

Milford Township Board of Supervisors'
Minutes of July 16, 2024

Call to Order: Chairman Strunk called the meeting to order at 8:02 a.m.

Attendance: Supervisors present: Charles Strunk, Chair; John Mininger, Vice Chair; and Christian Haberle, Member. Staff present: Jeff Vey, Manager; Devan Ambron, Assistant Manager/Secretary/Treasurer; Pete Andersen, Pennoni, and Kate Harper, Timoney Knox.

Rotho Blaas, USA, Inc., 2075 Rosenberger Road, TMP No. 23-010-073. Mr. Vey stated he has spoken to Mr. Hannes Blaas regarding traffic improvements. A previous PennDOT preapproved road design plan, which included 2 lanes and a left turning lane, for the C&M Homes proposal was distributed to Rotho Blaas for review and discussion. Mr. Blaas stated they are here to discuss traffic improvements and if what is being proposed is acceptable to the Supervisors, trucks making a right onto Rosenberger Road, with no degrading of the travel lane. Mr. Blaas presented an overview to outline the traffic access strategy. Mr. Blaas said they looked at inbound and outbound movements along with the geometry of tractor trailer movements. Mr. Blaas noted there will be very few tractor trailers that will visit the site. Inbound traffic from the west will primarily use 663 making a right onto Rosenberger Road. It was suggested the intersection be widened and a deceleration lane added. It was noted that TPD reported no degradation to the level of service. Mr. Vey said discussion was had on gap analysis and the bottom line is there is degradation of the two lanes that merge to one lane and trucks making a right onto Rosenberger Road will add to that. There will be degradation of through motion, to which Mr. Andersen agreed. Mr. Blaas said they are proposing a decel lane to Rosenberger Road along with widening of the turning radius. The inbound traffic from the east will be entering onto Quaker Pointe Drive with a left turning arrow. The site will be right in and right out at Rosenberger Road. Trucks will be prevented from left turns into Rosenberger Road. Trucks leaving the site will be directed to Quaker Pointe Drive to 663. Signage will be installed and the stop bar at Quaker Pointe Drive at the Route 663 intersection will be set back for left turns from Quaker Pointe and a left turn arrow from 663 to Quaker Pointe Drive is proposed. Mr. Hannes noted half of the employees will be onsite and half off site. They anticipate a total of 40 employees by 2030 to be located on site. Mr. Vey asked if TPD looked at the Weiss Road intersection and the impacts from trucks. Prior to Interstate Battery McMann did a traffic study based on assumptions; the only failure noted was left hand turns from peak truck traffic the green signal was modified to accommodate left hand truck traffic. Mr. Vey asked if the impact was looked at. Mr. Tony Ganguzza of Boyle Construction said no, only the degrading of 663 was looked at and there was no further evaluation done by TPD, just enough to address the Conditional Use Decision. Mr. Vey said Caitlyn and Cody's and the Hampton Inn are also in play and alternatives should be given. Lefts leaving at Weiss Road have been flagged for years based on trip generation. Mr. Mininger asked how the turning radius from Quaker Pointe turning right is and if there was another lane that could be utilized. Mr. Ganguzza presented a turning template prepared by TPD and noted based on the aerial photo the turn is tight but works. This will need to be confirmed with a survey. Mr. Mininger asked how the right turn from Rosenberger Road onto Quaker Pointe Drive was. Mr. Ganguzza replied that was not evaluated as the focus was on the Conditional Use requirements to ensure they were addressed properly. He would assume trucks are making those movements today. Mr. Vey stated the concern is Weiss Road and 663 being busy and more trucks will be thrown on the road. It is better to exit onto 663 and the radius has to handle the trucks. There are capacity issues at the peak hour. On the arterial highway capacity is determined at the green time at the signal. This was calculated before real trucks turned up. The right turn out is something that should be done. It gets into concept of timing and phasing. Years from now there will be more traffic. The impacts Rotho Blaas puts on the road should be taken care of. Mr. Vey asked how not to front end all capital costs as improvements may be needed later as the business grows. Mr. Ganguzza said the way the site is laid out, trucks are not able to come out of the site and make a right turn, the movement cannot be made. Mr. Vey asked if that was a design issue. Mr. Ganguzza said no the building had to be squeezed to the top of the site with the setbacks. Mr. Vey asked if it relates to the Crossings and the HOA property. Mr. Ganguzza replied yes and no. There was concern from the Planning Commission with trucks coming in off Rosenberger Road that had to pull into the site and into a saw tooth area with perpendicular docks making it difficult for trucks who would have to look over their shoulder to make the turns. Mr. Mininger asked Mr. Blaas if there were many 53' trailers that would be turning right onto 663 to head to Quakertown or would they proceed to the turnpike. Mr. Blaas said he would expect trucks to use the turnpike. He is unsure about logistics in the area. Rotho Blaas does not own their own trucks. If a tractor trailer comes in to do a local run the goods are palletized and distributed to bigger hubs. Mr. Ganguzza asked Mr. Mininger if he was inquiring about outbound trucks and noted not all outbound trucks are tractor trailers. Mr. Blaas noted approximately 80% of trucks leaving the site will be box trucks. Mr. Mininger asked if most of the tractor trailer traffic would be inbound. Mr. Ganguzza replied inbound tractor trailer traffic is light, 1 every two weeks that will increase over time. By

