

UPPER MERION TRANSPORTATION AUTHORITY
June 13, 2018
7:00 p.m.

AGENDA

- 1. PLEDGE OF ALLEGIANCE**
- 2. ATTENDANCE**
- 3. APPROVAL OF MEETING MINUTES: April 11, 2018**
- 4. NEW BUSINESS**
 - **Consider Proposals from Appraisers for Prince Frederick Extension Project**
- 5. EXECUTIVE SECRETARY'S REPORT**
- 6. ENGINEER'S REPORT**
- 7. SOLICITOR'S REPORT**
- 8. FINANCIAL REPORT**
- 9. REQUISITION APPROVALS in the amount of \$63,999.05**
- 10. ADDITIONAL BUSINESS**
- 11. ADJOURNMENT**

UPPER MERION TRANSPORTATION AUTHORITY

April 11, 2018

The members of the Upper Merion Transportation Authority met for their regular meeting on Wednesday, April 11, 2018 in the Township Building, 175 West Valley Forge Road, King of Prussia, PA. The meeting was called to order at 7:00 p.m. and commenced with the pledge of allegiance.

ATTENDANCE

Tom Kohler, Chairman

Lou Zotti, Vice-Chairman

Carlton Stuart, Secretary

Greg Philips, Supervisor Liaison

David G. Kraynik, Executive Secretary

Nick Hiriak, Director of Finance

Edward O'Brien, Director of Public Works

Jack Smyth, Jr., P.E., Consulting Engineers, Boles Smyth Associates, Inc., (BSA)

Noah Marlier, Rudolph Clarke, LLC

Rita Ann Pfeiffer, Recording Secretary and Staff Liaison to Transportation Authority

ABSENT

Ian Kingsley, Assistant Secretary/Treasurer

Marvin Meneeley, Treasurer

MEETING MINUTES APPROVAL:

It was moved by Mr. Zotti, seconded by Mr. Stuart, all voting "Aye" to approve the meeting minutes of March 14, 2018 as submitted. None opposed. Motion approved 3-0.

NEW BUSINESS

Review of PennDOT MTF Grant Application for Prince Frederick Extension – Phase 1

Mr. Smyth provided an overview of the 2018 PennDOT Multimodal Transportation Fund grant application for Phase 1 of the Prince Frederick Extension which was submitted to PennDOT on March 30, 2018. It was noted a line item Preliminary Cost Estimate was prepared utilizing PennDOT's item price history and was submitted totaling \$2.6 million for Phase 1. Much of the cost was associated with grading for the project.

As previously discussed, the County is prepared to acquire the Touk property (old bus depot) at US 202 and Saulin Boulevard as part of the Chester Valley Trail Project. Because the Chester Valley Trail is committed to construction and in final design there is already a partnership between the Transportation Authority and the County to construct an informal trailhead access near the US 202 and Saulin Boulevard intersection as part of the County project; a more formal trailhead would be installed as part of the Prince Frederick Extension.

Mr. Smyth pointed out on the map how the extension of Saulin Boulevard makes a 90 degree turn which then intersects with the Chester Valley Trail and is currently shown on the map as a stop controlled intersection. The Prince Frederick Extension would begin at the 90 degree bend and provide access to the new formal trailhead providing approximately 45 parking spaces. Whether or not this is the ultimate location or as Mr. Kohler suggested at a previous meeting to go along Saulin

Boulevard Extension keeping it in the Glasgow Tract there are options. The cost estimate provides for the boulevard style Prince Frederick Extension with landscape medians. A local trail on the one side would connect directly down to the Chester Valley Trail, a sidewalk would be constructed on the other side and a stormwater management basin is proposed.

Mr. Smyth explained the reason for determining the Phase 1 limits with the intent that, if successful on this grant the limits could be extended further if appropriate.

Mr. Smyth called attention to the packet of plans attached to the grant application. He said these are the engineering backup plans showing a roadway plan, profile, cross section, etc. and is the basis for how the costs were generated. He mentioned one of the things in the cost estimate, but not to the extent that it can be a known commodity, is the Glasgow parking lot. It was noted the pavement has deteriorated and has developed sink-holes. Mr. Smyth indicated this may be driven by drainage since stormwater is coming across from US 202, flowing overland and flowing where it is not supposed to go. He said a lot of the effort of both the Chester Valley Trail project and this project would be to contain the water in a better manner and convey it properly.

