

MIDDLETOWN TOWNSHIP
DELAWARE COUNTY, PENNSYLVANIA

AGENDA

AT-LARGE: Christopher Stump, Carissa Ciuca, Steve D'Agostino

FIRST DISTRICT: Susan K. Powell

SECOND DISTRICT: Garrett Fails

THIRD DISTRICT: Cathleen Albertson

FOURTH DISTRICT: Leslie Campo

ENGINEER: Eric Janetka, Kelly Engineers

SOLICITOR: John F. Walko, Esq.

For the **Regular Meeting** to be held at **7:00 p.m.** on **Wednesday, April 15, 2026**, in the Township Building located at 27 N. Pennell Road.

1. **OPENING:** Pledge of Allegiance to the Flag
2. **APPROVAL OF MINUTES:**
 - A) DRAFT Township Council Minutes: February 18, 2026.
 - B) DRAFT Township Council Minutes: March 18, 2026.
3. **PUBLIC COMMENT: On items not listed on the Agenda.**
4. **REPORTS:**
 - A. Chair:
 - B. Committees: Land Planning Committee met on 4/15/26 to discuss adding an addition to the Casa Mia Restaurant Building.
 - C. Manager:
 - 1) Middletown Township Community Day is scheduled for Saturday, May 2, at Longview Park located at the intersection of N. Middletown Road (Rte. 352) and Rose Tree Road, 10 a.m. – 2 p.m.
 - D. Engineer:
5. **PUBLIC HEARING: N/A**
6. **OLD BUSINESS: N/A**
7. **COUNCIL WORKSHOP ITEMS:**
 - A. Review: Council Review of a Zoning Hearing Board Application:
 - 1) Application No. 2026-07: An application of Robert Keates for a property located at 1175 W. Baltimore Pike (Casa Mia Restaurant) seeking several variances for setback requirements, increase in impervious surface, and parking spaces to construct a 12'x43' addition, zoned C-2.
8. **ITEMS FOR APPROVAL:**
 - A. Consideration for Approval: Resolution 2026-10, America 250th Celebration.
 - B. Consideration for Approval: Resolution 2026-11, Township Traffic Calming Policy.
 - C. Consideration to Authorize: 2026 Township Road Paving Program to Moore Brothers Enterprises Ltd. in the amount of \$347,777.



John McMullan
Township Manager

MIDDLETOWN TOWNSHIP
DELAWARE COUNTY, PENNSYLVANIA
FEBRUARY 18, 2026

Minutes of the Regular Meeting of Township Council held on February 18, 2026, at 7:00 p.m. in the Township Building located at 27 N. Pennell Road.

Present: Leslie Campo, Carissa Ciuca, Steve D'Agostino, Bibianna Dussling, Garrett Fails, Susan Powell, Christopher Stump, John McMullan, Eric Janetka, Kelly Engineers, Mark D. Damico, Esq., Vince Visoskas, Chief Bill Rigby.

1. OPENING: PLEDGE OF ALLEGIANCE TO THE FLAG

Chairman Mr. Stump called the meeting to order at 7 p.m. and led in the recitation of the Pledge of Allegiance to the Flag. Mr. Stump reported Council met in Executive Session to discuss active litigation facing the Township.

Mr. Stump announced this is the last meeting of the outgoing Chairwoman Bibianna Dussling. Mr. Stump presented her with a Certificate of Service. Ms. Dussling stated it has been an honor to serve on Township Council. She came to serve in a unique way as an Independent. She stated she believes the residents are in very good hands with the current Council. They keep the best interests of the community in mind. She said Council is very lucky with the staff including Manager John McMullan, Vince Visoskas, the Township Engineers, and Public Works Department. She said after a storm, Middletown Township's roads are in much better shape than any of the surrounding communities. She tasked Council to trust the staff and the experts as they are their best resources.

2. APPROVAL OF MINUTES:

A. DRAFT Council Minutes - December 3, 2025.

Ms. Powell made a motion to approve the December 3, 2025 Council minutes. Ms. Dussling seconded the motion. The motion carried with a vote of 7-0.

3. PUBLIC COMMENTS:

Mr. Stump announced all public comments this evening will be limited to three minutes in duration. He also stated if residents have any complaints they can direct them to Council or Mr. McMullan. He stated at the last meeting a resident wanted to know who was above Mr. McMullan. Council is above Mr. McMullan, and the residents are above Council. Mr. Stump said some people will be happy when they leave this evening, some will not but we are all neighbors.

Ms. Lori Reynolds, 141 Hunting Hills Lane, stated she had a question about the traffic study that is being done for the proposed K-1 Learning Center. She spoke in November of 2025 about the time periods that are monitored and what the school did is not when the parents will be coming and going. She asked if this information was transferred to the school district for the monitoring to be between 7am - 9am and 4 pm - 6 pm. Mr. McMullan stated this information was passed on to the school district. She stated at the January school board meeting, they still had the other times and did not make any mention of the revised time. Secondly, she asked about the multi-sport complex which will impact evenings and weekends and if the Township has seen any traffic studies for this. Mr. McMullan answered "no," they haven't received any information. He added there have been PennDot scoping meetings,

but the Township has not received any more information.