2030 there will be 1 tractor trailer a week. Mr. Blaas said there are 3 major 3rd party trucking facilities, one in Philadelphia, one in Allentown and one in King of Prussia, all of which would most likely utilize the turnpike. Mr. Ganguzza added outbound trucks in 2030 are 5 a day with 80% being box trucks. Mr. Strunk said he would like to hear from the Township Engineer. Mr. Andresen said he would like to have more discussion with Marie Pantalone, Township Traffic Engineer, and the applicants engineer in person to discuss what they are trying to accomplish. Mr. Andersen stated reconstruction of Rosenberger Road will be needed along with a decel lane. Mr. Vey said a meeting was had with professionals to crank numbers, 2 lanes to 1 lane with trucks slowing to make a turn degrades the function of 663. A template was created with two lanes in each direction with a left turn lane. An informal review was done by PennDOT. The basic plan can work at that intersection. The Moods did core and left lane improvements of the shoulder to make sure the roadway lined up for the intersection. A decel lane to get trucks off the road is needed. When there are 2 lanes that become one and a truck is turning it become a timing issued. The future plans show the widening of 663. Rosenberger Road currently does not get used by truck traffic. When Rotho Blaas comes in Rosenberger Road will be impacted. If the roadway falls apart it would be the responsibly of Rotho Blaas to rebuild the road as a capital improvement. Focus should be put on the Weiss Road intersection where there are capacity constraints. Mr. Vey said there are a lot of things to look at and find what it is that can be deferred until later. Mr. Haberle said the widening of 663 is on PennDOT's schedule and asked if there is a way to get information to make sure what we do here isn't wasted. Mr. Vey said he will look into it and noted it is not on the traffic plan at this time and the county needs to make it a priority. The reality is how Milford Township has improved the 663 Corridor with development improvements and money spent to get Allentown Road and 663 set up for widening. Mr. Vey stated in terms of the state coming in, he is unsure. Mr. Mininger stated that improvement is a decade away and not a factor in this discussion. Mr. Ganguzza said related to what Mr. Andersen said, any improvements to be made to 663 will require approvals from PennDOT. As for two lanes going to 1 lane with trucks turning, an analysis will need to be done to see if it is warranted and PennDOT needs to weigh in as it is their road. Mr. Strunk said he will not be comfortable with anything other than what our engineer says should be done. Mr. Blaas said there are always new points that come up and he needs to get comprehensive planning on what needs to be looked at. There were questions about the right turn radius from Quaker Pointe Drive onto 663. Mr. Mininger said that needs to be confirmed. Mr. Blaas asked if the intersection was looked at with Interstate Battery. Mr. Ganguzza asked Mr. Andersen if that is something he would have looked at. Mr. Andersen said no, that was TPD. Mr. Ganguzza said that is surprising since that is where they are exiting and entering. Mr. Blaas said the site is 5-6x bigger with more loading docks and he feels they are going through a higher level of scrutiny than they did. Mr. Andersen stated there is an issue with the intersection now. Mr. Strunk said he would like to meet with Mr. Andersen to address comments. Mr. Blaas asked if there was anything else to be addressed other than turning radius and deceleration lane. Mr. Mininger said what is tentatively being proposed looks okay to him, but it should be confirmed and commented on by Mr. Andersen. Mr. Andersen said he will get a list together of what the focus should be. Mrs. Harper asked if they are still in due diligence on Agreement of Sale. Mr. Blaas said yes. Mrs. Harper said that effects timing and the Township Engineer and the applicants Engineer need to move quickly. Mr. Ganguzza said what was focused on is the Conditional Use comments that had to be addressed and TPD was hired to do that and nothing beyond that. A brief analysis was prepared, and a meeting had with staff. The reason for today's meeting was to obtain feedback from the Board. There is a sense of urgency. Mr. Vey said this meeting is because the Township understands the timing involved. Mr. Blaas said he has been on this process for a while and has been working through the traffic needs and he needs to make sure all is squared away, and he wants to do something that is fair and makes sense. This will be the base of operations for the US, and he will be there every day for the foreseeable future. Mr. Blaas said there are discrepancies, and he also sees a warehouse that was built 5-6 years ago and feels they now must foot the bill for their traffic issues, and he hopes to work through these points. Mr. Haberle said they are getting close; a deceleration lane and the reconstruction of Rosenberger Road should be addressed. Zoning has changed regarding building height. The Township has been proactive, and we must protect our interest of 663 to ensure it is being protected and works for everyone in the area. Mr. Mininger said from what he has heard we are looking for verification of the plans by our engineers. Mr. Vey said PennDOT should be brought in too, conceptually not for permitting at this time. Mr. Andersen asked if it would be possible to get a conceptual sketch of what has been discussed. Mr. Vey noted at LifeQuest and the Hospital there were thresholds and triggers with the approval. If we are talking about deferring the reconstruction of Rosenberger Road what could be a trigger. Mr. Andersen said if the road gets torn up it has to be repaired. Mr. Mininger agreed there would have to be triggers. Mr. Ganguzza stated he is in general agreement with that. There was no further discussion at this time.

Adjournment: With there being no further business Mr. Haberle made a **MOTION** to adjourn the meeting of July 16, 2024 at 9:08 a.m. The motion was seconded by Mr. Mininger and passed unanimously.