

Public Hearing
Motor Freight Terminal Conditional Use Hearing #6
January 9, 2008

The North Middleton Township Supervisors held a continued public hearing on January 9, 2008 at the Township Municipal Building, 2051 Spring Road, Carlisle PA. Chairman Richard A. Bucher called the hearing to order at 6:30 p.m. Board members present Vice Chairman Robert Shearer, Supervisor Harry Kelso, Supervisor Dennis Hurley, Supervisor Robert Reisinger, Solicitor Mark Allshouse, Manager Deborah Ealer and Recording Secretary Dana A. Billet.

Visitors: See attachment.

The Pledge of Allegiance to the American Flag opened the meeting.

Chairman Bucher reminded the audience members of the meeting decorum.

Chairman Bucher ask if the Board and Attorney's wanted to set additional dates for the hearing. Dates are already scheduled for January 16 and January 29. Supervisor Shearer stated that he will be out of town February 25 through February 29. Discussion was held regarding the dates for upcoming meetings. Additional dates for the continuation of the hearing are: Monday, February 4 at 6:30pm; Wednesday, February 20 at 6:30pm; and Monday, March 3 at 6:30pm.

Chairman Bucher ask if there was any additional administrative items. The Board stated there were not. Chairman Bucher asked if there were any additional comments. There were none.

Chairman Bucher turned the hearing over to Solicitor Allshouse. Solicitor Allshouse stated that the hearing would end promptly at 9:00pm.

Applicant's Testimony - Jay States

Jay States was sworn in by the court reporter. Mr. Lucas ask what Mr. States occupation was. Mr. States stated that he was a traffic engineer. Mr. Lucas ask by whom he was employed. Mr. States stated he was employed by Grove Miller Engineering. The office is located at 5600 Derry Street in Harrisburg. Mr. Lucas ask if he was a licensed engineer in the state of Pennsylvania. Mr. States stated he was. Mr. Lucas ask Mr. States to review his background. Mr. Lucas entered exhibit A23 which is Mr. States resume.

Mr. Lucas ask if Mr. States has prepared any traffic impact studies for any projects in North Middleton Township. Mr. States stated he prepared studies over the last 2 to 4 years for the Shillington Development, Bennington Square and Shaffer Park.

Mr. Lucas ask if the methodology used in preparing those studies was accepted by the township. Mr. States stated they were.

Mr. Lucas ask that Mr. States be recognized as an expert as a professional engineer, specializing in traffic engineering familiar with preparing or dealing with traffic impact studies. Solicitor Allshouse ask if Mr. Moore had any objections in Mr. States being offered as an expert. Mr. Moore and Mr. Wolf stated they did not object. Solicitor Allshouse stated Mr. States would be accepted as an expert.

Mr. Lucas ask if Mr. States was familiar with the application and the property for the proposed use, the site plan which is exhibit A4, the area surrounding the site which is exhibit A3, the area of exit 44. Mr. States stated he was.

Mr. Lucas ask if Mr. States prepared the traffic impact study dated July 2007 which is a part of Township Exhibit 7. Mr. States stated he did. Mr. Lucas ask if he prepared a supplement to that study dated November 2007, Exhibit A24. Mr. States stated he did. Mr. Lucas ask if he prepared the study dated January 2008, Exhibit A27. Mr. States stated he did. Mr. Lucas stated copies were provided to the Township, Mr. Moore and Mr. Wolf. Mr. Lucas read from the Township Zoning Ordinance, section 204, subsection 109 (Motor Freight Terminals), subsection M which refers to section 204-45, the required traffic impact report. Mr. Lucas ask if Mr. States prepared his traffic impact study in accordance with section 204-45. Mr. States stated he did. Mr. Lucas ask if he took into consideration section 180-43, which is titled Traffic Impact Studies, from the Subdivision Land Development Ordinance. Mr. States stated he did. Mr. Lucas ask if in preparing the studies is that the same methodology. Mr. States stated it was.

