

# **Warrington Township Planning Commission**

## **Minutes for September 16, 2010 Meeting**

The regular meeting of the Warrington Township Planning Commission was held at 7:30 pm. September 16, 2010 at Tamanend Middle School at 1492 Stuckert Road, Warrington, PA 18976. The members present were as follows:

Douglas E. Skinner	Chairman
Shirley Yannich	Vice-Chair
Steven Tiberio	Secretary
Frank Gonser	Member
Joseph Balent, Jr.	Member
Michael Murphy	Member
Madeline Sturm	Member
Michael Mrozinski	Director of Planning and Development
Andrew Brown	Carroll Engineering – Traffic

### **2. Call to Order/ Pledge of Allegiance:**

The meeting opened with the Pledge of Allegiance

### **3. Public Comments:**

The protocol and agenda for the meeting was reviewed with the audience.

### **4. New Business:**

None

### **5. Old Business:**

**Continuance - Consideration of the Preliminary Land Development Plan TEVA  
Pharmaceuticals, Limekiln Pike, Lower State and County Line Roads, 161.73 Acres:  
TMP 50-004-085, 96, 89, 90, 94 & 92; Zoned: PI-1, PI-2, PRD, C-1 & Q**

This application was represented this evening by:

Robert Gundlach, Attorney  
Bonnie Hill, TEVA  
Casey More, Traffic

The traffic plans were reviewed

All signals are to be interconnected to help move traffic

Of the \$9 million committed to this, \$2.5 million are for the construction of the spur road and the rest for the other improvements and widening.

PADOT's Levels of Service categories were reviewed.

All improvements must be approved by PADOT engineers

TEVA provided numbers based on the existing employees statistics as to trip generation and destination. An increase of 25-30% is being mitigated in addition to the traffic anticipated with this project.

There was discussion regarding the truck routes. The carriers have been consulted and have generally agreed to use the specified route. There is to be no trucks on the spur.

Also, the midday peak was considered with the numbers in relation to the traffic numbers and peak times.

PADOT has given their approval for construction to begin on WD1 with completion anticipated by fall 2012. The completion of section 711 of the 202 Parkway is anticipated spring 2012. It was hoped that the improvements for this project could be awarded by late 2011 with completion by early summer 2013.

The delivery of building materials could be scheduled for off peak hours to help mitigate the construction traffic.

No improvements are planned for west of the Kulp Rd West/County Line Rd intersection. This intersection is outside of WD2 and outside the planned improvements for this project.

All corners will be adequate for trucks and buses turning radii.

Curbing will be as PADOT requests and in conjunction with their required method of stormwater management. Sidewalks will also be as requested along the site frontage and County Line Rd.

All signals will be mast arm structures that meet the township and PADOT requirements.

The residents will be polled for the selection of any sound barriers necessary.

The shoulders will be 5 feet wide to allow for bike lanes. Bike Safety grates will be used for storm drains.

The left turn lanes will be 450 – 500 feet long which is more than enough length to allow for the anticipated average of 3 trucks per light cycle.

The construction of the road and stormwater system will be to allow for a pavement life of at least 20 years. This takes traffic and weather/storm run off into consideration.

Accident mitigation is going to be through the engineering of the project. The goal is to have freer flowing traffic and thus fewer erratic movements. Engineering factors to be considered are setbacks, drainage, fewer lights and roadway geometry. Also, the high point on County Line Rd just west of Lower State Rd will be lowered and the intersection will be raised to improve the line of site.

The afternoon peak numbers were the strongest factor for the design of the improvements.

**Jordan Yeager, Warrington Coalition Attorney**

Mr. Yeager is disputing the calculation that 90% of the trucks will travel south on Lower State Rd and then west on County Line Rd. He states that it needs to be reviewed if more traffic went other ways that what is being suggested. It was argued that this was put forth in the Carroll Engineering Letter as well.

Mr. Yeager stated that the mitigation is not adequate for three intersections (County Line Rd & Lower State, Kulp & Stump) and that no other issues have been presented. It was mentioned in the engineering letter, but not mitigated according to Mr. Yeager.

A memo by the township's traffic engineer is to be issued at to the mitigation measures being done in response to the review letter. It is to indicate they are acceptable measures.

**Liam Nguyen, 204 Rebecca Ct**

Mr. Nguyen stated the township needs to do its own traffic study. It was responded that the applicant does the study and the results are reviewed by the township's engineer.