4. REPORTS

A. Chair: NONE

B. Committees: Roads, Highways, and Public Safety Committee met on 2/18 for review of the Public Safety Report and to discuss developing criteria for a Traffic Calming Policy. Ms. Dussling reported the committee reviewed the assessment made for the Public Safety Report. There was a presentation about the study along with recommendations to better improve public safety in Middletown Township. The committee also reviewed a traffic calming policy that includes speed humps and other devices. The committee approved the final draft of the policy which will be coming before Council in the near future. Ms. Dussling reported this has come full circle for her as speeding and traffic was why she first came to Council.

C. Manager:

1) PSP - Trooper James Nolan.

Trooper Nolan reported on the incidents for January 2026. There were 707 calls for Middletown Township. He made a comparison from January 2025 with a total of 596 calls a difference of 111. Crimes against society which include disorderly conduct, disturbance, noise complaints, and warrants totaled 17. Crimes against a person include aggravated assault, simple assault, harassment, and sex offenses totaled 6. Death investigations totaled 4. Domestic security checks totaled 50. There were 142 Megans' Law updates. Motor vehicle accidents totaled 34 which is lower than previous months. Other types of investigations totaled 51, this includes 911 hangups, background investigations, and domestics. Property crimes totaled 23 which included criminal mischief, identity theft, theft, frauds, forgery, and retail theft. Requests for services were 218 which includes alarms, lost and found animals, disabled motorists, and found items. Traffic enforcement calls totaled 116 which includes traffic stops, violations, and erratic drivers.

Mr. Richard Smith, 73 War Admiral Lane, stated last evening there was an elderly person, barefoot in the community and Trooper Nolan stated he does not know the status of this incident. Ms. Tracy Nelms, 72 War Admiral Lane, asked why there were less accidents, and Trooper Nolan said he had no idea it could be because of the weather and less drivers.

Mr. John Kolicious, Environmental Advisory Committee, reported their education group is hosting a Bluebird talk this Saturday at the Roosevelt Community Center.

D. Engineer: No Report.

5. PUBLIC HEARING: N/A

6. OLD BUSINESS: N/A

7. COUNCIL WORKSHOP ITEMS:

A. Review: Council Review of Zoning Hearing Board Applications:

- 1) Application No. 2026-03: Neil and Rachel Dodson, 474 S. Old Middletown Road, seeking variances for a non-conforming structure the minimum side and aggregate side yard setbacks to construct a 576 s.f. addition that will project to within 8.3 ft. of the side property line, zoned R-2.

Mr. McMullan stated as a reminder to Council, this does not require formal action but whether Council wishes to send representation to the Zoning Hearing Board. Application 2026-03, Neil and Rachel Dodson, 474 S. Old Middletown Road, are seeking variances for a non-conforming structure and the minimum side yard and aggregate setbacks to construct a 576 s.f. addition that will project to within 8.3 ft. of the side property line with 20 ft. being required. The residents are in the process and have confirmed with the Township Zoning Officer they will have a letter of support from their neighbor in time for the Zoning Hearing Board. This is an unusual type of application as the properties are narrow lots. Council did not feel the need to send representation to the Zoning Heard Board Meeting.

- 2) Application No. 2026-04: John Ryan Stubbe, 4 Brinton Avenue, is seeking variances for a non-conforming structure and the minimum side yard setbacks to construct a 980 s.f. addition that will project to within 6 ft. 3 in. of the side property line, zoned R-2.

Mr. McMullan stated Mr. Ryan Stubbe of 4 Brinton Avenue is seeking a variance very similar to the prior applicant. He is seeking a variance from Section 275 for an expansion of a non-conforming structure for minimum side yard setbacks. He is seeking for the structure to extend to within 6.3ft. of the side yard where 20 ft. is required to construct a 980 s.f. addition. Mr. Stubbe has indicated he too will have a letter of support from his neighbor in time for the Zoning Hearing Board meeting. Council did not feel the need to send representation to the Zoning Hearing Board meeting.

- 3) Application No. 2026-05: Joe and Ann Marie La Rosa, 2 Kaila Court, seek a variance for the construction of a covered 12.8 ft. square pavilion which will extend 13.4 ft. into the required rear yard. Covered spaces may not extend into the required rear yard, zoned SU-2.

Mr. McMullan stated application 2026-05, Joe and Ann Marie La Rosa, 2 Kaila Court, which is part of the Reserve at Rose Tree development seek a variance to construct 12.8 ft. square pavilion which will extend 13.4 ft. into the required rear yard. The reason this requires a zoning application is uncovered spaces are permitted to encroach beyond units at the Reserve at Rose Tree, but covered spaces are not. They have acquired approval of the HOA. He added it is an end unit. Council did not feel the need to send representation to the Zoning Hearing Board meeting.