Mr. Smyth stated Phase 2 is taking the design to Prince Frederick. Much time has been focused over the last period on Phase 1 making the grant as complete as possible to achieve a favorable outcome.

EXECUTIVE SECRETARY'S REPORT

Development Plan Updates

Workhorse Brewing Development Plan: 250 King Manor Drive, renovation of 50,000 square feet of warehouse space into brewery and tasting room and construction of 132 new parking spaces – Approved at the March 22nd business meeting.

Subdivision Plan for 504 Wood Street, also known as 500 Coates Lane; 8 unit townhouses – On business meeting agenda for April 19th.

Development Plan, Brandywine Properties, 500 N. Gulph Road. Building modifications resulting in approximately 2,000 square feet of additional office space, one level parking deck (Act 209 traffic impact fee). On business meeting agenda for April 19th.

Mr. Zotti asked if there is an Act 209 fee associated with the other two plans. Mr. Kraynik responded there is an Act 209 fee for all three developments.

Development Plan for Wright Partners, 243 S. Henderson Road, construction of a 6,783 square foot Auto service building with 8 bays and a 2,572 square foot fast food drive thru restaurant with associated parking, access roads, lighting, landscaping, utilities and stormwater management, 1.96 acres – discussion held at April 5th workshop meeting. No action was taken. Board has time to decide. The significance of this particular project is its proposed location for a potential new Pennsylvania Turnpike interchange.

Mr. Philips provided additional background information. He stated the zoning district for this location had been changed to provide a maximum front yard of 50 feet. Wright Partners came in with a plan with a minimum versus maximum front yard and were advised to go before the Zoning Hearing

Board. The Zoning Hearing Board denied their zoning relief and this matter is now undergoing an appeal.

Mr. Philips said Wright Partners is present at this meeting to obtain more information about the prospects and timing for the Henderson Road slip ramp. He noted whether this land development is By Right or as a stipulated agreement it will impact the new Henderson Road interchange.

Mr. Kohler commented the important consideration is the PA Turnpike Commission because none of these interchanges will get constructed unless the PA Turnpike Commission agrees to construct. He mentioned so far the county studied 6 or 7 interchanges for new or improving existing interchanges and only one has been funded – Lafayette Street – which is still 6 or 7 years away from opening. Mr. Kohler asked Mr. Smyth to discuss the status of the whole corridor study.

Mr. Kohler recognized two individuals in the audience and asked them to identify themselves for the record. In attendance were: Mr. Joe DelCollo and Carl Wright, P.E., Wright Partners.

Mr. Smyth stated the County is in the process of getting into the second phase of traffic projections with the Delaware Valley Regional Planning Commission (DVRPC). He said the Pennsylvania Corridor Reinvestment Study has been completed for a couple of years and was done through the auspices of the County. It was noted the Transportation Authority had a very significant role in administering the contract to get the work done. There are 7 concepts for either new, reconstructed or completion of interchanges within Montgomery County from Valley Forge to PA-611. DVRPC conducted extensive traffic forecasting (Average Weekday Daily Traffic) not only for the PA Turnpike main line and interchange ramps, but also to local roadway networks in the interchange areas. The County had invested in the design of the Lafayette/Ridge Interchange and this is the first interchange agreed to by the Turnpike Commission. It is now underway as a funded commitment. Also, there is a small quick exit Zip Ramp that has been funded through a grant in Upper Dublin. The other potential interchanges have not been funded yet.

The County has been working with DVRPC to get the second stage of traffic projections so that designs can start moving forward. Mr. Smyth pointed out the Transportation Authority has set up for that and has flown aerial base mapping for this project as well as the Prince Frederick Extension project directly in the area. The Authority is primed to get the base mapping processed and underway. It was noted the Authority's focus was first to begin design on the Prince Frederick Extension project. However, there is an item in the 2018 Authority budget to have design work done for the Henderson Road Turnpike. Mr. Smyth envisions there would be discussion about that before the end of the year to get the base mapping and engineering moving in a more formal manner. The preliminary engineering work would require extensive coordination with the County because they want to be the leaders of the program and have each of the municipalities with affected ramp interchanges working with them to advance the overall program. So far, there has not been a commitment from the Turnpike Commission on the project.

Mr. Kohler asked if all the plans in the study were conceptual. Mr. Smyth responded in the affirmative.

