

**HILLTOWN TOWNSHIP BOARD OF SUPERVISORS
REGULARLY SCHEDULED MEETING
MONDAY, JULY 25, 2022**

The regularly scheduled meeting of the Hilltown Township Board of Supervisors was called to order by Chairman John McIlhinney at 7:00 PM and opened with the Pledge of Allegiance. Also in attendance were Vice-Chairman James Groff, Supervisor Caleb Torrice, Township Manager Lorraine Leslie, Township Solicitor Jack Wuerstle, Township Engineer Tim Fulmer, and Finance Director Marianne Egan.

1. ANNOUNCEMENTS: None.
2. PUBLIC COMMENT ON AGENDA ITEMS ONLY: None.
3. CONSENT AGENDA:
 - a) Minutes of the June 27, 2022, Board of Supervisors Meeting
 - b) Bills List – July 12, 2022
 - c) Bills List – July 26, 2022
 - d) Financial Statement – June 30, 2022

Motion was made by Vice-Chairman Groff, seconded by Supervisor Torrice, and carried unanimously to accept and approve items 3(a) through 3(d) on the Consent Agenda as written. There was no public comment.

4. CONFIRMED APPOINTMENT:
 - a) Nathan Parrish, PennDot – Sample Roundabout – Minsi Trail & Rte. 113: Nathan Parrish and Kevin Rice were in attendance to give a brief presentation of the proposed roundabout located at the intersection of Rte. 313 and Minsi Trail. Mr. Parrish stated they are looking to schedule an Open House type meeting in the Fall to get continued input from the public as they keep moving their design and studies forward. NOTE: Nathan Parrish of PennDOT appeared to discuss the proposed round-a-bout at Route 113 and Minsi Trail. Due to the extended and detailed discussion of this matter, the entire verbatim remarks are attached hereto as Exhibit A.

5. LEGAL:
 - a) Zoning Hearing Board Appeal #2022-007 – Joseph Sanfratello – 424 Longleaf Drive – Variance: Solicitor Wuerstle stated applicant, Joseph Sanfratello, is requesting a variance to be able to go over the allowable maximum impervious surface percentage of 35% to build an in-ground pool which would result in the impervious surface being 37.9%. Mr. Wuerstle continued to state the access to the area for construction purposes appears to be over someone else's property and the applicant may believe it is a public road or driveway, or lands of Hilltown Township, which would be wrong on any account. It was noted there is a sign on the property stating it is private property. Mr. Wuerstle stated this would impede, not the application itself in terms of the dimensional request for a variance, but how the pool would be constructed. The Board of

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Supervisors stated they would like Solicitor Wuerstle to attend the Zoning Hearing for Joseph Sanfratello to straighten out that issue.

6. PLANNING:

a) Yates Minor Subdivision: Township Engineer, Tim Fulmer stated the Yates Minor Subdivision is a two-lot subdivision on Minsi Trail. The applicant received Preliminary/Final recommendation from the Planning Commission at their last meeting. Mr. Yates discussed Wynn Associates Inc. review letter dated June 21, 2022, stating zoning relief was obtained for the size of the flag lot and width of the lane back to the lot itself. Mr. Yates stated he initially proposed two discrete driveways but now there will be a single driveway with a 50' easement and then the new driveway will split off from there. An additional waiver will be requested for the lot line not being perpendicular to the road and the fee for road improvements were paid at a prior subdivision so an additional waiver will be requested for that also. Mr. Yates stated he is not anticipating the construction will happen immediately, so, a number of waivers that were requested pertain to specific items with regard to a building permit plan, and they will comply with those requirements at the time of building permit submission.

