

**BOROUGH OF SEWICKLEY
PLANNING COMMISSION**

**WEDNESDAY, JUNE 3, 2020
7:00 p.m.**

Call -in Instructions

Dial (253) 215 8782

Enter Meeting ID 828 5534 2295

You may also use the free Zoom app.

MEETING AGENDA

I. CALL TO ORDER

MR. NATHAN ST. GERMAIN
MR. THOMAS ROSTEK
MR. EDWARD GREEN
MR. THOMAS WINGENS

MS. SHEA MURTAUGH
MR. JEFF TYSON
MS. CHRISTINE ALLEN

II. PLEDGE OF ALLEGIANCE

III. GUEST

CAROLYN YAGLE – ENVIRONMENTAL PLANNING & DESIGN, LLC
UPDATE TO JOINT COMPREHENSIVE PLAN

IV. APPROVAL OF MINUTES

A. APPROVAL OF MAY 6, 2020 MINUTES

V. OLD BUSINESS

A. PROPOSALS FOR THE CCTV, LOCATION AND ASSESSMENT OF
HOEY’S RUN CULVERT
B. SALDO REQUIREMENTS FOR STREETS AND ROAD CONSTRUCTION
DESIGN STANDARDS

VI. NEW BUSINESS

VII. CORRESPONDENCE

VII. ADJOURNMENT

NEXT MEETING IS WEDNESDAY, JULY 1, 2020 AT 7:00 P.M.

**BOROUGH OF SEWICKLEY
PLANNING COMMISSION MEETING MINUTES**

Wednesday, May 6, 2020

The meeting was called to order at 4:00 p.m. by Chairman St. Germain who led the assembled in the pledge of allegiance.

Members in attendance: Mr. Ed Green, Mr. Jeff Tyson, Mr. Nathan St. Germain, Mr. Tom Rostek, Ms. Shea Murtaugh, Mr. Thomas Wingens, and Ms. Christine Allen.

APPROVAL OF THE MINUTES

The minutes for the March 4th meeting were reviewed. Mr. Ed Green made a motion to approve the minutes. The motion was seconded by Christine Allen. The motion passed 5-0-2 approval.

NEW BUSINESS

Election of Planning Commission officers

- Tom Rostek made a motion to appoint Nathan St. Germain as chairman. Ed Green 2nd the motion – The motion passed 7-0
- Shea Murtaugh nominated Tom Rostek for Vice-chair of the planning commission. Tom Rostek refused the nomination preferring a citizen member as Vice-chair as opposed to an official. Ms. Murtaugh withdrew her motion.
- Tom Rostek made a motion to appoint Ed Green as Vice-chair of the planning commission. Shea Murtaugh 2nd the motion. The motion passed 7-0
- After some discussion, Christine Allen volunteered as planning commission secretary – Tom Rostek mad a motion to appoint Christine Allen as planning commission secretary. Ed Greed 2nd the motion. The motion passed 7-0.

Discussion Items

1. REVIEW THE IDEA FOR HAVING HOEY’S RUN MAPPED AND OR INSPECTED

Mr. Ed Green led the discussion of mapping Hoey’s run.

The following reasons were given for the mapping and inspection:

- The existing maps have proven to be inaccurate
- Hoey’s run flooded during the 70s.
- Section near the ballfield needed to be replaced. It is suspected that other sections may be failing.
- Storm drains drop into it
- Can hinder development
- Need to know the condition of the culvert

What can be done to map it?

- Use TVing method – Can update the map, can use ground penetrating radar, a boat

- Things to present with our recommendation – Why it should be done, how much will it cost, how accurate can we get it
- Mr. Green volunteered to work with borough manager Marla Marcinko to get an estimate of the work

2. REVIEW SALDO 292-505 STREETS AND SALDO 292-506 ROAD CONSTRUCTION REQUIREMENTS

- Mr. Green led the discussion of the road construction requirements currently in the SALDO.
- An update to the language was suggested for the following reasons:
 - o Roadbed layers are the same regardless of road usage. Roads that regularly have large vehicular traffic, such as busses, are treated the same as all other roads
 - o A better option would be to get the SALDO to match the engineering standards.
 - o Mr. Green volunteered to work with Ms. Marcinko to acquire a recommendation from the borough engineer.