8. ITEMS FOR APPROVAL:

A. Consideration for Approval: Taking action on a previously approved Resolution 2023-40, Township Loop Road Project.

Ms. Campo made a motion to consider for approval the presentation on the previously approved Resolution 2023-40. Ms. Dussling seconded the motion. The motion carried with a vote of 7-0.

Mr. Andy Parker, McCormack Taylor, Township Traffic Engineer, stated he was asked to give a summary of the Township's Loop Road project. The project is at the intersection of Rt.1 and Rt. 452. The proposed Loop Road would be behind the CVS and Chick-Fil-A connecting next to the Rocky Run fire station. Starting from the existing intersection of Printers Way connecting with Pennell Road. The purpose of the project was to specifically address congestion and improve traffic flow at the intersection of Rt.1 and Rt. 452. And, to also reduce delays at the intersection during weekday peak hours. This project first started in 2014. There was no room at the intersection itself to add lanes or add capacity, so a number of alternatives were looked at to address those issues. Traffic analysis was done to evaluate the different alternatives and come up with the preferred option to move forward. Other benefits of the project are to improve access from Rt.1 and Rt. 452 to some of these properties such as the CVS and Chick-Fil-A. It would also provide pedestrian access from the existing western leg of Printers Way. There would be a pedestrian crossing across Rt.452 and would continue along the Loop Road up to Rt.1.

The Loop Road when constructed would have sound mitigation along the outside between the road and the residential areas. There would be truck restrictions to limit the size of trucks that could use the road. There is an existing stormwater basin that serves the Chick-Fil-A and CVS that would be improved because of this project. There are some existing flooding issues particularly along Man O' War Drive that would be mitigated by an improved stormwater basin. The existing basin is under capacity and not well maintained. The study and alternative analysis began in 2014. The existing Printers Way was constructed a few years ago and completed by the developers. It intersects Rt. 452 at an un-signalized intersection. The new section of the Loop Road would be tied directly across from that intersection. There are other locations in the area where quadrant roadways, loop roads, are part of the roadway network. They are in places where it was not possible to add capacity at the intersection. Notably, at Rt.1 and Rt 202 there are loop roads on three of the four corners of the intersection and the fourth corner will eventually happen. Quadrant roadways provide turning vehicles with alternative routes and better access to businesses. As part of the traffic analysis, the benefit as far as delays at the intersection would be reduced by 10% to 15% during the peak hours. When the Loop Road is put in place, traffic is pulled out of the main intersection and that helps the intersection work better with reduced delays.

Mr. Parker reported the process began in 2014. They did the alternative analysis, got the preferred alternative. They started working with PennDOT to get them on board with the preferred alternative because they are obviously involved. Not from a PennDOT project standpoint but from a permitting standpoint. The project connects two state roadways and there are aspects that need to be approved by PennDOT such as the traffic signal. There is also a highway occupancy permit required. The Township Loop Road

project is totally separate from the PennDOT project. They are also working with the Delaware County Conservation District on the approvals and permits needed. There have been several challenges to cause the project to drag out such as coordinating with property owners; Flick and Biordi.

There was a need to coordinate with certain aspects before the design could move forward. There was coordination with CVS and Chick-Fil-A because their accesses would be changed. There has also been coordination with the Riddlewood/Sunnybrea Association regarding the open space the Loop Road would be passing through. The current amount of open space is approximately 6 acres, and the Loop Road would impact approximately 2.4 acres leaving 3.6 acres of open space. All these coordinations have caused project delays. No new work has been done in over a year and a half. He did a presentation in July 2024. Other changes since the project began include Riddle Hospital who has seen increased ER volumes and increased emergency vehicle visits.

The larger PennDOT project is still a ways out from being constructed. The question is how does the Loop Road and their project come together. PennDOT did include the Loop Road initially in their project graphics. They asked PennDOT if the Township Loop Road does not get built, how does that impact their project, and would they build it and what other changes would happen if they do not build it. They indicated as of now, they would not build the Loop Road, but they would install a traffic signal on Rt.452 at Pennell Road and they would tie the CVS and Chick-Fil-A's driveways into that traffic signal as a four-leg intersection.

Ms. Ciuca advised the audience to save their questions until after the presentation. The PennDOT project is in preliminary phase, and their construction is at least 8 to 10 years out. The Township is not involved in this project but only as a participating agency to offer comments. Mr. Parker stated as time went on they did develop a second alternative. Initially the Loop Road was going to be a two-way roadway connecting between Rt.452 and Rt.1. If you were traveling northbound Rt. 452 you could make a right and go behind CVS to Rt.1 but you could also, if traveling south on Baltimore Pike make a left onto the Loop Road instead of going to the main signal at Rt. 452. The second alternative that was developed was to have a one-way alternative which would be in the northbound direction only. Part of the reason for this second alternative is the PennDOT project when built would essentially eliminate the southbound Baltimore Pike turn onto the Loop Road. Their improvements at the main intersection would include dual left-turn lanes from Baltimore Pike onto Rt 452 and those lanes would come past where the Loop Road would connect with Rt. 452. They would not have a direct left onto the Loop Road from Baltimore Pike. Mr. Parker did an update on construction costs; in 2022 they had an estimated construction cost of \$3.6 million for the entire Loop Road project, including the roadway, the stormwater pond, and the traffic signals. Since then, based on significant increases in construction industry wide average costs, the estimate is approximately \$5.5 million for the two-way Loop Road concept, and the one-way concept would be approximately \$500,000 less.

