



TOWNSHIP OF SPRING

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Township of Spring Infrastructure Committee Meeting Minutes – February 20, 2024

Chairperson Ehrlich called the regularly scheduled public meeting of the Township of Spring Infrastructure Committee to order at 8:30 a.m. on Tuesday, February 20th, 2024, in the Township of Spring Administration Building, located at 2850 Windmill Road, Spring Township, Berks County, Pennsylvania. The following committee members were present: Sarah Ehrlich, Leroy Schannauer, and Alan Kreider. Mike Kocher attended via teleconference. Also in attendance were Jim Moll, Jason Reichert, Mary L Rossi, Jen Bensinger, Matt Boggs; Entech Engineering, Chuck Frantz; C2C Design Group, and Tim Kramer of Pennoni Associates. Dan Becker; Esquire, John Rathfon; Metropolitan Management Group, and Roisin attended via ZOOM.

AMENDMENT TO THE AGENDA – None

MINUTES:

Motion to approve the minutes of the January 16th, 2024, meeting was made by Mr. Kreider and seconded by Mr. Schannauer. Upon roll call, All Committee members voted affirmatively.

MOTION CARRIED

OPEN TO THE FLOOR: No public comment. The Committee adjusted the order of business to accommodate those individuals who were present.

Streets & Storm Water:

a) **Reserve at Iroquois-Speed Humps**

Mr. Frantz noted that Iroquois Avenue, essentially the extension from PA 724 up to Dwight Street, will be open to the public when construction is complete. As construction moves forward and residents move into the complex, the Metropolitan Group has noticed the volume of pedestrian traffic in the area. Out of concern for pedestrian safety, the Metropolitan Group questions if the Township would be willing to consider some traffic calming on Iroquois Ave, specifically speed humps in a couple of locations.

Mr. Rathfon stated that they have noticed a ton of pedestrian traffic. Mr. Rathfon said they hope to open the last building in approximately November of this year, weather permitting.

Tim Kramer, Pennoni Associates, stated that he is the Traffic Engineer for Metropolitan.

Mr. Kramer reviewed conceptional drawings that show two (2) speed humps on Iroquois Avenue, located on the straight sections in advance of the horizontal curve where there is a pedestrian crossing that connects the Penlynn Drive section of the development over to the amenities for the pool and clubhouse on the other side of Iroquois Avenue.

Streets & Storm Water: *(Continued)*

a) Reserve at Iroquois-Speed Humps *(Continued)*

Mr. Kramer discussed the differences between a speed hump and a speed table. The speed hump design has a smooth radial curvature to it, and they are designed with a 3 ½" lift over a 12ft section, noting it is just enough lift to make a motorist slow down. There are pavement markings in advance approaching each side, as well as reflective signage. Mr. Kramer stated the reason for the speed humps is to slow down traffic out of concern for pedestrian safety, especially due to the pedestrian crossing that connects both sides of the development. Mr. Kramer noted that the Township can plow over speed tables or speed humps, and reflective delineators can also be added to the existing reflective signage and pavement markings, so staff know where they are.

As noted in the sketch, Ms. Ehrlich asked if the speed limit posted would be 25MPH. Mr. Moll stated that the 25MPH speed limit is usually only used when an area has several residential driveways, which this does not have. Mr. Kramer said there is a yellow advisory speed plaque so the Township could post as a recommended speed, IE 15 MPH.

Mr. Frantz agreed with Mr. Rathfon, confirming for Mr. Becker that they are recommending the speed hump rather than speed tables due to stormwater drainage, noting that a speed table would require amendments to the Stormwater Plan and the NPDES Plan. Mr. Frantz said the other thing to consider is the fact that with a speed table, you will have drainage unless they are located where there is an inlet to ensure drainage would continue along the curb lines and that you don't have inlets all over the place ponding water. With the speed hump, one of the things they can look at is there is a little bit of a gap between the speed hump and the curb line, so that will allow drainage to continue. Mr. Kramer confirmed for Mr. Becker that the proposed crossing would not be installed on top of the speed table.

The committee discussed speed tables and speed humps. Mr. Kramer confirmed for Mr. Schannauer that speed humps are a little more effective in slowing traffic, depending on the design, between 6-8 mph of reduction in speed, noting studies in PennDOT's Publication.

Mr. Kramer said both designs have their benefits, the flat section does allow for a very brief flattening of a vehicle going over, but the speed hump design is very gradual, with a 3 ½" rise over a 6" approach and is designed to reduce the jarring.

Mr. Rathfon stated that a speed hump is a little easier from a plowing standpoint. From an installation standpoint, the speed hump can be done in asphalt and is all one piece, so you don't have seams and things of that nature, whereas a speed table would potentially need concrete because of the slope up to a flatter area. Thinking in terms of long-term maintenance, he believes a speed hump would be easier and better from a maintenance standpoint.