Mr. Lucas ask regarding the supplement dated November 2007 and the reason the January 2008 revision was done. Mr. States stated the November 1 was done to provide additional information that was not included in the July 2007 study. Mr. States received some comments from the township's consultant and they wanted to clarify some trip generation from the site. The original study utilized the ITE Trip Generation Manual and a Truck Terminal Land Use. That land use provided an overview of our truck terminal facilities. After discussions with the township's consultant and discussions with our project team it was determined that it may not be the appropriate source to use. Traffic counts were completed at three (3) similar facilities in the Carlisle area to determine trip generation rates for similar facilities. Mr. Lucas stated that in the January 2008 revision all intersections within one mile were included even if they weren't in the township. Mr. States stated that was correct. Mr. Lucas stated the questions that were raised by the Township Planning Commission and by Mr. Cullison were addressed in the January 2008 study. Mr. States stated that was correct.

Mr. Lucas reviewed the Traffic Impact Study of January 2008, which is Exhibit A27. Mr. Lucas added that there is a section labeled Turning Movement Peak Period Counts. Mr. Lucas ask what that was. Mr. States stated they were actual counts that were conducted at intersections that they were ask to analyze. The majority of those counts were taken from previous studies that they had worked on in the Township. They did conduct a new traffic count at Newville and Meadowbrook Roads. Mr. Lucas stated the section labeled Average Daily Traffic Volume Figures contained traffic on some of the roads. Mr. States stated that was correct. Mr. Lucas stated the Traffic Projections pertained to other facilities such as LogistiCenter and Shillington. Mr. States stated that was correct. Mr. Lucas ask regarding the Traffic Growth Rate document provided by PennDot. Mr. States stated that was correct. Mr. Lucas ask regarding the Traffic Projections, Intersection Movement Key and Spreadsheets. Mr. States stated it was the traffic volume spreadsheet to indicate for a reviewer or anyone interested to see how all the volumes from the existing counts projected at a growth rate adding in the additional development and how we arrive at some of those traffic volumes.

Mr. Lucas referred to pages two (2) and three (3) of the study, proposed conditions. He stated that under the Zoning Ordinance Section 204-109 there is a provision dealing with subsection D, Access drives. Mr. Lucas ask if the site plan complies with that section. Mr. States stated it did. Mr. Lucas read the section. Mr. Lucas put up Exhibit A4 and ask if Mr. States was aware of changes to be made to the plan. Mr. States stated that on A4, the western portion there will be an opportunity for drivers to re-circulate through the lot, if they are heading west on the internal roadway, they can travel south to get back to go east instead of going out the gate and circulating back through the entrance gate. Mr. Lucas stated that would eliminate some trailer spaces and give an area for the trucks to turn around. Mr. States stated that was correct. Mr. Lucas ask if there was a change regarding the emergency access. Mr. States stated the change is to eliminate some spaces to the south of the emergency access driveway is and would permit emergency vehicles to travel south from the Newville Road to access the property on the southern side of the site. Mr. Lucas reviewed the primary driveway that is

400 feet in length. The requirement under the Zoning Ordinance section 204-109E, "*any gates or other barriers shall be set back at the entrance, shall be set back and arranged to prevent vehicle backups on to adjoining roads during peak periods*", did you review this gate and the location and whether it complies with that section. Mr. States stated it would comply.

Mr. Lucas stated in the January 2008 revision all major intersections within a one mile radius of the property were included in the study. Mr. Lucas stated that initially not all the intersections were included. Mr. States stated that due to the municipal boundary lines they didn't feel it necessary to include intersections in the Newville and Orange and Ritner and Orange because it was in the Carlisle Borough as well as the intersection at Ritner Highway and Allen Road in South Middleton Township. Mr. States stated in the January 2008 revision they were included.

Mr. Lucas reviewed page 4, Trip Generation. Mr. Lucas questioned Mr. States in regards to the July 2007 study and the trip generation. Mr. States stated it was based on information provided in the ITE Trip Generation Manual. Mr. Lucas ask if that is what is required by Township Ordinance.

Mr. States stated it was. Mr. Lucas ask what was the anticipated average weekday volume for the use based on that amount. Mr. States stated that the average daily traffic volume was projected to be 1,310 vehicles per day. Mr. Lucas stated that was based on the acreage of the site. Mr. States stated that was correct. Mr. Lucas stated that was using sixteen (16) acres. Mr. States stated that was correct. Mr. Lucas stated the actual acreage is 17.5 and did Mr. States calculate what it would be under the 17.5 acres. Mr. States stated they did a run based on the 17.5 acres and it would increase to 1,437 trips per day. Mr. Lucas stated Mr. Cullison requested actual counts of the local facilities instead of using the ITE Manual. Mr. States stated that was correct.