Motion was made by Supervisor Torrice, seconded by Vice-Chairman Groff, and carried unanimously to grant Preliminary/Final approval for the Yates Minor Subdivision contingent upon the items contained in Wynn Associates Inc. review letter dated June 21, 2022, and the memo dated July 19, 2022. There was no public comment.

b) MRC Signs (L&M Property Holdings) Land Development: Mr. Fulmer stated MRC Signs Land Development is a parcel on Route 313 proposed for G-8 commercial/industrial crafts use permitted by-right in the PC-2 zoning district and received Preliminary recommendation from the Planning Commission at their last meeting. Mr. Jason Smeland stated zoning relief was received for on-lot water and sewer facilities, buffering, use, and front and side yard setbacks for the accessory office/storage building. Mr. Smeland discussed Wynn Associates Inc. review letter dated June 21, 2022, stating road widening, curbs, and sidewalks are not warranted in this situation and noted the PennDot widening of Route 313 may push the driveway entrance back, the applicant will pave the 11 parking spaces along the southern side of the parking lot but will not stripe them, and the lights will be on motion sensor.

Motion was made by Vice-Chairman Groff, seconded by Supervisor Torrice, and carried unanimously to grant Preliminary approval for the MRC Signs (L&M Property Holdings) Land Development contingent on the items contained in Wynn Associates Inc. review letter dated June 21, 2022, subject to any restrictions that PennDot may impose on the frontage of the property and the 11 parking spaces to not be striped. There was no public comment.

c) 2020 Acquisitions Land Development Sketch Plan: Mr. Fulmer stated the applicant for 2020 Acquisitions was in front of the Planning Commission to present the sketch plan which involves a new proposed warehouse building on a property that is on the east side of Bethlehem Pike just north of the Car Shop. Christen Pionzio, Esq., and Eric Britz, Bohler Engineering,

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discussed the review letter from Wynn Associates Inc. dated July 5, 2022, stating they know they have to go to the Zoning Hearing Board for woodlands relief and building height relief. The warehouse is proposed to be approximately 316,000 SF on 25 acres, with 233 parking spaces, no outdoor storage, and circulation around the building for the Fire Company. The 3 acres in the front will be retained by Car Shop. Ms. Pionzio stated the applicant will do a scoping application which will come up with the parameters of what the traffic study will look like, along with taking the future connector into consideration, and will take care of most of the comments in the review letter. Chairman McIlhinney asked for the applicant to mitigate the height through the contours of the land. Since 2020 Acquisitions Land Development was a sketch plan, no action was taken.

7. ENGINEERING:

a) Stormwater Management Ordinance Amendment Public Hearing: Mr. Fulmer stated the Public Hearing is a proposed amendment to the Stormwater Management Ordinance, which is a standalone ordinance, that DEP requires all municipalities, that are MS-4 communities, to adopt certain regulations in its ordinance that would cover the items that are in the 2022 Model Ordinance. Mr. Fulmer asked Chairman McIlhinney to open the Stormwater Management Ordinance Amendment Public Hearing pertaining to Ordinance #2022-001.

Chairman McIlhinney opened the Stormwater Management Ordinance Amendment Public Hearing:

Mr. Fulmer read the preamble of the ordinance:

AN ORDINANCE OF HILLTOWN TOWNSHIP REPEALING CHAPTER 134, STORMWATER MANAGEMENT IN ITS ENTIRETY AND REPLACING IT WITH NEW CHAPTER 134 ADDING OR AMENDING DEFINITIONS; AMENDING THE GENERAL REQUIREMENTS FOR STORMWATER MANAGEMENT; PROVIDING FOR VOLUME CONTROL IN ALL WATERSHEDS AND AMENDING VOLUME CONTROL STANDARDS IN THE NESHAMINY CREEK WATERSHED; REQUIRING EROSION AND SEDIMENT CONTROL PLANS FOR EARTH DISTURBANCE OF 5,000 FEET OR GREATER; REQUIRING RIPARIAN CORRIDOR EASEMENTS IN SUBDIVISION OR LAND DEVELOPMENT THAT ENCOMPASSES A RIPARIAN CORRIDOR; AMENDING PROHIBITIONS ON DISCHARGES; PROVIDING FOR CUMULATIVE PENALTIES FOR VIOLATIONS OF THE STORMWATER MANAGEMENT ORDINANCE; AND MAKING OTHER CHANGES

Mr. Fulmer stated the ordinance was advertised in the Intelligencer on July 12, 2022, and he has the affidavit of advertising. Mr. Fulmer asked for comment from the Board of Supervisors or the Public. There was no public comment.