Mr. Reichert asked about rubber speed humps that are not necessarily permanent. Mr. Kramer said that temporary speed bumps can be bolted into the asphalt so that the Township can remove them for plowing in the wintertime. Mr. Kramer stated that the gradual and lower profile of the approach of the proposed speed humps make them plowable and would include reflective signage for Township staff.

Streets & Storm Water: (Continued)

a) Reserve at Iroquois-Speed Humps (Continued)

Mr. Kramer added that the temporary speed humps don't have quite a smooth approach and tend to be smaller, 4-6', as opposed to this one being 12'.

Mr. Moll confirmed for Mr. Kreider that this road would be rated as a Collector Road, but the Township allowed it to be narrower, between 24-30', as there would be no parking along the side. Mr. Kreider added that the Township wishes to have this thoroughfare move traffic from other residential areas in the Township, and it appears this is different from what is being proposed. The Committee confirmed the Township does not have any roads within the Township with speed humps or speed tables. Mr. Moll indicated speed humps are sometimes used to deter traffic and noted percentages of traffic that would move to other roads, which is opposite of what the Township intended. Iroquois Ave is intended to carry the primary traffic that is currently going through Midvale Manor. There is a plan to re-sign specific areas to deter traffic through those areas.

Mr. Schannauer stated the plan should not deter traffic, but slow it down, due to the recreational center on the opposite side of the road from several apartments. Mr. Moll said that a staff meeting is scheduled to review the proposal with the Township's Traffic Engineer and staff from the Police & Fire Departments about speed humps on an emergency route. Additionally, he would like to get our Public Works Director, Paul Darrah's thoughts on the proposal regarding plowing, and future road maintenance.

Mr. Frantz noted that the plan shows a continuous sidewalk on the northern side of Iroquois Avenue. The sidewalk ends at the crosswalk on the project's south side, where pedestrians must cross. Mr. Moll said a school crossing guard is located at the crosswalk at the intersection of Iroquois Ave and PA 724. Mr. Frantz suggested that it may be pertinent to invite representatives from the school district to the staff meeting to discuss any impacts to the crossing guard.

ENTECH ENGINEERING REPORT:

1. 31 Montello Road-Mr. Boggs stated that Entech received the revised plans for 31 Montello Road and was able to review them briefly. Mr. Boggs said that the applicant did address some items discussed last month. Mr. Boggs noted that they have the clean-outs, but to get the 2% slope, the sewers appear to be deep, noting they are proposing 9-10' deep. Mr. Boggs stated that he would note in his review that the applicant may wish to consider an 8" with a manhole.
2. Wyomissing Interceptor Project-Mr. Boggs said the project is starting to mobilize, and some E&S Controls have been installed. The project is expected to begin in late March or early April. Mr. Boggs said that the Township has received grant money from the County for this project. Entech will submit payment applications and get things moving as the Township is required to spend \$750,000.00 by May 2024. Mr. Boggs confirmed for Mr. Moll that the project's substantial completion date is estimated to be November or December 2024, noting that the contractor thinks it may be September or October. Mr. Boggs said the contractors noted at the Pre-Construction Meeting that the project will have an impact on the pool parking lot, and the contractors hope to finish that area as soon as possible.

ENTECH ENGINEERING REPORT: *(Continued)*

3. Grinder Pumps- Mr. Boggs said he is almost finished with the specifications of the grinder pumps. He will have Mr. Darrah and Mr. Zimmerman review and present the specs at the next IC Meeting. Mr. Boggs confirmed for Mr. Moll that when referencing grinder pumps, he is talking about the specifications for a low-pressure system.
4. Request to send increased flows to the Township WWTP from PA American Water Company -Well #9- Mr. Boggs and Mr. Darrah have a conference call with PA American tomorrow to discuss it.
5. Screw Press-Mr. Boggs said that the Township received grant money for the screw press, and Entech is looking to procure it while they finish the design, because it will take 26-30 weeks to receive it on site, once approved.
6. Hydraulic Capacity for Sewers around the Reading Hospital Tract-Mr. Boggs said he is working with Ms. Bensinger on hydraulic capacity for sewers around the Reading Hospital Tract. Mr. Boggs said that one interceptor goes to Penn State Berks Pumping Station and the other goes to the 19th Ward Pumping Station in Reading.

PUBLIC WORKS DIRECTOR/WWTP SUPERINTENDENT – No Report

OLD BUSINESS – No Report

ANNOUNCEMENTS: The next scheduled meeting is Tuesday, March 5th, 2024.

ADJOURNMENT: *There being no further business to discuss, Chairperson Ehrlich adjourned the meeting at 9:15a.m.*

Respectfully submitted,



Mary L Rossi

Township Secretary