Mr. Parker presented a plan showing the two alternative concepts and explained the

differences to Council and audience. He stated one of the benefits of the Loop Road is to pull the northbound Rt. 452 up to Baltimore Pike out of the northbound traffic enabling reductions in delays at the intersection. Mr. Parker showed the traffic plan that has the signalized intersection at Printers Way. He also presented the PennDOT concept plan for their project.

Ms. Dussling asked how recent the data is that concluded a 10-25% reduction in delays, and Mr. Parker stated the analysis was done in 2018-2019 and they did not do an updated analysis, but they did do an updated look at the volumes in the intersection to see how they have changed from 2018-19 until now. During the peak hours, the total volume at the intersection has not increased and has even dropped slightly but traffic is more constant throughout the day. The general concept of the plan would not change with an updated analysis. They have been and will continue to work with PennDOT to refine details as needed. Ms. Campo questioned the reduction in delays as there are two more traffic signals; she pointed out the lights in question on the concept plan. Mr. Parker stated the northbound Baltimore Pike traffic would have to stop at this signal to allow the southbound left turns onto the Loop Road and the northbound Loop Road right turns.

The southbound Baltimore Pike through traffic would never stop at that signal. It's called a half signal because only half of the traffic actually has to stop. Ms. Campo stated it is hard to believe there will be a 10-25% reduction in delays when they are adding a traffic signal and a half traffic signal. Mr. Parker stated those numbers are for the main intersection as the idea is to pull traffic away from the intersection. Ms. Dussling stated when PennDOT indicated that if the Township did not do the Loop Road, they would still install a traffic signal at Printers Way, do they have any information as to how that would change projections as far as traffic buildup. Mr. McMullan stated PennDOT was still working on this and hadn't shared any numbers with the Township. By installing the signal at Printers Way, it would allow for through traffic and left turns.

Mr. Stump asked if there was a study of the impact on southbound Rt.1 due to the light especially the left hand turn in the two-way concept plan. Mr. Parker stated an analysis was done but it will not magically solve all the queuing on southbound Baltimore Pike. Ms. Campo asked how far back on Pennell Road will the turning lane start, and Mr. Parker stated it is only approximately 200-250 feet long. He stated there will be widening and some impacts to property frontage. As part of the PennDOT project, notifications and approvals would need to be acquired. Mr. Falls stated any widening of Pennell Road is not what the Township is proposing but is part of the PennDOT project. Mr. Parker stated if the Loop Road project was built prior to the PennDOT project there would still be widening on Rt.452 for the right turn lane to turn right onto the Loop Road. Mr. Stump asked if they could clarify that the widening that will take place will largely be on Township owned property, and Mr. Parker stated there is a small portion on an adjoining property.

Ms. Ciuca stated if the Township proceeds with the Loop Road project they will widen that section of Pennell Road, if the Township does not proceed, PennDOT will widen the road which is many years down the line. Ms. Campo stated if the Loop Road project proceeds with the two-lane concept the open space will go from 6 acres to 3.6 acres, what

are the figures if the Loop Road project continues with the one lane concept and Mr. Parker stated he does not have the number, but it is not much of a difference. Mr. Fails asked if Mr. Parker knows how the Loop Road will affect Rocky Run Fire Company. Mr. Parker stated the northbound Loop Road would come outside of Rocky Run apron and when they need to get in and out of the station, they will be able to control the lights to stop the northbound traffic. They would not be able to stop the southbound traffic. The median is a flush median so they can get the trucks in and out of the station. They did have coordination with Rocky Run as to the curb radius and how the sidewalk crossing would tie-in and also to make sure they have a drive isle next to the station so arriving vehicles can park in the back. Ms. Dussling added the greater impact to Rocky Run would be the PennDOT project as they would be losing a good portion of their apron. She added as part of the presentation given at the Roads, Highways, and Public Safety Committee was a recommendation to move the fire station.

Ms. Powell asked about the access to the CVS and Chick-Fil-A, and Mr. Parker showed on the plans the access plans and she asked if they would be the same on the PennDOT plan, and he stated they would be the same. Council discussed the different options to the plan and turning options based on the Loop Road plan. Ms. Campo asked about the truck restrictions planned for the Loop Road, and Mr. Parker stated large tractor trailers would not be able to make the right onto the Loop Road except for local deliveries to the CVS and Chick-Fil-A partly because of disturbance to neighbors and partly because of the geometric design to get the turning radius of a large truck. It would not work because of the dual lanes.

