretary
Ian Kingsley, Assistant Secretary/Treasurer
David G. Kraynik, Executive Secretary
Greg Philips, Supervisor Liaison
Edward J. O'Brien, Director of Public Works
Jack Smyth, Jr., P.E., Consulting Engineers, Boles Smyth Associates, Inc., (BSA)
Noah Marlier, Rudolph Clarke, LLC
Nicholas Hiriak, Director of Finance
Rita Ann Pfeiffer, Recording Secretary

ABSENT

Lou Zotti, Vice-Chairman
Marvin Meneeley, Treasurer

CHAIRMAN'S COMMENTS:

Mr. Kohler stated an Executive Session was held prior to this meeting to discuss legal matters.

MEETING MINUTES APPROVAL:

It was moved by Mr. Stuart, seconded by Mr. Kingsley, all voting "Aye" to approve the meeting minutes of July 12, 2017 as submitted. None opposed. Motion approved 3-0.

NEW BUSINESS

EXECUTIVE SECRETARY'S REPORT

Development Plan Updates

GSK – 709 Swedeland Road Subdivision Plan, Subdivision of Campus into Two Lots, 192.27 Acres
– On July 20th the Board of Supervisors approved the subdivision of the GSK campus on Swedeland Road, 192 acres, into two lots. One lot will be 51 acres and the other will be 141 acres. The larger lot (known as lot 2) will be sold eventually. GSK indicated in the sale agreement they will maintain lot 2 for a year or two until it can be phased out. The next step will be a consummated sale of lot 2 and plans will progress accordingly.

243 South Henderson Road – Alternate Plan for Development of 1.9 Acres General Commercial Property with a Fast Food Restaurant and Auto Service Store – First review was held last week during a workshop meeting. Applicant will return for additional consideration by the Board of Supervisors in September.

Mr. Kohler commented about one of the King of Prussia Mall's new pad sites. Mr. Philips commented about potential conceptual plans for the former J. C. Penney side of the Mall which includes placing the Transportation Center out toward Mall Boulevard. He said Simon Properties are expected to present their conceptual plan in September or early October.

A discussion followed regarding the property located at 243 South Henderson Road and the implications for the potential PA Turnpike Henderson Road Interchange and SEPTA Route 100 High Speed Extension. Mr. Smyth suggested a meeting with Montgomery County Planning Commission about the interchange projects and was directed to contact Matt Edmond.

ENGINEER'S REPORT

Multi-Use Trail Bridge over the Schuylkill River

Abandonment process is moving forward. There has been continued coordination with PennDOT, National Park Service and Upper Merion/West Norriton Townships to clarify the process and timeline for agreement execution.

Relocated North Gulph Road

The Supplemental Consultant Agreement was sent to the Authority on August 8 and the project will start moving forward again. The Supplemental Reimbursement Agreement requires environmental approval through a Categorical Exclusion Evaluation (CEE) Reevaluation. This Supplemental Consultant Agreement is required as the first step. PennDOT requested additional services and funds cannot be supplemented on the original agreement without having the environmental clearance in hand. Therefore, upon approval of the CEE Reevaluation, a second Supplemental Agreement will be processed to add the requested tasks.

Mr. Kohler noted no additional reimbursement agreement approval is required for the execution of this first consultant agreement.

Mr. Smyth commented last February the Authority approved the technical proposal and associated price proposal. Although tasks were shifted, no additional money was requested.

Church Road Bridge over SEPTA Route 100 Line

BSA/UMTA will meet with the PennDOT representative this week to formalize the Request for Proposal (RFP) from UMTA for Construction Inspection Services through the PennDOT ECMS System.

BSA revised the Temporary Utility Pipe Support Plans and design calculations for the temporary relocation of the 4" PECO gas main and the 12" Aqua, PA water main. The package was submitted to PennDOT for review and there were no comments; it has been approved.

BSA received Final Culvert Plans and Calculations from Contech for the prefabricated culvert. The culvert plans and calculations were approved and will now be sent to Gannett Fleming/PennDOT for review.

As previously reported, the SEPTA Route 100 Final Structure Plans are approved and signed by the PennDOT Chief Bridge Engineer. BSA is currently focusing on the required agreement with SEPTA for track outages, flagging, etc. Utility clearance, General Permit and NPDES permit are the other major remaining items to complete for the project.

Mr. Kohler asked when to expect breaking ground. Mr. Smyth responded it is anticipated the bid will go out in the winter and the contractor should receive Notice to Proceed in the spring of 2018.

PA 23 Trout Creek Bridge

There has been work on the Scoping Field View; however, the main focus over the last month has been the hydraulic analysis for the new bridge opening.

Mr. Philips asked if there has ever been a storm necessitating closure of the bridge. Mr. O'Brien responded that to his knowledge there has not been. Mr. Smyth commented the hydraulic analysis software predicts the larger storms will overtop the proposed bridge similar to the analysis of the existing bridge. The hydraulic model indicates a 100 Year Storm Flood Elevation increase of 0.03 feet when compared to the existing 100 Year Storm elevation directly upstream of the new bridge for a distance of approximately 100 feet.

As part of the analysis, the standard roadway 6% super elevation is proposed to be reduced to a 2% super elevation. This will reduce the amount of surface area the Trout Creek encounters if the water level overtops the bridge. This is considered a Design Exception by PennDOT which will require formal justification and approval. BSA believes it is appropriate in light of the hydraulics. BSA is also shaping the channel to try and eliminate an increase of 100 Year Flood Elevation between the existing and proposed condition. The hydraulic analysis for the draft plan will be sent to PennDOT before any decision is made on the bridge spans and abutment/wing wall locations. Before borings are obtained we will request PennDOT review the hydraulic analysis to make sure there is consensus on the layout of the bridge.