3. DISCUSS UPCOMING PC SEAT VACANCY IN MAY/JUNE FOR JEFF TYSON

- Jeff Tyson informed the commission that he will soon be moving out of the borough and his seat will soon be vacant.
- Doug Upton had applied for an open seat earlier in the year and had been interviewed by the planning commission at that time. The commission agreed that he should be considered for the vacant seat.
- Tom Rostek volunteered to work with Ms. Marcinko to advertise for the position in a similar way as done in January.

Ms. Murtaugh volunteered to create a LinkedIn page for the commission. The page would assist in attracting new talent to the commission and increasing visibility into what the commission does. Ms. Murtaugh was asked form the page with the guidance of the borough manager.

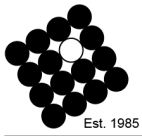
ADJOURNMENT

Mr. Green made the motion to adjourn which was seconded by Shea Murtaugh. The motion passed 5-0.

The meeting adjourned at 5:21p.m.

Respectfully Submitted,

Tom Rostek
Council Member



Lennon, Smith, Souleret Engineering, Inc.

Civil Engineers and Surveyors

846 Fourth Avenue, Coraopolis, PA 15108
(412) 264-4400 • (412) 264-1200 Fax

Managing Principals:
Kevin A. Brett, P.E.
Ned Mitrovich, P.E.
Jason E. Stanton, P.E.

May 29, 2020

S. O. No. 263-

VIA EMAIL
(mmarcinko@sewickleyborough.org)

Ms. Marla P. Marcinko, Manager/Secretary
Borough of Sewickley
P.O. Box 428
601 Thorn Street
Sewickley, Pennsylvania 15143-0428

**Subject: Service Order Authorization
Hoeys Run Culvert Location**

Dear Ms. Marcinko:

As requested, Lennon, Smith, Souleret Engineering, Inc. is providing the following Service Order Authorization (SOA) relative to tasks related to location, mapping and evaluation of the condition of the existing Hoey's Run culvert between War Memorial Park and the Ohio River.

LSSE requested proposals from two contractors to perform CCTV surveys of the culvert as an assessment of its condition and to locate and mark the centerline alignment of culvert. Insight Pipe Contracting, LLC provided the attached proposal with an anticipated cost of \$22,145.00. Robinson Pipe Company did not submit a proposal.

In coordination with televising and locating work to be performed by the contractor, LSSE is providing this SOA for the following Engineering Services Tasks:

Task 1 - Surveying Services:

1. Perform field surveys of the location of the culvert. Topography shall include survey of the location of the centerline of the culvert as marked by the Contractor responsible for CCTV and locating the culvert. Survey crew to be on-site with Contractor for duration of work, which is anticipated to require two weeks for completion. This does not include topographic or property surveys along the culvert alignment.

Ms. Marla P. Marcinko, Manager/Secretary
Borough of Sewickley
May 29, 2020
Page 2

Task 2 - Preparation of Mapping:

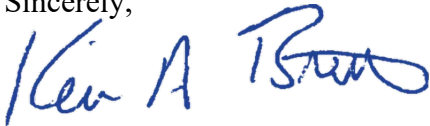
1. Preparation of an exhibit drawing depicting the surveyed culvert horizontal alignment. Culvert invert elevations to be provided only where existing access points allow. The exhibit is to depict the size and material of the culvert. This task also includes update of the Borough's GIS data to incorporate data obtained during the field survey.

Task 3 - Preparation of Summary Report

1. Preparation of a letter report summarizing the findings of the Contractor's CCTV surveys and presenting mapping results.

Should you have any questions or require additional information, please contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Kevin A. Brett". The signature is written in a cursive style with a large, stylized 'K' and 'B'.