**Tom Inglese, 3211 Riding Ct**

Mr. Inglese inquired about sound barriers along County Line Rd and if there would be pedestrian access as well. These were both would be included if desired.

He also asked to consider all the factors of level of service, and travel routes. He also asked if a follow up study was going to be done

He expressed concern regarding the bottlenecking at Kulp Rd at the transition.

**Christopher McDemas, 1007 Linden Way**

Mr. McDemas wanted to remind the Planning commission that the ordinance states a level of service of D or less is unacceptable and that is what we are anticipating after mitigation. He did not feel this was acceptable.

**Betty Hejna, 3506 Limekiln Pk**

Ms. Hejna wanted to know the name of the contact at PADOT. Francis Hanney is the engineering contact to this point.

The Woodlawn residents do not want a cul-de-sac exiting onto County Line Rd. She also inquired about the bridge that is currently closed on Limekiln Pk and the plans to vacate the portion of Limekiln between the spur and County Line Rd.

**Jeff Cameron 110 Muirfield Ln**

Mr. Cameron inquired on the maintenance and access to the spur road. The spur would be a state road and be maintained by the state. There will be no truck access to the spur from the site and the trucking companies have moderately agreed not use the spur, but no guarantee.

The traffic signals are the responsibility of the municipalities, but PADOT sets the timing requirements.

Mr. Cameron said he did not believe that the traffic will clear the turn lanes as Mr. More has predicted. The distribution will not be even enough to keep the lanes clear.

He also suggested they use signage to keep trucks off County Line to the east.

**Nancy Wright, 1104 Fieldcrest Ct**

Ms. Wright inquired on the accident projections. They have not done any projections. The road design will be to minimize accidents

It was asked what guarantees do we have that PADOT will do their improvements. It was stated that PADOT wants to do this, but there is nothing currently guaranteeing these improvements. An HOP will have to be obtained before the construction starts.

The noise ordinance was also a concern.

**Mike Kelly, 135 Muirfield Ln**

This is a busy night (ie:back to school, etc.)

TEVA is only doing what is necessary to build their site. Some is being required by PADOT. This is not just a gift to the township.

Mr. Kelly said he had been at the Bucks County Planning Commission meeting and it seemed that they had been misled as to the types of trucks anticipated. They seemed to think there would be some

smaller trucks rather than all tractor trailers.

Mr. Kelly said the level of service is much worse than the traffic study indicates, particularly at Kenas & County Line coming east.

Mr. Kelly also doubted that the growth anticipated was fully accounted for with the improvements.

**Kristin Donohue, 605 Musket Ct**

The aesthetics do not matter, because all that we will see are the trucks and traffic.

The pluses don't outweigh the minuses.

The PC seems to be biased for TEVA

**Roxanne Filipe, 14 Kulp Rd E**

How do the employees feel about the move and are they all moving with the company? The number of employees used for calculations was based on the number of employees needed for daily operation.

Mrs. Filipe asked the names of the trucking companies used so the safety records could be researched.

The onsite construction noise should be reviewed

**Liam Nguyen, 204 Rebecca Ct**

Mr. Nguyen does not believe the numbers to be true and they could operate to a greater capacity than that being shown. 200 trucks a day is too small a number.

**Krista McDemas 1007 Linden Way**

The anticipated levels of service at the intersections are not acceptable per the ordinance or realistically. Where are the trucks going to be weighed? They will probably go out Kenas to the scales on Hartman Rd just before Rt 309.

There will be a problem with the noise with the number of trucks from 11pm to 6am.

The section of County Line down to Rt 611 needs more study for this project.

**Eric Ross, 3577 Gray Fox Dr**

Mr. Ross inquired about the construction schedule and a study of the impact of potential delay. He also stated a truck restriction study might be useful. The roadways should be evaluated and determine what type of trucks should be allowed on which roads. This type of study was already requested by Montgomery County, and Warrington Township should do the same.

**Ivy Ross, 3577 Gray Fox Dr**

Eighteen years ago an environmental study showed that 202 needed to be 4 lanes and they are only building 2 lanes. It is already undersized and this project plans to add to that traffic

**Joe Kirby, 145 Muirfield Ln**

Mr. Kirby wanted to know if there was sound barriers anticipated along County Line Rd along the back of his property and how would the decision of what type be made. There should be barriers and it would be by majority vote of the area.

**8. Adjournment:**

Due to time constraint, the meeting adjourned at 11:00.

Recorder: Amy Organek