Ms. Ciuca asked for specifics regarding landscaping and noise mitigation features, and Mr. Parker showed the location of the fencing on the overhead picture of the plan. The fence is an 8 ft. white vinyl. Mr. McMullan stated when meeting with the neighbors they decided against the white vinyl and decided on a sturdier type of fence to help mitigate the noise. Mr. Stump asked if the time reduction at the intersection, does that change with a one-way as opposed to a two-way, and Mr. Parker said yes and added at the main intersection there would not be as much benefit if it was a one-way. There would be a benefit as opposed to no Loop Road at all. One of the reasons for the one-way alternative is because when the PennDOT project is built, it would render the southbound Loop Road useless at that point. Mr. Fails stated as far as funding, the Township is looking at \$5-6 million. The grant is \$2 million and \$2.5 million in restricted funds and if moving forward what are the funding options. Mr. McMullan stated there are Capital dollars that have been allocated for other projects and if Council so desired could be reallocated towards the Loop Road project. The Township has the capacity it is just a matter of whether Council wants to reallocate the funds from other projects.

Ms. Tracy Nelms, 72 War Admiral Lane, stated she met with PennDOT and indicated on the plan the location of two right-turning lanes, and Mr. Parker said that is correct and stressed that Middletown Township is not a part of the planning process for PennDOT. Ms. Nelms stated he reported the project started in 2014 but stated her mother has been fighting a Loop Road but she has been gone for 26 years. The Township has been talking about this for years. She asked if PennDOT is planning to do a walkway up to Rt.1. Mr.

Parker indicated on the plan where the proposed sidewalk is located. Ms. Nelms stated once the Loop Road is built, it will need to be maintained, which is an ongoing cost and Mr. McMullan acknowledges that this is correct. Ms. Nelms asked if a traffic study was done to show how residents will be able to exit their neighborhood, and Mr. Parker responded the Township is not proposing any changes so how she exits her neighborhood now will remain the same.

Mr. Basil Cross, 33 S. Pennell Road, stated he lives next to the District Court and is not happy with the proposed project as it will affect him adversely. He is the third generation to live in the Township. He stated there will be millions of dollars spent just to ease traffic during peak hours. Mr. Parker said the road would be there all the time, people would drive on it all the time, but the analysis was done during peak hour traffic. Mr. Cross stated adding two traffic signals will only make things worse. He said this project is very confusing. Ms. Ciuca agreed and said some of this is the PennDOT project and they will install the lights whether the Township constructs the Loop Road and if Mr. Cross has an issue with the lights, he should direct them to PennDOT. Mr. Cross asked if the Township or PennDOT will be building the wall, and Ms. Ciuca responded if the Township puts in the Loop Road, they will build the wall. Mr. Fails said there is a PennDOT meeting planned for the Spring and he encourages Mr. Cross to attend. Mr. Cross stated he believes the Loop Road will only make things worse and the Township should leave it alone.

Ms. Trish Impagliazzo, 239 Martins Lane, stated she is in favor of the Loop Road. Weekday mornings she travels northbound on Pennell Road. Traffic backs up somewhere near Wildwood Avenue all the way to the intersection. She sees people turning onto Riddlewood Drive, War Admiral Lane, and Man O' War Drive. She assumes they will be making the right turn at the intersection but instead of waiting to get to the intersection, they cut through the development. She personally thinks there would be benefit to having the Loop Road.

Ms. Sally Turek, Riddlewood Drive, stated if there are going to be more traffic lights and more intersections, there will be people blocking intersections. She said now there will be more accidents. She asked if the line for Chick-Fil-A is going to affect the Loop Road as this is something that needs to be thought about. Rocky Run will have to deal with the Loop Road. She said there would not be a light at the Loop Road or War Admiral Lane, causing people to not being able to get out of their street. She asked how it is possible to monitor to keep large tractor trailers off the Loop Road. She believes the Township cannot. She believes it will cost more than \$5-6 million. She said the open space is important to her community.

Mr. Brennan Taylor, 78 War Admiral Lane, stated he has a question about the funding; there is \$2million grant money and \$2.5 Capital funds which leaves a gap of \$1.5 million that would be subject to a vote, and where does this \$1.5 million come from. He is not paying more taxes for the Loop Road; he is not paying more taxes for the maintenance of the road. He asked where the money is coming from. Mr. Stump agreed it is a challenge; there would be the reallocation of existing funds so there would be a tradeoff which makes this such an uncomfortable conversation. Mr. Stump said the reallocation of the

budget would be a vote by Council which would be a debate that would happen over the next couple of months.

Mr. Kevin Lawson, 83 War Admiral Lane, asked what type of physical barricades would be placed along the road. Mr. Parker stated there is no guiderail proposed but there is a proposed wall. He added the speed limit proposed is 30-35 mph. He stated there is a proposed stop and flow intersection. Mr. Lawson said he is a second-generation Middletown resident. He said the open space is a haven for wildlife including deer, foxes, raccoons, owls, and an occasional turtle. He said there has been a family of foxes in his yard for 15 years. His wife takes pictures and posts them on Facebook. His mother presented her with a wine glass with "fox whisperer" on the glass. He does not want something he cherishes to get destroyed. He added his family will have to live through the noise and destruction during the construction of the road. He will have to be working from home while all this takes place. He would like Council to imagine living though this in their own homes.

Mr. Clayton Thomas, 9 Man O' War Drive, asked about the traffic making the right turn onto Rt.1. He asked if any studies have been done downstream of this intersection such as at the light at Granite Drive. Mr. Parker said the Township would not be doing improvements at this location as part of the Loop Road project. Mr. Thomas said basically this would be displacing traffic at one intersection and placing it at another. Mr. Parker said things at Granite Drive would not likely change at all. Mr. Thomas said "for close to twenty years this community has fought against the idea of the Loop Road through our open spaces that not only are home to us and our children but also a myriad of wildlife. The ever-shrinking footprint of open space in Middletown is even more important that we preserve this land. I do understand that there is a problem at the intersection of Rt.1 and Rt.452; however, these are state roads and these are a state problem. Fortunately, PennDOT has a plan to fix that, and it does not require the Loop Road. I propose we let them fix it without building the Loop Road for the following reasons: One of the big ones is we will lose more than half of our property which opens the land for developers. He has heard rumors that the firehouse wants to go there which means more land loss. There is a Stop Sign that will increase transit time by at least 50%. I don't believe the Loop Road will stop traffic from cutting through Riddlewood and may increase it due to demand. That traffic will be pushed back and people will get impatient. PennDOT has told them several times the Loop Road is not part of their project and has no impact on their models. As other people have been saying, the quoted cost of \$5-6 million is usually wrong. Usually, these things go over budget and over time. This is definitely a concern.

Mr. Thomas stated there were no environmental studies provided. We are concerned about noise, air, light, and trash pollution caused by the construction of the Loop Road. Increased temperatures caused by loss of green space. The wildlife population has increased significantly since the development of the Mint, which includes birds, deer, foxes, raccoons, and turtles. Where will they go? This is in contradiction to Middletown Township's Bird Town designation, which is to enhance by diversity, support habits in fostering a bird friendly community. In summary, Rt. 1 and Rt.452 are state roads, the traffic issues that come with these roads are the responsibility of the state not the

Township. PennDOT has recognized the problems and has put forth a plan to address them. They have also confirmed their traffic solution does not rely upon nor require the existence of the Loop Road which renders the road superfluous. We will be paying the PennDOT solution through our state taxes, why would we pay twice through our Township taxes. We are not just wasting our tax dollars but destroying open spaces, property values, our way of life and our community. With these facts being known, "Why would we do this?" I implore you to cancel the Loop Road."

Mr. Ross Gilbert, 21 Man O' War Drive, stated if you do a cost benefit analysis of the Loop Road with only a 10-15% reduction in traffic volume relative to the cost of the Loop Road and with the impact to the community and green space. Considering what PennDOT is planning to do to improve traffic, the \$5-6 million cost to do this project does not make sense.

Ms. Allison Galloway, 212 Wildewood Avenue, stated she does not live in Riddlewood. The Loop Road at Printers Way has been immensely helpful. She wants Council to remember the harm the community has already been through. The last time she spent a significant amount of time at Council meetings they were fighting Sunoco about a pipeline in which they lost all their trees, and it disrupted the wildlife as well as their homes. There was construction around the clock, Sunoco would not follow the rules. Ten years ago, this road made some sense, now it does not make any sense.

Mr. Mike Lutz, 17 Rampart East, stated even after all the construction is done, people along that route still must live with the daily onslaught of car fumes, honking horns, and traffic which is a far cry from what they are used to. In his opinion it is not a good decision to construct the Loop Road. He asked how traffic is getting out onto Baltimore Pike, is there a traffic signal or additional merge lane, and Mr. Parker answered there is a traffic signal so the northbound Baltimore Pike traffic would stop to allow right turns and at the same time the southbound left turns. The one-way option includes a signal to stop the northbound Baltimore Pike traffic to allow right hand turns out onto Baltimore Pike. They would look to time the signals so the War Admiral traffic could exit during the peak hours. Mr. Lutz stated the last time there was a big issue was the mega warehouse and Council listened to everyone's concerns who were all against it and you made a decision for the best of the community. He wants Council to vote no for the Loop Road.

Mr. Richard A. Smith, 73 War Admiral Lane, stated he is wearing two hats this evening first as a homeowner and second as a board member of the community association. He thanked Mr. Parker for the work he put in for the presentation as it was factual and explained to him what was going on with the Loop Road. He is more adamant now than before for no Loop Road. There are too many choke points in the design. He said one accident would shut the road down. The perfect resolve would be an over/under. He doesn't know the costs or what the dynamics would be. The planning seems to be piecemeal. Since COVID, the traffic pattern has changed. He stated the plan fixed something that maybe didn't need fixing and at a cost to the community. The design will not work for the community.