Kevin A. Brett, P.E.
Managing Principal

KAB/ber

Attachment

Service Order Authorization

May 29, 2020

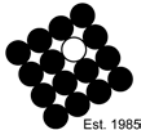
		Fee Basis	Estimate
Service Order Number:	263-		
Description:	Hoeys Run Culvert Location This project consists of the scope as listed in the cover letter.		
Scope of Services:	CCTV subcontractor	NTE	\$ 22,145.00
	Task 1: Surveying Services	Per Diem	\$ 11,500.00
	Task 2: Preparation of Mapping	Per Diem	\$ 7,750.00
	Task 3: Preparation of Summary Report	Per Diem	\$ 1,500.00

NOTE: Reimbursable expenses are not included in the cost. Reimbursable expenses will be billed at cost plus 10% and include copies, mileage and reproduction.

Lennon, Smith, Souleret Engineering, Inc. is hereby authorized to proceed with the Service Order listed above in accordance with the 2020 Rate Schedule and the 2005 Retainer Services Agreement General Terms and Conditions.

Marla P. Marcinko, Manager/Secretary
Borough of Sewickley

Date



MEMO

Lennon, Smith, Souleret Engineering, Inc.

Civil Engineers and Surveyors
846 Fourth Avenue, Coraopolis, PA 15108
(412) 264-4400 • (412) 264-1200 Fax
info@lsse.com • www.lsse.com

TO: Marla Marcinko, Manager
Borough of Sewickley

DATE: May 29, 2020
S. O. No.: 0263-02

FROM: Kevin A. Brett, P.E.
Shawn R. Wingrove, E.I.T.

cc:

SUBJECT: **Borough Road
Construction Standards**

As requested, Lennon, Smith, Souleret Engineering, Inc. has reviewed Section 292-506 of the Borough Subdivision and Land Development Ordinance (SALDO). As the requirements of the SALDO are applicable to new development, LSSE recommends the Ordinance be revised to specify that the standards presented therein are the minimum requirements for a local roadway. A proposed collector or arterial roadway should require specific design to be submitted by the developer based on the anticipated traffic loading of the roadway. Given the developed nature of the roadway, limited opportunity exists for construction of new roadways, especially new collector or arterial roads. A summary of the proposed revisions are as follows, with complete text on page 3 as reference:

- ID-2 bituminous mix designs are no longer approved by PennDOT. References should be revised to specify currently accepted SuperPave mix designs.
- PennDOT specifications require a minimum depth of 2.5 inches for installation of bituminous binder course. The previous SALDO requirement of a 2-inch depth should be revised accordingly. Similarly, PennDOT specifications require a minimum depth of 1.5 inches for installation of bituminous wearing course. The previous SALDO requirement of a 2-inch depth should be revised accordingly.
- Additional detail has been added to clarify minimum requirement for concrete roadways.

Separate from applications for Land Development, the scope of work for Borough roadway improvement projects and resurfacing projects is determined based on specific review of each roadway selected for inclusion in a project. To best allocate budget funds for roadway

improvements, roadways are reviewed by LSSE and Borough Staff to determine the appropriate improvement scopes based on factors including the roadway condition, time elapsed since previous resurfacing and observed traffic loading. As an example, a typical local roadway may be milled to a depth of 4 inches with 2.5 inches of binder and 1.5 inches of wearing replaced. A lesser traveled alleyway, or a roadway with recent binder replacement exhibiting only surface distress may only be milled to a depth of 1.5 inches to replace the wearing. The repair or resurfacing scopes are not dictated by the provisions of the SALDO.

Finally, when a developer, property owner, utility company or other entity proposes excavation of an existing Borough roadway, restoration as part of the Street Opening Permit is required in accordance with the Borough Bituminous Trench Restoration detail (attached).

The current text of Section 292-506 is presented below with proposed revision noted in tracked changes:

D. Subbase.

- (1) Where required, the applicant shall place a six-inch compacted subbase consisting of stone material which shall meet the PennDOT Publication 408 specifications, placed and spread evenly and extensively rolled in place with a three- wheel, ten-ton roller while maintaining the crown.
- (2) Where conditions warrant, subsurface drainage systems shall be installed. Generally, this will mean that subsurface drainage must be installed in the high side of any cut unless approved otherwise.
- (3) Where conditions warrant, a geotextile shall be installed for the separation of subgrade and subbase aggregate. Geotextiles shall meet the PennDOT Publication 408 specifications "Furnishing and Installing Geotextiles."