Mr. Kohler commented there has been no formal design work on any of the interchanges that have not had associated construction funding.

Mr. Smyth commented the Authority authorized a pre-study to the County's PA Turnpike Corridor Reinvestment Study to review all available overpass or underpass options to identify the priority

interchange locations. The Authority met with the Turnpike Commission about Flint Hill Road, as well as US 202 and Brandywine and these were rejected. All the others had reasons why they were not advanced and it came down to the upgrade of the existing Valley Forge Interchange and the proposed Henderson Road Interchange which from a traffic projection standpoint would generate revenue with new trips on the PA Turnpike.

Mr. Kohler asked if there is any other location for ramps to access Henderson Road. Mr. Smyth pointed out several reasons why Hansen Access Road is confined and limited as to what can be done there and why the logical option is bringing the interchange on Henderson Road at Saulin Boulevard.

Mr. DelCollo asked if anyone considered Hansen Access Road an underutilized road. Mr. Smyth responded that they had; however, the challenges with Hansen are its proximity to Church Road which is an issue now. It does not warrant a signal at this point.

Mr. DelCollo commented it is a remote area and would seem to not cause nearly the disturbance anything else would. Mr. Philips mentioned SEPTA is possibly proposing a 600 vehicle garage that will be directly across from the proposed DelCollo site. One of the reasons for the proposal at that particular location is the potential for this slip ramp to bring people in so they can get on the Norristown High Speed Line and into Philadelphia. Mr. Philips stated these are elements of a larger regional plan.

Mr. DelCollo said he cannot imagine this happening in less than 10 years because of the enormous amount of work.

Mr. Kohler referred to the other end of Saulin Boulevard with the 90 degree turn behind the super market. He said originally there was a plan for that road to continue out to Church Road and does not believe that is on any current plans. Mr. Smyth provided additional background on this matter. He said the parcel is still owned by the O'Hara's. It was noted the old East Penn Railroad has been segmented from Henderson Road to Saulin Boulevard between what Montgomery County owns, which is 20 feet wide for construction of the Chester Valley Trail, and the remainder which is owned by O'Hara.

Mr. DelCollo reported on some financial research he has done regarding the Turnpike Commission.

A discussion followed about the Turnpike implementing All Electronic Tolling and why the slip ramps are so important from the turnpike standpoint.

With regard to Wright Partners land development proposal, Mr. Kohler stated there is nothing for the Authority to do at this point and while the Authority is working to make the slip ramp a reality it all comes down to a decision by the Turnpike Commission. He pointed out the interchange has the ability to positively affect traffic patterns throughout the township since cars would not have to drive all the way over to the mall to get on the turnpike, but Lafayette Street also provides an outlet as well.

Mr. Zotti asked if BSA is doing any more work on this project at the moment. Mr. Smyth responded in the negative.

Mr. Kraynik continued with the Executive Secretary's Report. He indicated at the last Authority meeting there was a question about the reduction in the Schultz land development impact fee. The

memo provided by the Township Planner needs additional clarification as to how the fee was calculated and once this information is provided it will be emailed to the Authority.

Mr. Kraynik mentioned the next regular Authority meeting is scheduled for May 9th and the joint meeting with the Board of Supervisors will be held on May 10th. After a brief discussion it was decided to cancel the regular meeting on the 9th and have the Authority meet with the Board of Supervisors on May 10th at 7:30 p.m. The schedule change will be noted on the township website.

ENGINEER'S REPORT

Mr. Smyth handed out a packet for each of the ongoing projects which correspond to the progress status report.

Relocated North Gulph Road

BSA continued refinements to the draft Categorical Exclusion Evaluation for environmental clearance. BSA is also working with Gannett Fleming to advance the project noise analysis as well as working with the landscape architects for the vistas and view sheds. The Valley Forge National Historical Park is very sensitive to what people view as they come up North Gulph Road in either direction.

Mr. Philips asked what vistas are being promoted and if BSA will design a formal entrance. Mr. Smyth responded the entrance is being relocated forward because of the Relocated North Gulph Road. He said the eastbound on ramp for US 422 is being closed as part of this project. The off ramp is now under construction and is currently closed under detour and will reopen as the fly over.

Mr. Philips asked if it will be possible to go eastbound on US 422 in coming up from Richards Road when this project is completed. Mr. Smyth responded when coming from Richards Road up North Gulph Road it will not be possible to make a direct right onto the on ramp for US 422; traffic would be directed to the First Avenue interchange.