Mr. Ben Preddy, 9 Rampart East, stated he has lived in his home for 42 years. If he comes south from Media and is heading up Rt.1 he will be going through seven traffic lights to get past the hospital in 2/10 of a mile. Now they want to add a half signal. He stated at Rt.1 and Rt.352 there are no backups. Springfield Township has an over/under which solved their problem. This would eliminate one traffic light. There are a lot more homes being built in the area with a lot more traffic.

Mr. Ed McGuire, 24 War Admiral Lane, stated the retention basin at CVS was approved by Council several years ago. He stated at Printers Way, he saw several cars make illegal left turns to travel north on Rt.452. If he is exiting out of War Admiral Lane it may be difficult to see traffic coming off the Loop Road. He believes this design could be a death trap for someone exiting from War Admiral Lane.

Ms. Sally Turek, 13 Riddlewood Drive, stated she is not personally affected by the Loop Road however, the community is. If there is an accident with a truck because there will be trucks using the Loop Road and it tips over with an oil spill, would this be the Township's responsibility to clean up the spill? She feels the Township is taking on a lot of responsibility that doesn't need to be done. The open space was given to the community partially to protect the homes from the commercial properties. She stated the open space is very valuable to the community and she hopes Council realizes this.

Mr. Craig Thompson, 18 Soldier Song Lane, thanked Mr. Parker for his presentation. He wanted to leave Council with a quick analogy; there is a water pipe that feeds a faucet, the faucet drains into a sink, if the sink drains slowly you are not going to make the sink drain any quicker by dividing the water pipe and putting two faucets in, the drain is still the drain which is what we have here. He stated when he was in college, one of his engineering classes was civic planning. His professor brought in original drawings of Rt.1. The intention as far back as the 1930's was that Baltimore Pike was to be a limited access road from Philadelphia on out. Unfortunately, PennDOT didn't aggressively pursue this which is the reason we are dealing with this today.

Mr. Stump called for a five-minute recess. When the meeting resumed, Mr. Stump announced Council had been discussing procedural items.

Mr. Stump asked for a motion for the Township to discontinue efforts to construct a Loop Road connecting Pennell Road to Baltimore Pike.

Ms. Ciuca made a motion to discontinue efforts to construct a Loop Road connecting Pennell Road to Baltimore Pike. Ms. Dussling seconded the motion. Mr. Stump stated a vote in the affirmative for this motion would be to discontinue the Loop Road project. The motion carried with a vote of 7-0. Ms. Dussling recognized all the time and effort of staff that had gone into this upon previous Council members' directions.

B. Consideration for Approval: Resolution 2026-09, ratifying and extending the Emergency Declaration for Winter Storm Fern until March 4, 2026.

Ms. Campo made a motion to consider for approval Resolution 2026-09, ratifying and

extending the Emergency Declaration for Winter Storm Fern until March 4, 2026. Mr. D'Agostino seconded the motion. The motion carried with a vote of 7-0.

Mr. McMullan stated at the February 4, 2026, Workshop meeting, he discussed with Council the challenges with getting rock salt and road treatment materials to be delivered because of winter storm Fern. As a result, he needs to ask Council to extend the Emergency Declaration that was first signed on January 23, 2026, that initially was going to end on February 4, 2026. At the February 4, 2026 Council Workshop meeting, Council extended the Emergency Declaration to March 4, 2026. This puts it to approval by resolution.

Mr. Stump asked for a vote to approve Resolution 2026-09. The resolution was approved with a vote of 7-0.

C. Consideration for Approval: Resolution 2026-06, application to Delaware County for the allocation of the 2026 Liquid Fuels Funds.

Ms. Powell made a motion to consider approval of Resolution 2026-06, application to Delaware County for the allocation of the 2026 Liquid Fuels Funds. Ms. Dussling seconded the motion.

Mr. McMullan stated for Council's consideration for approval is Resolution 2026-06, the application to Delaware County for the allocation of the 2026 Liquid Fuels Funds also known as the County Aid Fund that requires the municipalities' elected bodies to accompany the application with an approved resolution. Written into the resolution is the request for \$20,385. Last year they realized approximately \$16,000. The Township will still make the same request as previous years of \$20,385; however, they may realize a lesser amount.

Mr. Stump called for a vote to approve Resolution 2026-06. The resolution was approved with a vote of 7-0.

D. Consideration for Approval: Resolution 2026-07, Disposition of Records. Ms. Campo made a motion to consider for approval Resolution 2026-07. Ms. Powell seconded the motion.

Mr. McMullan stated for Council's consideration is Resolution 2026-07, Disposition of Records. This resolution was reviewed by Council at the February 4, 2026, Workshop meeting. He reviewed the records that are being disposed and records that would be retained electronically. This is consistent with the Pennsylvania Records Manual of July 16, 1993. This request comes before Council from time to time throughout the year.

