

**DOVER TOWNSHIP
BOARD OF SUPERVISORS
WORK SESSION MINUTES
November 14th, 2022**

The Dover Township Board of Supervisors Work Session for Monday, November 14th, 2022, was called to order at 6:04 OM by Chairperson Stephen Stefanowicz in the Dover Township Board of Supervisors meeting room. Supervisors present were Chuck Richards, Michael Cashman, Stephen Parthree, and Robert Stone. Other Township Representatives in attendance were Laurel Oswalt, Township Manager; John McLucas, Planning Director; Terry Myers, Township Engineer; Cory McCoy, CS Davidson; Adam Wagner, TPB Inc (virtually); Charlie Rausch, Township Solicitor; and Brooke Scarce, Township Secretary. There were 25 members of the public present.

This meeting is being recorded for the purpose of minutes only.

**CARLISLE ROAD/ HARMONY GROVE ROAD/ INTERMEDIATE AVENUE
INTERSECTION**

T. Myers stated back in 2007 Dover Township and Dover Borough's Joint Comprehensive Plan identified the need for alternate routes around the Borough Square to reduce traffic congestion. Dover Highlands, LLC presented a sketch plan to develop tax map parcel 45- zoned R-4 High Density Residential. Dover Highlands agreed to cooperate with the Township by incorporating a through collector street into its design and limiting direct access to the street. The Township agreed to work with the School District and other surrounding property owners in order to provide access to the site and work with the Developers Engineer to attain an acceptable street design that would meet the goals of the Joint Comp Plan and adequately address access to the proposed development. During the Land Development process for the new High School, the Dover Area School District recognized the benefits of an alternate route to Carlisle Road and agreed to become a partner in the project. A letter of agreement was signed in June of 2018 between Dover Area School District, Dover Highlands, LP and Dover Township. They each agreed to extend Intermediate Avenue across their property, with the Township being responsible to construct the new intersection at Carlisle Road. Ultimately, the School District built their portion of Intermediate Avenue. Concurrently, Dover Highlands received land development approval and constructed their portion of Intermediate Avenue from their southern property line to the gas transmission line Phases I and II. Conceptual plans were developed for the Carlisle Road, Harmony Grove Road, Intermediate Avenue Intersection. The options were relocating Harmony Grove Road and installing a signal at the new Intermediate Avenue and Carlisle Road intersection or a roundabout. Dover Township, through their traffic consultants, TPD, Inc., then completed an alternate route evaluation April - 2020.

T. Myers noted the recommendations of building the alternate route would significantly decrease the amount of east bound Canal Road left turns onto north bound Main Street (Carlisle Road) at the Square and help to decrease the que length during AM and PM peaks. It would also significantly decrease the amount of south bound Main Street right turns onto west bound Canal

Road at the Square and help to decrease the que length during AM and PM peaks. At the subject intersections- Carlisle Road/ Intermediate Avenue and Harmony Grove Road/ Intermediate Avenue future conditions, with alternate route, warrants for a traffic signal were marginally met. Operational issues may be encountered due to the two closely spaced intersections. Future conditions for Canal Road and Intermediate Avenue intersection, with alternate route, warrants for a traffic signal were met. Installation of a roundabout at Carlisle Road, Harmony Grove Road, and Intermediate Avenue, future conditions, the intersection would operate at acceptable levels of service. Long term operation and maintenance cost are less for a roundabout then for a signal. Also, the service life of a roundabout is longer than a signalized intersection.