BSA continued utility coordination which is a major component of this project, particularly underground gas and water. The question is will these utilities relocate from underneath the existing cartway to underneath the new relocated roadway and stay within the Legal Right-of-Way of the State Routes.

In response to Mr. Zotti's question, Mr. Smyth responded because this is on parkland and the right-of-way is being vacated and returned to the park, a new right-of-way will be established along the new alignment of the roadway.

Mr. Zotti asked if the right-of-way is also below ground. Mr. Smyth responded the right-of-way is for transportation use and when vacated along the existing roadway the utility companies would require an easement to access their lines. He said a major component of this project is what will be decided with underground utilities as there would be a substantial cost to relocate the water and gas utilities to the new relocated road to ensure they stay within the roadway right-of-way. The other option is to have them remain in their current location and grant easements from the National Park Service. It is preferable to relocate them along with the roadway right-of-way; however, the cost may be prohibitive.

Mr. Philips asked what is happening with the existing roadway. Mr. Smyth responded the roadway will be removed and returned to a natural cover.

Mr. Philips asked about the creek. Mr. Smyth responded Trout Creek runs below North Gulph Road at Richards Road and is collected in a culvert. From there it proceeds underground for a long stretch, and then outfalls near Valley Forge Road.

Mr. Kohler asked if protecting the vista involves just heavy landscaping. Mr. Smyth responded landscaping would be part of it and would also include berming to keep the sightlines focused on the park's interior.

With regard to the cobblestone repair at the Memorial Arch on Gulph Road, Mr. Smyth indicated the cobblestone repair is being advanced as a separate project on the Transportation Improvement Program (TIP) rather than waiting for the 2NG project.

Mr. Philips asked for further clarification about the cobblestones. Mr. Smyth responded the cobblestone repairs are for the roadway in front of the Arch along Gulph Road. It is an in-kind subgrade repair; cobblestones will be repaired, returned and re-mortared.

Trout Creek Bridge

BSA submitted the Type, Size and Location Plan for the bridge to PennDOT for review which includes the hydraulic analysis and the initial structural analysis. It also included the geotechnical report to set boring locations. This is currently being reviewed by the PennDOT Structures and Geotechnical Units. BSA has also continued coordinating with utility companies.

Church Road Bridge over SEPTA Route 100 Line

Mr. Smyth stated PennDOT requested a form through Gannett Fleming that is required for the selection procedures for Construction Inspection services by TPD. He said this will not affect the selection of TPD, but is a "housekeeping" item that needs to be completed. The document was received and reviewed by the Solicitor today and is ready for signature by the Chairman of the Transportation Authority and return to BSA for transmittal to Gannett Fleming.

Mr. Smyth reported he heard back from SEPTA today regarding a Temporary Construction Easement and Temporary Aerial Easement across their property for the temporary utility structure necessary for construction of the new bridge. These agreements are needed for right-of-way clearance. We are awaiting a separate agreement for track outages and shuttles associated with work activities near the trolley lines. Once these agreements are received they will be forwarded for review by the Authority's solicitor.

The remaining elements of the project are the PA DEP permit for the Frog Run culvert and the Traffic Control Plan, the Final Structure Plan for the culvert and utility clearance. Aqua and Peco gas have a very substantial temporary utility structure relocation. BSA is coordinating with utilities and SEPTA.

Mr. Kohler asked if construction is still on target for an October start. Mr. Smyth responded in the affirmative. He said BSA will push hard with SEPTA and utilities but ultimately they will be a schedule driver.

Prince Frederick Extension

Previously discussed.

Potential New PA Turnpike Interchange at Henderson Road

Previously discussed.

SOLICITOR'S REPORT - no report

Mr. Marlier expressed his appreciation to Mr. Smyth, Mr. Kohler and Mr. Kraynik for a very beneficial and informational first quarterly meeting. He indicated these quarterly meetings will continue on a regular basis to keep the communication lines open on the Prince Frederick Extension and other Act 209 projects as they move forward.