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Motion was made by Vice-Chairman Groff, seconded by Supervisor Torrice, and carried unanimously to close the hearing for the Stormwater Management Ordinance Amendment. There was no public comment.

Motion was made by Supervisor Torrice, seconded by Vice-Chairman Groff, and carried unanimously to approve Ordinance 2022-001 for the Stormwater Management Ordinance Amendment. There was no public comment.

8. UNFINISHED BUSINESS: None.

9. NEW BUSINESS:

a) H&K Extension of Hours – August 1 – 31, 2022: Ms. Leslie stated H&K has requested to operate the concrete batch plant, asphalt batch plant, and the crushing plant between the hours of 6:30 pm to 6:30 am, Monday through Saturday, between August 1, 2022, and August 31, 2022, excluding holidays, for the PennDOT projects per their letter dated July 19, 2022. Motion was made by Vice-Chairman Groff, seconded by Supervisor Torrice, and carried unanimously to grant the extension of hours between August 1, 2022, and August 31, 2022, for the Concrete, Asphalt and Crushing Plant at the Skunkhollow Quarry per their letter dated July 19, 2022, with the exception of striking the part in the letter in regard to "and/or private customers." There was no public comment.

10. SUPERVISOR'S COMMENTS: Supervisor Torrice stated a resident came to his business to talk to him about an on-going item in Hilltown. He was not there, and the resident yelled at his Staff in lack of his presence. He is changing his entire policy with meeting people at his place of work and people will have to schedule appointments. He cannot take random people stopping at his place of work and accosting his Staff. Chairman McIlhinney stated a resident called him to let him know that the Public Works Department did an excellent job in keeping the ditches clean on the sides of the roads and fixing the pipes.

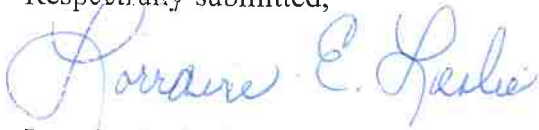
11. PUBLIC COMMENT: June Brauer, 304 Swartley Road, thanked the Board of Supervisors for getting the meeting extended to September like they asked. Andrew Anderson stated the only way the roundabout would work is to go around the bridge.

12. PRESS CONFERENCE: None.

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13. ADJOURNMENT: Upon motion by Supervisor Torrice, seconded by Vice-Chairman Groff, and carried unanimously, the July 25, 2022, Hilltown Township Board of Supervisors regularly scheduled meeting was adjourned at 8:12 PM.

Respectfully submitted,



Lorraine E. Leslie
Township Manager

(*NOTE: These minutes were transcribed from notes and recordings and should not be considered official until approved by the Board of Supervisors at a public meeting).

