

WARWICK TOWNSHIP
Special PADOT Route 263 Betterment Project Workshop
Board of Supervisors' Public Meeting Minutes
November 9, 2007

Members Present: Judith A. Algeo, Esq., Chair
Edward P. Thompson, Vice Chairman
John Cox, Member

Others Present: Gail Weniger, Township Manager
Dave Connell, P.E., Township Engineer
Bryan Mc Adams, P.E., CKS
Michael Holva, P.E., PennDOT Project Manager
Antoinette MacIntyre, P.E., URS
Yuen Ling Edwina Lam, URS, Water resource designer
Aaron Yorkonis, EIT, URS, Civil Designer
Colleen Carmichael, URS, Project Manager

■ **CALL TO ORDER:**

The Warwick Township Board of Supervisors' November 9, 2007 public meeting, held at Warwick Township Administration Office, 1733 Township Greene, Jamison, PA., was called to order at 10:07 a.m., by Chair, Judith Algeo,

⇒ Ms. Algeo opened the meeting explaining that the purpose of this meeting is to attempt to clarify remaining issues with the Route 263 project. Specifically, the eight (8) basins proposed were discussed with the main focus being the Board's desire to cut down the number of basins and preserve trees. The question of whether so many basins are needed on the Southern end of the plan if widening is eliminated was also discussed. Specifically, Dave Connell, Township Engineer, asked the PennDOT representatives to review the criteria for the basins.

⇒ Mike Holva, PennDOT Engineer, noted Act 167, which requires Storm water Management, guides the process for calculating the need for the basins. Upon further discussion, Mr. Holva noted that the Township can relax requirements with exceptions, because he and the URS group were uncertain whether DEP would approve the permit if the requirements of ACT 167 are not met. Supervisor Cox asked for clarification of whether the requirement is for the replacement or addition of roadway. There was disagreement as to whether the ACT requires the management of storm water displaced as a result of all impervious surfaces or of the additional impervious surface of the roadway. This point is important and will be further investigated by the Engineers.

⇒ Widening of the roadway was discussed, specifically the areas which may not need widening to assist with eliminating or reducing the number and size of basins needed. Bristol and Route 263 up to Tulip Road could be left as is without any widening, per Mr. Holva. Tulip to Meyer is planned to expand to do the required 8' shoulders and would need an exception. PennDOT will need to investigate the current HOP for Heritage Creek Golf course and the HOP application for Meyer Way and Route 263 to see what widening is called for as part of those applications.

⇒ Mr. Connell reminded the group that the Board has asked and not been told why Warminster did not have to do basins? Discussion among the PennDOT and URS representatives speculated that the watershed was different and widening was not part of the project. No definitive answer was identified.

⇒ Board member Thompson requested an interpretation of Act 167. He is concerned about bank grading, the amount of actual disturbed area to get this widening, and wants to eliminate some detention basins. Colleen Carmichael, project manager from URS, suggested that the Board put together a letter containing the variances the Board would accept from the Act 167 areas of the Township ordinances.

⇒ Mr. Connell began basin discussion, addressing the two southernmost basins on Route 263 which are in heavily wooded areas. Mike Holva noted that we might be able to keep widening minimal in that area and get a written exception from the Township to allow the release rate to be 100%. Mr. Thompson opined that combining basins North of Meyer Way, incorporating the larger basin into the land development process, would allow for fewer basins. Mr. Thompson suggests that the vo-tech school (Middle Bucks Institute of Technology) be used instead of the driving range at the Bucks Country Club for a basin. Mr. Thompson then called attention to the basin near School Road and asked if we couldn't expand the already existing basin instead.

⇒ Mr. Connell noted that the ordinance calls for a maximum depth of 5 feet and believed that the Board would most likely support a variance to the depth if it resulted in less and smaller basins. Mr. Cox suggested that the engineers review a plan showing the existing basins and analyze the adaptability of re-engineering the existing basins to accommodate this project. Mr. Holva said that there are some issues with ownership and maintenance in doing this type of project. Mr. Connell agreed to look at Act 167 and give a board a further report on this.

⇒ Ms. Algeo asked PADOT for a timeline updated. Mr. Holva thought that they would have a right-of-way plan done by late summer 2008.

⇒ It was then clarified that the left turn lanes would remain throughout the project except for the area of Bristol to Meyer Way, which would feature only existing and the turn into Heritage Creek Golf Course community.

⇒ School road options were reviewed for the amount of widening that would allow for a right-in turn. It was clarified that the current plan called for left-in turn. The issue of whether to condemn property to allow for a wider turn lane was discussed. There was consensus among the Board that utilizing the existing space and allowing for a turn lane, if possible, was the best solution.

⇒ There was discussion regarding the shoulder width in front of the Golf Course. Greg Mester, resident, joined in the conversation noting that there is currently a right into Fairway Drive.

⇒ There was discussion regarding the whole length of Route 263 to be 45 mph, noting that the Township might want to again apply for the speed reduction. Mr. Holva reminded the Board that 45 mph is still a high speed roadway under the PADOT regulations.

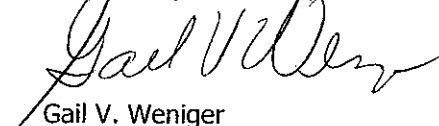
⇒ Discussion ensued regarding Bristol and Route 263. The currently proposed intersection improvement does not allow for a dedicated turning lane from Bristol going North on Route 263. Mr. Holva explained that the counts show a minimal improvement and it requires losing a house. Ms. Weniger reminded the group that this intersection has been one of great interest for improvement, not only for Warwick, but also for Warminster. The back-up traffic on Bristol Road can go quite far and intersection improvement is important. Mr. Holva agreed that his experience on Bristol that morning did suggest that the situation might be different than the counts suggested.

⇒ Mr. Connell summarized that he would annotate a set of the meeting minutes to add engineering detail and provide to PennDOT. He will also get the Board his analysis of Act 167. Ms. Weniger will provide PennDOT with an updated accident report on York and Bristol or on Bristol Road in the areas of traffic back-up.

■ **ADJOURNMENT:**

The November 9, 2007 Warwick Township Board of Supervisors' Special Public Meeting with PennDOT was adjourned at 11:22 a.m.

Respectfully submitted,


Gail V. Weniger
Township Manager

These minutes were approved at the
Board of Supervisors' meeting held: **November 19, 2007**

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