FINANCIAL REPORT FOR MARCH 2018

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

REQUISITIONS – APRIL 2018

Boles, Smyth Assoc., Inc.	\$ 2,151.85	Station Lane Connector Driveway Conceptual Design for the NPS for work performed 2-1-18 thru 2-28-18 INVOICE #5
Boles, Smyth Assoc., Inc.	\$ 15,543.80	Trout Creek Bridge Replacement Project for work performed for the Period 2-1-18 thru 2-28-18 INVOICE #24
Boles, Smyth Assoc., Inc.	\$ 3,701.06	Construction Phase Services for Multi-Use Trail Bridge over Schuylkill River project for work performed 2-1-18 thru 2-28-18 INVOICE #48
Boles, Smyth Assoc.	\$ 8,824.32	Relocation of North Gulph Road (SR 3039) for work performed 2-1-18 thru 2-28-18 INVOICE #51
Boles, Smyth Assoc.	\$ 4,489.00	Prince Frederick Ext. Planning Study, for November 2017 through February 2018 Services INVOICE #2
Boles, Smyth Assoc.	\$ 12,463.14	Professional services re Transportation engineer consulting activity from 1-1-2018 to 2-28-2018 INVOICE #97
Rudolph Clarke, LLC Suite 200 Seven Neshaminy Interplex	\$ 1,093.50	Professional Services General representation March 2018

Treose, PA 19053		INVOICE #65818 \$729.00
		INVOICE #65815 \$ 40.50
		INVOICE #65816 \$ 13.50
		INVOICE #65817 \$310.50
TOTAL:	\$48,266.67	

Authority Action:

It was moved by Mr. Stuart, seconded by Mr. Zotti, all voting "Aye" to approve the April 2018 requisitions in the amount of \$48,266.67. None opposed. Motion approved 3-0.

ADDITIONAL BUSINESS - None

ADJOURNMENT

There being no further business to come before the Authority, the meeting adjourned at 8:06p.m.

DAVID G. KRAYNIK
EXECUTIVE SECRETARY

THOMAS KOHLER
CHAIRMAN

Minutes Approved:
Minutes Entered:

**UPPER MERION TRANSPORTATION AUTHORITY
REQUISITIONS FOR JUNE 13 2018**

PAYEE	AMOUNT	DESCRIPTION
Boles, Smyth Assoc. \$	17,639.77	Prince Frederick Ext. Planning Study INVOICE #3
Boles, Smyth Assoc. \$	539.40	Station Lane Connector Driveway Conceptual Design for the NPS for Work performed 3-1-18 Thru 4-30-18 INVOICE #6
Boles, Smyth Assoc. \$	12,849.28	Trout Creek Bridge Replacement Project for Work performed for the Period 3-1-18 thru 3-31-18 INVOICE #25
Boles, Smyth Assoc. \$	4,259.42	Trout Creek Bridge Replacement Project for Work performed for the Period 4-1-18 thru 4-30-18 INVOICE #26
Boles, Smyth Assoc. \$	1,246.59	Construction Phase Svcs. For Multi-Use Trail Bridge Over Schuylkill River Project for work Performed 3-1-18 thru 3-31-18 INVOICE #49

Boles, Smyth Assoc.	\$ 1,677.31	Construction Phase Svcs. For Multi-Use Trail Bridge Over Schuylkill River Project for work Performed 4-1-18 thru 4-30-18 INVOICE #50
Boles, Smyth Assoc.	\$ 9,688.28	Relocation of North Gulph Road (SR 3039) for work Performed 3-1-18 thru 3-31-18 INVOICE #52
Boles, Smyth Assoc.	\$ 18,560.26	Relocation of North Gulph Road (SR 3039) for work Performed 4-1-18 thru 4-30-18 INVOICE #53
Boles, Smyth Assoc.	\$ 11,452.51	Professional Services re: transportation engineer- ing consulting activity as performed 3-1-18 thru 4-30-18 INVOICE #98
Rudolph Clarke, LLC Suite 200 Seven Neshaminy Interplex Trevose, PA 19053	\$ 1,309.50	Professional Services General representation APRIL 2018 INVOICE #66187 \$121.50 INVOICE #66188 \$ 40.50 INVOICE #66189 \$202.50 INVOICE #66190 <u>\$945.00</u>
	Total:	\$1,309.50

Rudolph Clarke, LLC \$ 2,416.50
Suite 200
Seven Neshaminy Interplex
Trevose, PA 19053

Professional Services
General representation
MAY 2018
INVOICE#66506 \$2,052.00
INVOICE#66507 \$ 310.50
INVOICE #66508 \$ 27.00
INVOICE #66509 \$ 27.00

Total: \$2,416.50

\$ 81,638.82