Nathan Parrish

Thanks for hosting us this evening. I'm Nathan Parrish. I'm managing PennDOT's proposed project at Minsi Trail and Route 113. I also have with me Kevin Rice, he's leading up the design on this project. So we'll run through some background and kind of; what the proposed improvements are for this intersection. So this is a map of the existing intersection today; Route 113 and Minsi Trail. Minsi Trail is stopped controlled; Route 113 has a free flow condition today and just to the west of the intersection is Morris Run. So the intersection of 113 and Minsi Trail was identified by PennDOT as a high crash location. During a 5-year study period, there were 35 reportable accidents at the intersection with 26 of those being head on and angle crashes. So the purpose of the project is to improve safety by reducing the number and severity of accidents at this intersection. So with these types of accidents, a round-a-bout has been shown to improve safety at intersections. So with that in mind, PennDOT is proposing to construct a round-a-bout at the 113 and Minsi Trail intersection. The highway safety manual provides some calculations on how much a round-a-bout will improve safety at an intersection. When we do those calculations at this intersection it's showing an 80% reduction in accidents. And that's really due to round-a-bouts having a significant impact on angle and head on collisions which we have at this intersection. So here we have a plan showing a round-a-bout at Minsi Trail and 113. This proposed round-a-bout would help to improve safety through slowing vehicles down as they approach from Route 113 or Minsi Trail. And also, as they navigate through the intersection, there would be less decisions for a driver to make and it would reduce the number of conflict points. So the proposed improvements, you know, are showing an improved benefit for safety while continuing to efficiently move vehicles through the intersection. So some of the features of a round-a-bout include the splitter islands on the approaches and they are really; what they're doing is they are deflecting vehicles so they can't drive straight through so it's helping to slow them down as they approach from all the different; on Minsi Trail and Route 113 approaches. Vehicles would also need to yield to the circulatory roadway so as vehicles traverse through here, the approaches would have to yield. There's also mountable curb for larger trucks within the circular, that's the grey area here, so this black is paving, right; this grey area would be mountable curb and that's on the inside. It's also at these two right hand corners where there are a little bit sharper turns. So that's not for vehicles; that's just for the trailers of trucks to be able to traverse through. If you look down here, we have what a typical section might look like so that's if you cut a line right through the round-a-bout; you know there's an 18 foot lane and that's hard to see for some of those in the audience but it's an 18 foot lane, truck apron, there's this center island which is just really an area for rock or landscaping or something along those lines. Also, here, there's these orange dash lines and that's a little hard to see, but that's the existing edge of roadway; is these orange dash lines here. So there is widening taking place at kind of the four quadrants of the intersection to accommodate a round-a-bout. So this is just kind of a rendering of what it would look like. It has a lot of the similar information, just a different view as the previous slide. Again, splitter islands to deflect traffic and slow them down. Vehicles would yield, circulating the roadway. There's a truck apron for larger trucks and any passenger car or box truck or school bus; they would be able to maneuver the intersection on the paving. Again, the truck apron is just for the trailers of larger trucks to be able to operate and get through the intersection. We also took a quick high level look at how this would look during

Exhibit A

construction right when it's being built. We kind of broke it down into three main phases just from our preliminary look at everything. You know, stage one is this blue hatching up here so the north side of Minsi Trail would be closed, 113 would continue to flow, south side of Minsi Trail would be open and, it's hard to see, but that's, there's different colors for these different detour routes for each stage and this here is this blue route and that's basically using 113 and 313 when the north side is closed. We would then get to stage two where we would flip and the south side of Minsi Trail would be closed, 113 would continue to flow, and the north side of Minsi Trail would be open, and that's really using Dublin and 313 for that detour route. And then it is just completing the puzzle, the area in between and that would have a detour route of 113 and that's using Blooming Glen to Creamery and back to Dublin and 313. We also just did a quick look for stage three, there might need to be a truck detour just due to some of the maneuvering along the detour route and just a high-level look, that would be 113 to 309 to 563 to 313. So we're here to receive feedback, answer questions, get input around the project. We are looking at scheduling a more open house type meeting for this Fall to get continued input from the public around this project as we keep moving design and our studies forward. And with that, I will open it up to questions.

Jack McIlhinney

Well, you probably don't know that for the last seven or eight years, the Board of Supervisors here has tried to have a traffic light installed at that intersection, paid for by the Township through the funds from the developer and we've been turned down by the State every time we've asked. So why is this better than a traffic light considering all of the accidents that we've had there already in this eight-year period, considering the four accidents we've had in the last four weeks.

Nathan Parrish

Yeah, so I know for this project, we did look at signal warrants for the intersection and it currently doesn't meet warrants for a signal. So I guess that's at least our first step there is that, based on the volumes at the intersection and the movements, is that it doesn't meet warrants for a signal.

Jack McIlhinney

So, this is obviously a lot more expensive than putting a signal in.