T. Myers stated there was a Developers Agreement made on August 24, 2020 between Dover Highlands, LP and Dover Township. Dover Highlands, LP agreed to complete Intermediate Avenue through to its northern property line (Phase III). The road would then be dedicated by the Developer and adopted by the Township. Dover Township agreed to design, obtain necessary lands, rights of way and permits and construct the new Carlisle Road, Harmony Grove Road, and Intermediate Avenue intersection. Dover Highlands, LP agreed to supply land in order to facilitate a swap of land to obtain the necessary land to connect Intermediate Avenue into the new intersection. Dover Township has began discussions with adjacent landowners to obtain lands necessary to complete the project. Dover Township and their consultants had a virtual meeting with PennDOT, in March of 2022, to present the alternate route project and possible alternatives for the new Carlisle Road, Harmony Grove Road, and Intermediate Avenue intersection. PennDOT representatives fully supported the alternate route project but would not provide input on the selection of an intersection control option. They strongly recommended that an Intersection Control Evaluation (ICE) study be performed. TPD, Inc. completed the ICE Study in July of 2022. The recommended control is a roundabout. The ICE study and results were reviewed with the Board of Supervisors at their August meeting.

T. Myers noted that with a signalized intersection necessary lane transition could extend about 400 feet north and south on Carlisle Road. No significant land acquisition, other than Pentecostal Assembly of God and the Millers, would be required, but a total of 22 properties could be impacted by turning lanes and lane transitions. PennDOT would most likely require both intersections to be signalized and interconnected. Delays would be designed into the signal timing to allow the space between the two signals to clear. The initial signal construction would be less expensive, but the O&M costs would be more, and the design life of the equipment would be less.

T. Myers noted that with a roundabout there would be shorter lane transitions along Carlisle Road and only 16 properties would be affected. The Township would require acquisition of one entire property. The initial construction costs are higher, but minor O&M costs (streetlights most likely required) and up to double the design life than the signals. The roundabout would have the capacity to handle increases in future traffic volumes. Numerous studies have shown significant reductions in traffic accidents and that they nearly eliminate fatalities.

A. Wagner stated the sketches that are provided are the early stages of the design and very basic.

T. Myers stated that the options that are laid out are only conceptual. There has not been a lot of time spent on both options just because only one of the options will be approved.

Debra Becker from 4751 Carlisle Road questioned if telephone poles will be relocated and how far back.

T. Myers stated that with both options, some pole relocation will be required but depending on which option is approved by the Board will determine how far back the poles will be relocated.

Claudine Arnold from 4800 Carlisle Road questioned who and what determines which option is chosen.

T. Myers stated the decision is made by the Board. A design will then be drawn up that meets PennDOT's requirements for their approval of a permit.

C. Arnold stated that her property had an appraisal completed by Dover Township and the appraisal only indicated the property, it did not include what would be lost from the rental investments.

Manager Oswalt stated the Township has to pay the appraised value of the property. An evaluation of the business was also made.

Michael Arnold from 4800 Carlisle Road questioned if there is significant savings that the Township would save from one concept versus the other what is the total amount of money that is being saved.

T. Myers stated the numbers have been looked at it, but it was only conceptual numbers.

C. Arnold expressed concerns about losing investments that were put into the property.

R. Stone stated that by law, the Township is required to pay fair market value for the property.

Manager Oswalt stated the appraisal that is completed is based off of the fair market value of the structure on the property.

C. Rausch stated the purpose of this meeting is to discuss whether the roundabout or the signalized intersection would be the best option.

C. Arnold questioned what the timeframe of the project would be.

S. Stefanowicz stated that the Board is be asked to make a decision before the end of the year.

S. Parthree questioned what the timeframe would be for either concept.

T. Myers stated that with design and permitting it could take up to two years.

A. Wagner stated it would take at least one year for permitting and designing the concept. The construction of the work could take approximately a year to 14 months.

Manager Oswalt noted that the Township would also have to determine how to pay for the project, whether it is to borrow the money or apply for grants. There is a timeframe to apply for grants and get approved which can add a year until the money is received.

A. Wagner stated that in the best-case scenario, if every road was closed and detoured the majority of the project could be completed in one construction season. However, there are paving restrictions which could become an issue during the winter months.

C. Rauch questioned if the roundabout with some modifications is PennDOT approved.

A. Wagner stated PennDOT will have a workshop meeting with their roundabout coordinators. A basic design will be drawn up and PennDOT will offer any concerns or issues they have with the design. PennDOT currently has concerns over access of the properties around the roundabout and making sure they can get in and out of their properties.

Vicki Markle from 4754 Carlisle Road stated that she would like to see a roundabout at the intersection versus a signalized traffic light.

Andrea Stefanowicz from 4801 Carlisle Road questioned how many properties will be affected by the median in a roundabout. With properties along Carlisle Road, you can currently turn left or right out of the driveways but how will that affect properties or business traffic, will residents only be allowed to turn left or right out of the driveways if a roundabout is the chosen option.

A. Wagner stated that at the moment, that is one piece of the overall project that is being ironed out. With a roundabout they have to make it wide enough for truck drivers. There are also pedestrians that will use the roundabout and potentially bicyclists. Anyone can come in from the circle from any direction, when they leave the property, they will just need to circulate around the circle.

Jeff Bender from 4790 Carlisle Road stated he does not see any exit for the church.

A. Wagner stated that in the roundabout concept, the parking lot would be extended into a land swap area and a new driveway would be accessible from Intermediate Avenue.

J. Bender stated that there was discussion regarding the land swap that would take the gravel portion of the land, but it also looks as if the roundabout is also taking up a portion of the front parking lot.

A. Wagner said the drawing of the roundabout is an early draft of what the roundabout could potentially look like.

J. Bender questioned who is the responsible party paying for the subdivision of the property that will be given to the church during the land swap as well as repaving or adding gravel for the new church's parking lot.

T. Myers stated that the conversion will be part of the project and the developer is not responsible for the cost of the subdivision.

A. Stefanowicz questioned if the roundabout would be cheaper than signalized traffic light in the long run.

Manager Oswalt stated that if the traffic light does not function at the level the roundabout does, than the cost is not as relevant.

A. Stefanowicz stated that according to the minutes from 2020 a traffic study was completed that stated a traffic signal just qualified as an option for the intersection but now it sounds as if a traffic signal does not qualify as an option for the intersection.

T. Myers stated the design of the traffic signal will not be able to take as much increase of traffic as a roundabout would.

A. Stefanowicz questioned if the lights need to be back-to-back or will one traffic signal be sufficient.

S. Stefanowicz stated that it was identified that the traffic signal would work better with both signals.

R. Stone stated that the double traffic signal is a PennDOT requirement.

James Cashman from 4785 Carlisle Road stated that he owns a business that will be affected by the roundabout. But questioned if the roundabout would be able to be shifted 15-20 feet to the West and still function. With the current roundabout design, the front parking lot will be affected.

A. Wagner stated that it is not impossible to shift the roundabout slightly to the West, but it has more impacts to corner of Harmony Grove Road and Carlisle Road, and it will also affect the church and other surrounding properties.

J. Cashman questioned if the diameter of the hub could become smaller.

A. Wagner stated that is one option that is being looked at. Another thing to consider is truck drivers, they require more room to turn. There is a slightly raised truck apron on the outside of the roundabout, so cars are channelized into a respectable lane width, however, tractor trailers the rear wheels can run up over the semi raised area. If the diameter of the roundabout becomes smaller the truck apron becomes larger.

J. Cashman stated that a drainage pond was recently added to the front of his property. He has concerns about how the drainage pond will be affected by the roundabout. When the drainage pond was installed the size of the pond was an important factor.

T. Myers stated that the drainage pond will be accounted for with the overall design of the roundabout.

M. Cashman stated the whole picture is the project, when the design is built, they look at water

that is collected for the whole project and design to manage all of it.

A. Wagner stated that each property owner would not have to deal with the stormwater. The design, permitting, and stormwater is all part of the whole project. If a piece of stormwater management is eliminated from a piece of property, it must be accounted for in the overall design.

T. Myers stated it would be offset by either reducing the overall impervious surface or by adding another facility somewhere else as part of the overall project.