Mr. Lucas stated that this was done using the November 1 supplement. Mr. States stated that was correct. Mr. Lucas stated that in the November 1 supplement there are actual counts. Mr. Lucas ask what three (3) facilities were the counts done at. Mr. States stated they did actual counts at Carlisle Carriers in Hampden Township, Heartland Express in Middlesex Township and Knight Transportation in Middlesex Township. Mr. Lucas ask when the trips were calculated, what was the average based on those facilities. Mr. States stated the average daily traffic volume was 624 trips per day. Mr. Lucas clarified that would be 312 coming in and 312 coming out. Mr. States stated the acreage was used for the count at the three (3) facilities. Mr. Lucas stated there was some concern regarding the uses at the other sites. Mr. States stated that instead of using the acreage, because some of the facilities, specifically Knight Transportation and Heartland Express have onsite facilities for fueling and repairs, whereas Carlisle Carriers lot 2 is strictly parking they did trip generation estimates based on trailer space. Mr. Lucas clarified that they used the number of parking spaces instead of acreage. Mr. Lucas ask based on the trip per space determination what was the number. Mr. States stated that based on Carlisle Carriers using the facility 100% the amount of trips would be 520. Mr. Lucas stated this is from the Carlisle Carriers lot 2 facility.

Mr. Lucas ask about Traffic Projections referred to as PennDot Growth Data. Mr. States stated that PennDot prepares and publishes an annual traffic volume data documents that considers trends and increases in traffic volume for different types of roadways and different counties. PennDot requires them to use table 371 from the study which represents a certain growth rate per year. Current year is 2018.

Mr. Lucas discussed the traffic analysis for the intersections which were done in 2007. What is the difference between the 2018 build and no build. Mr. States stated no build is without the proposed development and build would be the traffic from this development would be included.

Mr. Lucas stated there was also a Queing Analysis for each intersection. Mr. States stated it is an analysis for signalized intersections. Mr. Lucas ask why it is used just for signalized intersections. Mr. States stated it is to determine an auxiliary lane requirement. Whether an intersection with a left or right turn lane and how it can accommodate future traffic volume. Mr. Lucas said it basically determines how far back from the intersection you have to be.

Mr. Lucas reviewed the Left Turn Analysis. Mr. States stated it was done to see if a left turn lane was needed west bound on Newville Road.

Mr. Lucas stated there was a right turn evaluation done. It was done to determine whether a right turn lane would be needed from the Newville Road into the site driveway.

Mr. Lucas reviewed the Site Distances. Mr. States stated that it was within the requirements.

Mr. Lucas reviewed the Accident Analysis. Mr. States stated they can't discuss or indicate any accident history along the Newville Road. A municipality may contact PennDot to get the information. Mr. States also stated the local police department would have the information.

Mr. Lucas reviewed the Intersection Discussion. Mr. States reviewed the am and pm peak hours. He stated the peak hours are 7 to 9am and 3 to 6pm. Mr. Lucas stated information was available for intersections at Newville Road and Meeting House Springs Road, Newville Road and Allen Road. Mr. States stated the Newville and Allen Road information was bigger because it is signalized.

Mr. States stated that in order to obtain level service D or better the east bound approach should be widened to provide an exclusive right turn lane at the intersection of Newville and Allen Road. Mr. Lucas stated that would be required without this development. Mr. States stated it would be.

Mr. Lucas reviewed the analysis of Newville and Allen Road. Mr. States stated that the Newville Road east bound approach the recommendation would be 300 feet because it would be a new lane.

Mr. Lucas then reviewed the analysis of individual intersections. The first one is Ritner Highway and Allen Road located in the Borough of Carlisle. In the analysis Mr. States provided the improvements by PennDot, those are the Exit 44 improvements that go up Allen Road that go to or past the Ritner Highway intersections. Mr. Lucas ask if Mr. States knew if there was a schedule for these improvements. Mr. States stated the current schedule is the 2009 and 2010 construction season.

Mr. Lucas reviewed Orange Street and Newville Road, located in the Borough of Carlisle. Mr. Lucas ask if there was any difference between the 2018 build and no build. Mr. States stated there was not.

Mr. Lucas reviewed Ritner Highway and Orange Street, located in the Borough of Carlisle. Mr. Lucas ask if there was any difference between the 2018 build and no build. Mr. States stated that this included the recent upgrades to this intersection and there was no difference.

Mr. Lucas reviewed the Newville Road and Meadowbrook Road. Mr. Lucas ask if there was any difference between the 2018 build and no build. Mr. States stated there was not.

Mr. Lucas reviewed the Left Turn Evaluation. Mr. States stated the study is based on the speed limit. The analysis considers the left turns, the opposing traffic volume and the left turn percentage. The percentage was calculated to be .9% of traffic heading west on the Newville Road would be accessing the site. The analysis states that if more than seven (7) vehicles turning left into the site then a left turn

lane should be required. The criteria is seven (7) vehicles per hour with two (2) left turns in the peak hour therefore the criteria is not satisfied.

Mr. Lucas reviewed the Right Turn Evaluation. Mr. Lucas stated this was used to determine whether a right turn lane for east bound traffic. Mr. States stated that the amount of right turns in the am/pm peak hour is twenty-eight (28) turns. Mr. States reviewed graphs that are in the traffic study. Mr. States stated that the amount of right turns entering the site, which is twenty eight (28), and that value is plotted versus the approach total which comes to 381. Mr. Lucas ask where the charts come from. Mr. States stated they are provided by PennDot.

Mr. Lucas reviewed the Site Distance Evaluation. Mr. States stated it summarizes the site distance requirements and their field measurements per PennDot Publications 282 which is the Highway Occupancy Handbook. Basically, they look to the left and right of the proposed driveway where a vehicle would exit and this site shows they have over 600 feet and the requirement is 383 feet. Mr. Lucas stated that is for the primary and emergency access driveways. Mr. States stated it was. Mr. Lucas stated that in Zoning Ordinance 204-45 and 180-43 of the Subdivision Ordinance, is there any other standard for site distance evaluation. Mr. States stated it was accepted.

Mr. Lucas reviewed the recommendations made by Mr. States. Mr. States stated his first recommendation is to place a stop sign for traffic exiting the driveway to access the Newville Road. The second recommendation is that the intersection design should accommodate truck turning movements. The third recommendation is to provide that one entering and one exiting lane should be provided. The fourth recommendation is that the driveway would fall under the PADOT low volume driveway permit.

Mr. Lucas reviewed the recommendations made by Mr. States for the emergency site driveway. Mr. States stated that a stop sign should be provided for any emergency vehicle exiting that location and a cart way width large enough to accommodate an emergency services vehicle. Also, this would fall under the PADOT minimum use driveway permit.

Mr. Lucas review correspondence between Grove Miller Engineering and Trans Associates which are a part of exhibit A27. Mr. States stated that Trans Associates made comments for the property and he responded to those comments.

Solicitor Allshouse stated that there is a discrepancy in his book. He ask if Mr. Lucas could provide him with a corrected book since he is in charge of the exhibits for the hearing. Mr. Lucas stated he would check into it.

Solicitor Allshouse ask Mr. Moore if he had any questions of the witness. Mr. Moore ask what the final projection of the trip generation. Mr. States stated it was 630.

Mr. Moore ask regarding the queing at the gate – traffic entering through the gate the time is one minute. Mr. States stated one minute was correct.

Mr. Wolf stated that in the initial methodology submitted to the Township based on the ITE estimated 1310 trips based on 16 acres and 1437 trips at 17.55 acres. Mr. Wolf ask if this was correct. Mr. States stated it was. Mr. Wolf stated that the methodology has now changed and Mr. States is submitting, based on the other three (3) facilities, that the number has been reduced to one-half. Mr. States stated that was correct.

Mr. Wolf referred to the Subdivision Land Development Ordinance 180-43 subsection D deals with the contents of the study and subsection 2 talks about the transportation impact. Mr. Wolf stated in subsection 1 states that vehicular trip rates to be used for this calculation shall be obtained from the trip generation table found in the latest edition of the Institute of Transportation Engineers Trip Generation Manual. Mr. States stated that was correct. Mr. Wolf ask if that is where the 1437 trips came from. Mr. States stated it was. Mr. Wolf stated that according to Mr. Peters and Mr. States calculations are 630. Mr. States stated that was correct.

Mr. Wolf referred to page five (5) of twenty six (26) in exhibit A27. Footnote number 1 – estimated as 63 pm peak hour trips times ten (10). Mr. Wolf ask why that the number ten (10) was used. Mr. States stated that value is used as a basis for when we generate when we estimate, we don't have a specific average weekday count so they use a factor of ten (10).

Mr. Wolf ask in their evaluation the other Carlisle Carrier site, Knight Transportation and Heartland Express, they were not evaluated on a twenty-four (24) hour basis. Mr. States stated counts were conducted at peak hours. Mr. Wolf ask if they were done on more than one day. Mr. States stated they did one day counts are each facility. Mr. Wolf ask what days of the week the counts were done. Mr. States stated that Carlisle Carriers lot number 2 was done on Wednesday, October 10, 2007; the count at Knight Transportation were conducted on Monday, October 15, 2007; and the count at Heartland Express were done on Tuesday, October 16, 2007. Mr. Wolf ask if the were all manual counts. Mr. States stated they were.

Mr. Wolf stated the methodology was based in part on by Mr. Peters testimony. Mr. States stated that was correct. Mr. Wolf stated that exhibit A26 there are certain lines that are underlined are the ones that you made your assumptions based on that testimony. Mr. States stated that was correct.

Mr. Wolf ask if the study does not take into account empty trips or trips by a truck without a trailer attached. Mr. States stated it does include that information.

Mr. Wolf ask how familiar Mr. States was with the operations at night at Carlisle Carrier Lot 2. Mr. States stated he was somewhat familiar. Mr. Wolf ask if Mr. States knew if those facilities all operate the same type of service with resident power that jockeys trailer to warehouse for over the road, basically as a stop over for an over the road trailer. Mr. States stated they are representative of that operation.

Mr. Wolf ask if those other sites allow operators who are out of their hours for DOT purposes let them remain on the site. Mr. States stated he was not aware.

Mr. Wolf ask if the site selection was made by Carlisle Carriers or Mr. Shepley. Mr. States stated that they looked to Carlisle Carriers for direction. They were presented to and confirmed by the township consultant as applicable uses.

Mr. Wolf ask regarding the traffic projections and the Trans letter of January 9, 2008. Mr. Wolf ask if Mr. States had reviewed the information. Mr. States stated he have an opportunity to review it briefly.

Mr. Wolf ask regarding the traffic and highway capacity analysis – do you take the raw data and put it into a program to analysis it for them. Mr. States stated they did. Mr. Wolf ask if when it analysis's the data does it transfer the number of heavy vehicles, does it give you a passenger car count. Mr. States stated it does not.

Mr. Wolf ask in calculating the need for a right turn lane, a truck entering the site, is there anything in the study that provides an auto turn analysis on whether or not that truck can make the right turn into the site remaining in the lane. Mr. States stated no. Mr. Wolf ask if a truck can turn right without entering into either the east bound oncoming lane or the exiting site driveway. Mr. States stated as part of the HOP process PA DOT will require that the truck turning movements are sufficient so they don't impact opposing travel lanes. Mr. Wolf ask if they have done that analysis yet. Mr. States stated they have reviewed some of the truck turning movements and at the site drive way.

Mr. Wolf ask if there was any way they could break down how many tractors going in and out are empty. Mr. States stated he could not do that.

Mr. Wolf ask in regards to the data collection. Manual counts were used and some you used 2005 existing numbers. Mr. States stated if they used a count from 2005 the projected the numbers up to 2007. Mr. Wolf ask what intersections had 2007 counts and what intersections had 2005 counts. Mr. States stated that Newville and Meadowbrook Roads and Ritner Highway and Allen Road were counted in 2007. The intersections that they used 2005 counts were Newville and McClures Gap Road, Newville and Allen Road, Newville and Meeting House Springs, Orange Street and Newville Road, and Ritner Highway and Orange Street.