Nathan Parrish

Um, they are more comparable than you think. Like I've had recent projects where we're adding signals or modifying signals, there was already a signal there, and we're modifying a signal adding left turn lanes, and they're coming in not too far off from a round-a-bout. And part of that's due to because signaling equipment has, and I'm sure you know from maintaining them, is very expensive now. Also too there's widening. You know, the round-a-bout itself at the intersection is larger but if we added left turn lanes and did widening on approaches, that's a more linear impact.

Exhibit A

Jack McIlhinney

Well, looking at your maintenance agreement that you are demanding that we would sign for this, we're responsible for 100% of everything and anything that goes wrong. That's what your standard maintenance agreement calls for. Anything; concrete, asphalt, it's our problem.

Nathan Parrish

Now the maintenance agreement for round-a-bout is similar to, I think, to a signalized intersection where PennDOT's responsible for the roadway but, like a striping, landscaping in the median island, which is flexible as to what goes in there. I think those types of items are the responsibility of the Township.

Jack McIlhinney

Okay. If you say so. That's not the way your development agreement reads. Believe me.

Nathan Parrish

We can definitely check that.

Jack McIlhinney

We're responsible for everything including all of the liability that goes wrong if anything goes wrong. So I also noted, I guess you've been out to the site, so when you come off of 113 coming from 313, there's a curve in that road and you're going downhill towards Minsi Trail. And I come down Minsi Trail quite often, and if you're not looking over your left shoulder and ready to hit the gas, you can get run over pretty easily. So, I don't know how your gonna stop the trucks from coming down that road. And after they get about the round-a-bout with all your little edges and curbs and things, how they gonna get across the bridge when the other guy is coming the other way; cause there's not enough room for two large trucks.

Nathan Parrish

Currently, on the bridge, there isn't?

Jack McIlhinney

No. If you're in a regular car and you have a truck you have a hard time squeezing through. It's pretty scary.

Nathan Parrish

And that bridge was re-done somewhat.

Jack McIlhinney

And that was PennDOT's design.

Exhibit A

Nathan Parrish

Well this project and this scope of work doesn't have any modifications to the bridge. We're not able to touch the bridge itself.

Jack McIlhinney

So we're all going to be going around there and all the trucks are going to be coming in and out and there's no modifications.

Nathan Parrish

To the bridge, no.

Jim Groff

That's pretty tight. I mean, it basically was a replacement in kind I would say for that bridge with respect to the width and things like that.

Nathan Parrish

Gotcha. And it's not the answer you want to hear but I wasn't involved there, and I can't; you know so it's hard for me to see.

Jack McIlhinney

Oh, yeah, but you're the messenger.

Nathan Parrish

I completely understand what you are saying. And I understand the concern over the bridge width. I mean, one advantage is that vehicles will be slower as they exit the round-a-bout to that structure so it might help when the round-a-bout is installed to slow them down so they're not barreling down 113 at 55 or 60 miles an hour.

Jack McIlhinney

Well we can slow them down with a traffic light also.

Nathan Parrish

Well, that goes I guess back to my earlier comment on that where it didn't meet warrants and round-a-bouts, through studies both at PennDOT and at FHWA, shows significant improvements in safety through the construction of round-a-bouts. And there are more of them in the state now and many more in design that are in the pipeline.

Jack McIlhinney

I know you are aiming to be the number one round-a-bout state, aren't you?

Nathan Parrish

No I just work on projects in this area, but I know the overall state has done studies.

Jack McIlhinney

I certainly don't understand how you can proceed with any of this until you figure out what you are going to do with the bridge.

Nathan Parrish

I mean, I would envision a hard time seeing PennDOT go back and update that bridge. Also, for this project, since it was just redone, this project has a 100% Federal Safety Funds attached to it which also gives us some restrictions as to what we can do. So, anything we do has to be for improving safety at this intersection. It can't be used for other types of improvements and that money; I've never seen allocated towards bridges.

Jack McIlhinney

Well, we had an aversion in this Township because we recently went through the Rickert Road bridge and the Mill Road bridge; each of which took ten years for the Federal Government and the State to get out of our way. So that's what we are looking forward to when we deal with them again.

Jim Groff

We all heard warrants, you know, it doesn't meet the warrants. Precisely what does that mean.

Nathan Parrish

So there's a few conditions. So there's; it's basically the number of vehicles traveling through the intersection for like a four hour/eight-hour period. And also there's also a peak hour warrant. So there's eight different warrants but the main ones are peak hour warrant, a four-hour warrant, or an eight-hour warrant. And that's really based on the volumes traveling through the intersection during those time frames. And based on the volumes at this intersection, it's not meeting the warrants for a signal.

Jim Groff

Have those warrants changed since the State has decided to put more round-a-bouts in recently. Has that number changed? Has it always been the same with respect to a traffic light vs round-a-bout?

Nathan Parrish

No, it has stayed the same. And that warrant is just to determine if a signal is warranted. It's not comparing it to a round-a-bout. It's just a signal warrant. Like if you had a developer coming in to put in a grocery store or whatever it might be, they would need to do those warrants for their driveway to see if it meets the peak hour, four hour, you know those different warrants. And that's what would determine if they need to put a signal in. It's a similar situation here.

Exhibit A

Jim Groff

Is that something that can be discussed? Is there ever any wavering on that with respect to the amount of warrants? Obviously, there's people in this room here that are concerned about the round-a-bout. Do they have any say in respect to this; whether it's a round-a-bout or not?

Nathan Parrish

Well, the warrants are typically not waived from. But we're looking at it. And this project, it has to meet the safety perspective. That's the main focus of the project and that's what the round-a-bout is showing. The signal is not showing the same safety benefit as a round-a-bout and that's partially due because speeds will be maintained on the road. The round-a-bout will slow vehicles down. And you know, also think about it, as you come to the intersection, you've got vehicles from the side, you've got vehicles that are crossing left in front of you, and that was my comment around the conflict points. And I don't have a good figure of it, but you know, the conflict points from a signal basically where two vehicles might cross, is significantly more than a round-a-bout and in PennDOT's experience, there is typically, people aren't in favor of a round-a-bout when they first see it. But what they're finding, is when they go in, there's an adjustment period and then people adjust to it, and become accommodated and they operate well, keep people safe and PennDOT doesn't hear as many complaints after that.

Jim Groff

So it's a calming measure basically is what you're saying to calm the traffic down?

Nathan Parrish

Yes, and also too, with the angle, you won't have vehicles shooting across the intersection or trying to turn right. As vehicles are traversing on 113, they would be slowed. You'd have to yield to the roadway; you would only have to look to the left to make your decision and that's really the only decision you would make once you get to the round-a-bout. It's just that decision to enter or to yield to the circulating roadway.

Jim Groff

Ok, and I have one more question. The house there on the southeast corner, what is the distance with respect to the proximity of the house to the current orange line of the road.

Kevin Rice

Just off of memory, it was like about 27 feet from the edge of pavement to the new edge of pavement.

Nathan Parrish

On that corner, so 27 feet is the approximate number and that's from the existing to the proposed edge of paving. There would obviously be grading that would happen because the house sits up and there's a slope there now. There would be grading to tie back into the existing slopes. I was talking to the property owner today about the project.

Caleb Torrice

So this is my first PennDOT project with you guys. These guys have said a lot, but I agree, everybody in the room thinks something has to be done, and I'm actually a fan of round-a-bouts, but this location for a round-a-bout just doesn't make sense to me. As Jack said, that blind corner coming from 313 with a truck slowing down going down a hill fully loaded, I sure would not want to be in that round-a-bout when that happens. But, more so, if you have two tractor trailer trucks getting off, continuing on 113, it's not a one lane bridge but it's certainly a one and a half car lane bridge and if they stop, blocking that round-a-bout, I don't see how traffic is going to flow through it. So, just to echo what Jim and Jack said, it just doesn't seem to make a whole lot of sense. Now as a Supervisor, I don't know what our options are dealing with PennDOT. Do we have the right to suggest other options? I mean how does this work?