Mr. Kohler mentioned this project is on the 12-year Transportation Improvement Program (TIP) and asked if it is funded for construction or just design and engineering. Mr. Smyth said this project is funded for construction as well. Mr. Kohler indicated the construction funding may be in the Later Years TIP designation. Mr. Smyth responded in the affirmative. Mr. Kohler said it is positive to see this project moving forward due to the condition of the existing bridge. Mr. Smyth commented it is getting close to the TIP update and this project's funding will be reevaluated as a result to update the construction schedule based on the design progress.

Based on a question, Mr. Smyth provided Mr. Philips with clarification about the 100-year flood elevation.

Station Lane Connector Driveway – Conceptual Design Services

Final Cooperative Management Agreement (CMA) has now been executed.

Potential New PA Turnpike Interchange at Henderson Road

Discussed earlier.

Prince Frederick Extension

BSA obtained the updated base mapping. A major consideration is to ensure the Prince Frederick Extension (PFE) will not be precluded by the construction of the Chester Valley Trail. As part of the Chester Valley Trail Extension Project, Montgomery County is obtaining right-of-way appraisals for

properties. The County is prepared to acquire the Touk property at US 202 and Saulin Boulevard as a temporary trailhead for parking with the intention of partnering with the Transportation Authority as part of this PFE project to establish a permanent trailhead and accommodate the Prince Frederick Extension approach at the intersection.

Mr. Kohler expressed his support for the trailhead in that vicinity. He also favors realigning the Saulin Boulevard/202 intersection.

Mr. Smyth stated that BSA has updated the PFE concept plan alignment to the new base mapping and revised the plans, profiles and cross sections accordingly. BSA will next review the design with the updated base to determine the effect of the more accurate mapping.

It was noted there was a concept for not only a Prince Frederic Extension, but also an old plan for a Saulin Boulevard Extension to Ross Road. Mr. Kohler recalled the 1985 Comprehensive Plan had a Saulin Boulevard Extension all the way out to Ross Road. He noted before this was a trail project this was supposed to be a road project and an extension of Saulin Boulevard.

Mr. Kohler asked if it would be possible to extend Saulin Boulevard to the Prince Frederick Extension which would create a “T” intersection. He said this may be a potential location for the permanent trailhead.

Since the discussion was focusing on Saulin Boulevard, Mr. Kohler offered his thoughts on a related matter. He indicated the existing Saulin Boulevard is designed as an “L” with a road that deadends “into a mound of dirt.” He said it was originally designed to go through the now Republic Services property out to Church Road. He asked if there has been discussion to eliminate the traffic island with the “yield” and to construct a softer curve instead of the “L”. Mr. Smyth noted the Chester Valley Trail alignment will cross Saulin Boulevard at this location and a Rapid Flashing Beacon will be installed to slow traffic as well as sight lines which are an issue.

Mr. Philips asked why the road to Church Road was not completed. Mr. Kohler responded he assumes it is due to the need to acquire a large amount of land and Mr. Smyth noted the Chester Valley Trail Extension is within this area.

A brainstorming discussion followed about a new roadway alignment to extend Saulin Boulevard to Kings Manor to relieve traffic on Crooked Lane and provide better access to the industrial properties.

SOLICITOR’S REPORT – none.

FINANCIAL REPORT FOR JULY 2017

Mr. Nick Hiriak, Finance Director, reviewed the financial report for July 2017 and responded to questions from Authority members.

REQUISITIONS – AUGUST 2017

| | | |
|---------------------------|-------------|---|
| Boles, Smyth Assoc., Inc. | \$ 1,459.42 | Trout Creek Bridge Replacement Project for work performed for the Period 6-1-17 thru 6-30-17 INVOICE #16 |
| | | |

| | | |
|---|--------------------|--|
| Boles, Smyth Assoc., Inc. | \$ 1,507.81 | Construction Phase Services for Multi-Use Trail Bridge over Schuylkill River project for work performed 6-1-17 thru 6-30-17 INVOICE #40 |
| Boles, Smyth Assoc., Inc. | \$ 9,109.15 | East Church Road Bridge Replacement over SEPTA for work performed 6-1-17 thru 6-30-17 INVOICE #41 |
| Boles, Smyth Assoc. | \$ 910.53 | Relocation of North Gulph Road (SR 3039) for work performed 6-1-17 thru 6-30-17 INVOICE #43 |
| Upper Merion Township | \$ 3,500.00 | Reimburse for 12/31/16 Audit |
| Rudolph Clarke, LLC Suite 200 Seven Neshaminy Interplex Trevose, PA19053 | \$ 405.00 | Professional Services General Representation 6/8/17, 6/12/17, 6/14/17 & 6/15/17 INVOICE #63331 |
| | | |
| | | |
| TOTAL: | \$16,891.91 | |
| | | |

Authority Action:

It was moved by Mr. Stuart, seconded by Mr. Kingsley, all voting "Aye" to approve the August 2017 requisitions in the amount of \$16,891.91. None opposed. Motion approved 3-0.

ADDITIONAL BUSINESS – None.

ADJOURNMENT

There being no further business to come before the Authority, the meeting adjourned at 8:03 p.m.

DAVID G. KRAYNIK
EXECUTIVE SECRETARY

THOMAS KOHLER
CHAIRMAN

Minutes Approved:

Minutes Entered: