

**DOVER TOWNSHIP
BOARD OF SUPERVISORS
WORK SESSION MINUTES
August 26th, 2024**

The Dover Township Board of Supervisors Work Session for Monday, August 26th, 2024, was called to order at 6:01 PM by Chairperson Stephen Stefanowicz in the Dover Township Board of Supervisors meeting room. Supervisors present were Chuck Richards, Stephen Parthree, Michael Cashman, and Robert Stone. Other Township Representatives in attendance were Laurel Oswalt, Township Manager; John McLucas, Planning Director; Terry Myers, Township Engineer; Cory McCoy, CS Davison; Christian Miller, Solicitor; Christopher Hamme, Public Works Director; and Brooke Scarce, Township Secretary. There were 16 members of the public present.

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

DISCUSS THE SUGGESTED IMPROVEMENTS TO THE CANAL ROAD/ FOX RUN ROAD INTERSECTION WITH ELA GROUP

ELA Group was not present at the meeting. Terry Myers presented the topic.

Manager Oswalt stated at recent Township Meetings there has been complaints about traffic, mostly on Butter Road. After further discussion the Board decided not to restrict truck traffic on Butter Road however, due to some of the complaints the Board authorized a traffic study to be completed at Fox Run Road and Canal Road. The traffic study indicated that there is not enough traffic coming from Fox Run Road north to warrant a signalized light, however it does warrant adding two left turning lanes on Canal Road. There was a meeting with some of the affected property owners two weeks ago to review the four different sketch plans of what the intersection could potentially look like. In addition to the left turn lanes, the intersection is askew, and it is not a straight intersection when you're crossing from the north side of Fox Run Road to the south side. The improvements would also include raising the south side of Fox Run Road to a higher level with Canal Road to improve the site distance and movement through the intersection.

T. Myers stated that there are four different options that ELA Group provided. Option 1; This sketch shows the improvements shifted to the south to attempt to avoid severe impacts to the properties to the north of the intersection. The sketch was prepared by holding the current Canal Road centerline as the new lane line between the westbound through lane and the left-turn lane. This is the method of asymmetrical widening that is typically used with PennDOT since the westbound lane will not be shifted at all. With this option, there would still be some widening on the north side of Canal Road to widen the shoulder to the required 4-foot width. Center line of the north side of Fox Run Road was shifted 2.5' east. Center line of the south side of Fox Run Road was then matched up with the relocated north side center line. Option 2; To minimize the impacts to the north, the westbound lane would need to be shifted 3 feet south so that the new 4-foot shoulder falls within the edge of the existing 1-2 foot shoulder. Center line of the north side of Fox Run Road was shifted 2.5' east. Center line of the south side of Fox Run Road was then matched up with the relocated north side center line. Option 3; The Canal Road centerline could be shifted an extra 3 feet to the south side to reduce north side impacts. Existing center line of the north side of Fox Run Road was held. Center line of the south side of Fox Run Road was then

matched up with the existing north side center line. Option 4; Hold the current Canal Road centerline as the new lane line between the westbound through lane and the left-turn lane, making Canal Road asymmetrical widening as typically done. Existing center line of the north side of Fox Run Road was held. Center line of the south side of Fox Run Road was then matched up with the existing north side center line. On all four plans, the southeast and southwest radii are designed for a 53-foot tractor trailer to make turns, and the northeast and northwest radii are designed for a box truck.

C. Richards noted that making improvements to this intersection will eventually provide for an emergency route to get residents around the Borough through the future connection of Raycom Road to Route 74.

T. Myers stated that at the meeting with the affected properties they all expressed different concerns. During the traffic study it was determined that the 85 percentile is still going 40 miles per hour versus 25 miles per hour. The residents at 1591 East Canal Road requested to have their driveways removed from East Canal Road and add a new driveway off of the north side of Fox Run Road which PennDOT would more than likely agree with since their existing driveway would have them crossing both the travel lane and the turn lane to turn east. The residents at 1560 East Canal Road expressed concerns about their stonewalls that blend into the existing roadway. 1612 East Canal Road expressed concerns about being even closer to the road. The property owner also expressed concerns about drainage because they already have existing drainage issues. The resident at 4064 Fox Run Road expressed concerns about the road being very close to where the mobile home is located since the road would need to be relocated to match up with the north side of Fox Run Road. One of the options for that property is to move the mobile home back and extend the services.

S. Stefanowicz questioned what PennDOT's right of way is on Canal Road.

T. Myers stated that after discussions with ELA Group, it would go from the existing 33 feet to a point four foot outside of the improvements.

S. Stefanowicz questioned if Fox Run Road is going to be similar to the Canal Road right of way.

T. Myers stated there was right of way dedicated as part of the Reiber subdivision plan, but ELA Group has not confirmed the right of way width on Fox Run Road.

M. Cashman stated addressing some of the issues at that intersection will make it safer but questioned if there is anything coming to the north side of Fox Run Road to make it safer right now.

T. Myers stated that a stop ahead sign has been installed and Public Works has added another stop sign on the opposite side of the road.

S. Stefanowicz questioned what are the main differences between the four options.

T. Myers stated that there is not any significant differences between the options. Option 1- Asymmetrical widen (Canal standard in centerline), Fox Run Road (north) centerline shifted 2.5' east away from garage; Option 2- Asymmetrical widening (Canal Road shifted 3' from centerline) to minimize/ eliminate north side improvements, Fox Run Road (north), centerline shifted 2.5' east away from garage; Option 3- Asymmetrical widening (Canal Road shifted 3' from centerline) to minimize/ eliminate north side improvements, Fox Run Road (north) centerline existing; Option 4- Asymmetrical widening (Canal Road standard with centerline), Fox Run Road (north) centerline existing.

Bradley Hamberger from 1605 East Canal Road stated that he was not able to attend the meeting with the other affected property owners two weeks ago. He stated that he went out with a tape measure and came to the conclusion that his building will be affected by the improvements.

T. Myers stated that one of the options on the plan is to shift the centerline of Fox Run Road to the east so that the existing building would not be impacted. Regarding Fox Run Road ROW, he noted that back in the 1920's there was a law passed saying that any roads that don't have existing right of ways, then the right of way is automatically established at 33 feet or 16 ½ feet off of the centerline of the existing roadway. To address loss of parking along Canal Road, he stated that if they needed to provide additional parking and access at the rear of the building, he does not see that being an issue.

Robert Bupp from 1560 East Canal Road expressed concerns about the stone wall that is at the end of his driveway. He did get a quote from a stone mason to relocate it, and the price was substantial. He also stated that vehicles that travel that road, do not follow the speed limit.

Larry Cooper from 1541 East Canal Road stated that he agrees with the property owner at 1560 East Canal Road, that the vehicles that travel Canal Road do not follow the speed limit. He questioned if the turning lane would be starting on his side road (north side).

T. Myers stated that basically, all the improvements have been pushed to the south, except for Options 1 and 4, would include two feet of shoulder widening to the north. Overall, there will be very little impact on that side of the road near his property.

Charles Allgood from 1624 East Canal Road stated that he just built a new garage and added more parking to his house. He expressed concerns about not being notified about the meeting that was held two weeks and questioned how long the improvements to this intersection has been in the works.

T. Myers stated that the actual study and the layout for the turning lanes was just done in the last couple of months. In the early 2000's, the previous Board did look at different improvements to that intersection, which did not include Canal Road widening, but nothing was ever approved to move forward.

C. Allgood asked if he could receive a copy of the sketch plans so he can look to see how his property will be affected. He also stated that he has a joint mailbox that is across the street and

was wondering if the mailbox could be moved to the same side of the street where his property is located.

T. Myers stated that after the meeting, they could exchange emails so he could receive a copy of the sketch plans. He also noted that all the options are just sketch plans so whichever option the Board is in favor of will have to be submitted to PennDOT for their approval.

Tammy Lohss from 1587 East Canal Road stated that she currently has issues turning out of her driveway due to the small incline to the west on Canal Road. She also stated that 25 miles per hour sign is covered up which could be the cause of people speeding since the sign is hidden. She stated that by adding the turning lane she is going to have an even harder time getting out of her driveway.

Rick Wilson from 1612 East Canal Road stated that he has spoken with his neighbors about acquiring more property from them because he would like to retain as much of his front yard as possible.

Greg Reiber from 1590 East Canal Road stated that adding the turning lanes will not help the speeding.

Robert Lamparter from 4064 Fox Run Road questioned if Fox Run Road would be coming 16 foot off of the centerline.

T. Myers stated that it would roughly be coming 16 foot off the centerline. Right now, the mobile home is about 50 feet off the road.

B. Hamberger stated that currently he has to cross the street to get to his mailbox and questioned with the improvements if he will still have to do that.

J. McLucas stated that the post office mandates where the mailboxes are placed.

Thaloniaus Saxon from 1591 East Canal Road stated he has spoken with the mail carrier, and they would prefer their mailboxes to be on their side of the road where their properties are due to the heavy traffic.

With no further discussion on this matter, Chairperson Stephen Stefanowicz adjourned the Work Session at 6:56 PM to be followed by the regular Board of Supervisors meeting at 7:01 PM.

Respectfully submitted by: Brooke M. Scarce

Brooke M. Scarce, Township Secretary