Nathan Parrish

So I mean if the Township, if all of the Supervisors are saying they don't want a round-a-bout, I would have to discuss that internally at PennDOT. As to how that would handle, you know what that approach would be and what the next steps would be. I would just say that there's specific funds allocated to the project to improve safety and we don't want to lose those funds cause they might not come back. So they're allocated there. There's a plan to improve safety if for some reason it delays or it's decided not to move forward, those funds can go away as, again, the nature of this funding for safety, it's also monitored by FHWA, and if we're not spending the money fast enough, they start taking money away from the State.

Caleb Torrice

I would rather build the project because it makes sense rather than because we have money for it.

Nathan Parrish

Absolutely. And that's why we're really going back to what the experience is been from the FWHA studies, PennDOT studies, our analysis on this intersection where it's gonna to show a significant safety improvement. And we have looked at site distance around the intersection, how vehicles would maneuver through it, and that all is checking out at this point.

Jack McIlhinney

If the Supervisors do not agree with you and do not want to proceed with the project, do we then get our traffic light?

Nathan Parrish

I would say it doesn't meet warrants, so I don't think PennDOT would agree to put a signal there.

Exhibit A

Jack McIlhinney

It's a funny thing about warrants; they seem to be able to put traffic lights every other block because somebody built a shopping center or built a housing development or a apartment complex. Suddenly there's warrants for traffic lights but when we need something from the State, as a community, we can't get it. I don't have too much faith in the ability of warrants.

Jim Groff

Nate, when did you say you're going to have the Open House? Probably in the Fall?

Nathan Parrish

Yes, in the Fall.

Caleb Torrice

One more quick question, Nate. For a truck, you're a 15-mile detour... is that a dump truck or is that just tractor trailer trucks?

Nathan Parrish

That's mainly tractor trailers.

Caleb Torrice

So dump trucks could still go to the quarry that's right there.

Jim Groff

That's a hell of a detour.

Nathan Parrish

And that's why we'd really want to limit that to trucks. We're not looking for regular cars to do that route. That would just be larger trucks.

Jim Groff

One more thing if I could... how long to do something like this?

Nathan Parrish

This would be done in one construction season so we're probably looking at, and we haven't fully vetted that out, but we're probably in the six months or under range for when a contractor is on board running through the initial stages. There wouldn't be six months of detours. Each stage would vary and the main one that I look at is the Route 113 detour and how long that would be. If we're constructing a round-a-bout we would really look to do like accelerated concrete where we could kind of limit how long those curing durations might take and impact how long the detour would be in effect. So I would think, and this is just ballparking so it would obviously change, but something in the neighborhood of like 30 days maybe for the 113 detour to get in there, do the work, and get out.

Jim Groff

I'm sure those questions come up at the open house and was just curious while you were here, that's all.

Jack McIlhinney

Well, on a lighter note, this Township, Hilltown, is fairly close to New Jersey and we have a lot of refugees who escape from New Jersey and move here and now you're gonna have circles here that they're not use to; they tried to get away from them.

Nathan Parrish

Is it okay if I make a comment on that. So, the New Jersey traffic signals, or circles, are not the same as these round-a-bouts that we're designing nowadays. They were designed, obviously, years ago. They're actually designed to operate at higher speeds, typically. They're a lot larger than this round-a-bout here. As vehicles enter, there isn't as much deflection and it's more of like a merge condition than a yield condition. So they're not the same.

Jack McIlhinney

I realize they're not the same. But, you know, if you're coming from New Jersey, you might have this psychological disadvantage of when they see the circle that they don't want to go around.

Jim Groff

That's all I have Jack.

Jack McIlhinney

That's all I have.

Caleb Torrice

Thank you.

Nathan Parrish

I appreciate your time. Thank you.

Jim Groff

Thanks.

Jack McIlhinney

Thank you. We'll see you in the Fall, I guess.

Nathan Parrish

Yup. Thank you.