A. Stefanowicz questioned if truck simulations are going to be applied to each property that will have tractor trailers coming in and out of their properties.

A. Wagner stated that PennDOT requires the accommodation of the vehicles that need to go in and out of a business.

Teena Hittie from 4760 Carlisle Road stated that with the layout of the roundabout, it will affect the front parking lot of the church that is on the corner of Harmony Grove Road and Carlisle Road.

A. Wagner stated there is a concrete curb with a five-foot grass buffer and a five-foot sidewalk. Sometimes, the sidewalks are eight to ten feet wide depending on if bicycles are allowed on the sidewalk. From the back of the sidewalk to the front of the church there is about 28 feet of buffer room.

T. Hittie questioned if a traffic signal is installed, would the light be set up like the traffic light in the square or would there be left hand turn signals.

T. Myers stated that if a traffic signal is installed, the road would be widened to create a left turning lane going North and South. There would also be a turning lane on Intermediate Ave which would come up to Carlisle Road. To create a dedicated left hand turn signal, the signal would have to meet the PennDOT criteria.

Samuel Grove from 4831 Harmony Grove Road stated that an extra lane may need to be added on Harmony Grove Road due to tractor trailers.

Attorney Jeff Rehmeyer II from CGA Law Firm stated he is representing Mark and Karen Miller, as well as, Scott and Kathleen Miller, they own Trail Nurseries which is located on Harmony Grove Road. Based upon the information that was received today, the Miller's are in support of the roundabout design largely for the reasons of safety and long-term considerations.

V. Markle questioned how Intermediate Avenue is going to affect the back of the neighboring properties.

T. Myers stated as part of Dover Highland's plans, the road is going to run parallel to the developer's property.

A. Wagner stated the alignment of Intermediate Avenue may have to bend or turn to connect with other plans that are in the works.

V. Markle questioned if Intermediate Avenue will be available for everyone or only school traffic.

T. Myers stated that the road would be open to all traffic. The concept is to eliminate some of the traffic within the square.

R. Stone stated this concept will also aid emergency services to have better access North of Borough.

D. Becker stated she received a letter about the North of the Borough Sewer and Water Project and was curious about which project would be starting first, the connection of water and sewer or the intersection change.

S. Stefanowicz stated that the water and sewer project will be first.

Manager Oswalt noted that the water and sewer project will be out for bid before the end of the year, so the project is expected to start next year.

C. Arnold questioned what the speed limit is within a roundabout.

A. Wagner stated the approached speeds are limited to 25 miles per hour. TPD tries to provide some curvature to try and slow people down as they are approaching the roundabout.

J. Bender questioned if the speed limit on Carlisle Road can be reduced.

A. Wagner stated the posted speed limit only has an impact based on the type of approach that needs to be designed for the roundabout.

S. Parthree questioned if the church has an opinion between the two options.

A member of the church stated that he is in favor of the traffic signal.

A. Wagner noted that with a signalized intersection PennDOT is also going to scrutinize the access of every property owner along Carlisle Road. If a property exists along a left turn lane, they are more than likely going to require the driveway to be restricted to right in and right out only. That is PennDOT's current policy.

T. Myers stated that all of the driveways will have to be evaluated based upon the new configurations and apply for new permits for everyone in the project area.

J. McLucas noted that he is familiar with the roundabout that is located in Spring Grove and since the roundabout has been in use, there has been a reduced number of fatality accidents and car crashes.

Manager Oswalt noted that the Board needs to make a decision so the Township can move forward with one design versus the other. Once the decision has been made the Township will be able to talk to each property owner in depth about how the intersection design will affect their property and finalize negotiations.

With no further discussion on this matter, Chairperson Stephen Stefanowicz adjourned the Work Session at 7:36 PM to be followed by the regular Board of Supervisors meeting at 7:40 PM.

Respectfully submitted by: Brooke Scarce

Brooke Scarce, Township Secretary