E. Base course. The applicant shall construct a base course in accordance with either of the following alternatives, the Borough reserving the right to specify either alternative and/or to modify either alternative:

- (1) A stone base, properly drained, at least eight inches thick, placed in two layers each approximately four inches thick, the material to be in accordance with the Specifications of the Pennsylvania Department of Transportation, Form 408. (This base must be used under any concrete paving.)
- (2) ~~An ID-2 asphaltic concrete~~ Superpave WMA 25.0mm bituminous base course (~~black base~~), properly placed and compacted to a minimum thickness of 5 1/2 inches, the material and installation to be in accordance with the specifications of the Pennsylvania Department of Transportation, Form 408.
- (3) The applicant shall install said base before any excavation or construction of dwelling units or building units is undertaken.

F. Binder course. Where the use of the stone base has been selected and approved, the applicant shall place SuperPave WMA 19.0mm ~~ID-2 asphaltic concrete~~ binder course material and properly compact to a minimum thickness of two and one half (2.5) inches.

G. Curbing.

- (1) All concrete curbs installed within the Borough shall be 24 inches deep and 4,000 psi concrete in nature.
- (2) The base course portion under the wedge-type curb must be installed at the time of the base course installation and must extend a minimum of six inches beyond the back of the curb.
- (3) The curb shall be constructed before the wearing surface is placed using either ~~ID-2 asphaltic concrete~~ SuperPave WMA bituminous base material or

~~ID-2 asphaltic concrete~~ binder material, depending on the overall design of the road, and shall be machine-spread and machine-rolled; all materials to be prepared in a plant approved by the Pennsylvania Department of Transportation Specifications, Form 408.

- (4) The curb must be properly barricaded and protected from any traffic or vehicles of any kind until it has been thoroughly set up and all voids on the grass plot side have been completely backfilled, the backfill being placed with proper and approved tamping equipment in maximum four-inch layers. No traffic or vehicles of any kind will be permitted to pass over this curb, except through driveway approaches.

H. Design standards.

(1) Wearing course.

- (a) After placing the ~~ID-2 asphaltic concrete~~ SuperPave WMA base course (5 1/2 inches) or the ~~ID-2 asphaltic concrete~~ SuperPave WMA binder course (~~two~~ 2 1/2 inches), the applicant shall place ~~ID-2 SuperPave WMA 9.5mm bituminous~~ wearing surface course material over the entire base or binder course (including curbs) and properly compact to a minimum thickness of 1 1/2 inches.
- (b) After home and other construction is 90% complete, the applicant shall place ID-2 wearing surface course material over the entire wearing surface (including curbs) and properly compact to a minimum thickness of ~~one~~ 1 1/2 inch.
- (c) All materials shall be placed and compacted using approved spreaders and rollers in compliance with Pennsylvania Department of Transportation, Form 408.

I. Concrete streets and concrete curb construction.

- (1) If concrete street and/or concrete curb construction is desired or required because of heaving or industrial use of street or road, all plans, materials, specifications, construction and inspection of this type of street or road must be approved by the Borough Council and the Borough Engineer. A pavement design must be provided by the Developer for review of the Borough as justification of the proposed pavement depth, however, in no circumstance shall the pavement depth be less than 8 inches. All construction must be in accordance with Pennsylvania Department of Transportation, Form 408 and Pennsylvania Department of Transportation, Roadway Construction Standards, Publication 72M, current edition.
- (2) The specifications and construction must comply to Portland Cement Association recommended standards, latest edition, titled "Design of Concrete Pavement for City Streets." The width of the streets shall be as set forth elsewhere in this chapter. A special street width for divided highways in an enlarged overall street right-of-way width shall be permitted, but each of

said parallel cartways shall have a minimum width of 15 or 16 feet, including twenty-four-inch concrete curbs. (The special street width must be approved as a special use only when unusual topography, natural conditions or traffic exist and warrant such exceptions. This use may be approved or required through special action by the Borough Council.)