Mr. Wolf ask regarding the right lane evaluation. Mr. Wolf stated the recommendation is that a right turn lane is not required. Mr. States stated the analysis, the charts and procedures are the same as what was done for recent projects. Mr. Wolf ask if PADOT does look at other methods providing a different prospective on right turn. Mr. States stated he has not used any other method.

Mr. Wolf stated he had nothing further.

Supervisor Hurley ask on the justification of the trip counts. If the other method of 1400 trips would have been used would your recommendations changed. Mr. States stated that without doing that study he couldn't comment. Supervisor Hurley stated that this is going impact the area greatly and he thought they should have taken a worse case scenario. Supervisor Hurley stated that there are more warehouses and more trucking coming into the area and he was very disappointed that they were more information put on other intersections.

Supervisor Kelso ask when the counts were taken in 2005, how were they done. Mr. States stated they have traffic technicians sit in their car doing manual counts from 6:30am to 9:30am and from 3:00pm to 6:00pm.

Supervisor Kelso ask regarding the 15 minutes in some of the tables. Mr. States stated every 15 minutes the information is downloaded to the electronic count boards. The peak hour could occur from 7:15 to 8:15 so that's why they do it in 15 minute increments.

Supervisor Kelso ask if anyone takes into account he difference between a truck and a car. Mr. States stated they apply truck percentage.

Supervisor Kelso ask when a truck accelerates out and makes a left hand turn how long does it take that truck to get to 45 mph. Mr. States stated he did not know.

Supervisor Kelso ask where they got the numbers from Figure 4, 2007 existing pm peak hour traffic volume. The numbers are 367 going west bound and the 191 going east bound. Mr. States stated they look at McClures Gap and Newville Road and if you see the 361 going west and the 6 coming south bound, the 361 and the 6 equal the 367. Supervisor Kelso stated if you add the numbers up you come

up with 558 per hour. Mr. States stated 558 is two way traffic on the Newville Road. Supervisor Kelso stated if you divide that number by 60 you come up with 10 vehicles per minute or one every six seconds. Supervisor Kelso stated they are going to move trucks out of the facility with no trouble at all. Mr. States stated the analysis stated there should not be a problem.

Supervisor Kelso reviewed Figure 10, which is 15 per minute and one every 4 seconds. Supervisor Kelso ask with vehicles going by every 4 seconds is it going to be safe to get out. Mr. States stated the analysis stated it would be. Supervisor Kelso ask if it wouldn't be safer for a right lane to be safer. Mr. States stated he didn't know if it would be safer. Mr. States stated it would be safer if it was signalized it would be safer.

Supervisor Kelso ask if Mr. States would be subject to recall. Solicitor Allshouse stated if the Board wants him to be.

Supervisor Reisinger stated he had no questions.

Supervisor Shearer stated he would hold his questions until after Mr. Cullison of Trans Associates testified.

Solicitor Allshouse ask if there were any objections to the Boards ability to recall Mr. States after Trans Associates. No one objected. Mr. Lucas stated he doesn't think he will have any questions for Mr. Cullison. Solicitor Allshouse stated Mr. Lucas named Mr. Cullison as a witness and he can call him to question him. Solicitor Allshouse stated everyone should review the January 9th letter and that will be discussed at the next hearing.

Supervisor Bucher ask regarding a traffic signal and how it could be less safe. Mr. States stated it could provide a safer access but there could be some rear end accidents. Supervisor Bucher stated he has a hard time understanding that. Supervisor Bucher stated he will save his questions for after Mr. Cullison testifies.

Solicitor Allshouse ask for Mr. Lucas to bring him a revised copy of A27 to the next hearing.

Discussion was held regarding Mr. Lucas' next witnesses.

Supervisor Bucher reminded everyone the next hearing is January 16 at 6:30 p.m.

Adjournment

Chairman Bucher moved to continue the public hearing to January 16, 2008 at 6:30 p.m. Supervisor Shearer seconded the motion, and the motion carried.

The meeting was adjourned at 9:02 p.m.

Respectfully submitted,

Deborah A. Ealer
Township Secretary

Dana A. Billet
Recording Secretary