Mr. Stump called for a vote to approve Resolution 2026-07. The resolution was approved with a vote of 7-0.

E. Consideration for Approval: Resolution 2026-08, establishing Rocky Run Fire Company as Middletown Township's Primary EMS provider.

Ms. Dussling made a motion to consider for approval Resolution 2026-08. Ms. Campo

seconded the motion.

Mr. McMullan stated before Council is Resolution 2026-08, establishing Rocky Run Fire Company as Middletown Township's primary EMS provider. This was reviewed at the February 4, 2026 Council Workshop meeting. This resolution is triggered by a non-renewal letter from Riddle Hospital/Main Line Health to the Township. As part of this is the EMS crisis the Township and the County has experienced due to the closure of Crozer Hospital and the Township supporting Rocky Run significantly over the last six months. The Township Fire Chief realizes at this time it is in the best interest of the Township to name Rocky Run Fire Company the primary provider of EMS. The Township will continue the agreement with Main Line Health ending the agreement on April 24, 2026. This would make Rocky Run EMS the primary provider effective April 24, 2026.

Mr. Ed McGuire, 24 War Admiral Lane, asked how this would affect him if he needed emergency services at his home. Mr. McMullan stated there would be no impact as he would still get service. This names Rocky Run as the Township's primary provider of EMS service instead of Riddle Hospital/Main Line Health as the primary ambulance service. The hospital will still be a mutual aid provider.

Mr. Jacob Chmielowski, 65 Paul Lane, thanked Chief Rigby and Council for working with Rocky Run. He understands how the system works in Delaware County. Most people have no idea the amount of time in the past year that Riddle did not have an ambulance for the Township. Now the Township has control, and we do not have to rely on a third party to provide service.

Mr. Stump called for a vote to approve Resolution 2026-08. The resolution was approved with a vote of 7-0.

- F. Consideration for approval of a tax appeal settlement, conditioned by the approval of Council for the fair market value of 703 Turner Lane, Folio 27-00-03001-00.

Ms. Dussling made a motion to approve consideration of a tax appeal settlement for 703 Turner Lane. Mr. D'Agostino seconded the motion.

Mr. McMullan stated the Township has been dealing with tax appeal assessments because of the 2021 Countywide assessment. These are not related to that. These are two that are driven by new property owners. In 2021 there was a county wide reassessment that had to be revenue neutral for each municipality. Millage rates for the overall Township were changed based on the Countywide reassessment. After 2021, the Township was dealing with tax appeals at every Council meeting. They have since slowed down. These are two newer units as part of new development.

Mr. Damico stated these were two taxpayer-initiated appeals in 2024. Every taxpayer on an annual basis has the right to appeal their taxes as well as the school district and Township. These are two tax appeals that relate to people buying properties and getting their initial assessment and appealing the assessment. From there the school district leads the charge because out of every dollar that is paid in real estate taxes 75% goes to

the school district. Tom Kelly, the solicitor for the school district and the appraiser for the school district get together to come up with a settlement with the taxpayer and the taxpayer's appraiser to agree on the value of the home which then establishes the amount of real estate taxes they will be paying based on the millage. They have been through the process, and the school district has approved it and unless there is some issue, the Township and the County go along with. The stipulations are signed to indicate Middletown Township agrees subject to the ratification by Council.

Mr. Stump called for a vote. The tax appeal settlement was approved with a vote of 7-0.

- G. Consideration for approval of a tax appeal settlement, conditioned by the approval of Council for the fair market value of 118 Donovan Drive, Folio No. 27-00-04000-05.
-

Ms. Dussling made a motion to approve consideration of a tax appeal settlement for 118 Donovan Drive. Ms. Powell seconded the motion.

Mr. McMullan stated the same is applicable to this request by Council to ratify by a vote to approve moving forward with this tax appeal settlement that has been conditioned by the school district and the County.

Mr. Stump called for a vote. The tax appeal settlement was approved with a vote of 7-0.

Mr. Stump adjourned the meeting at 9:39 pm.

Respectfully Submitted,

A handwritten signature in blue ink that reads "Sharon Browne". The signature is written in a cursive, flowing style.

Sharon Browne

MIDDLETOWN TOWNSHIP
DELAWARE COUNTY, PENNSYLVANIA
MARCH 18, 2026

Minutes of the Regular Meeting of Township Council held on March 18, 2026, at 7:00 p.m. in the Township Building located at 27 N. Pennell Road.

Present: Leslie Campo, Carissa Ciuca, Steve D'Agostino, Garrett Fails, Christopher Stump, John McMullan, Denis Dunn, Esq., Eric Janetka, Kelly Engineers, Vince Visoskas.

Excused: Susan Powell, Chief Bill Rigby

1. OPENING: PLEDGE OF ALLEGIANCE TO THE FLAG

Chairman Mr. Stump called the meeting to order at 7 p.m. and led in the recitation of the Pledge of Allegiance to the Flag.

2. COUNCIL - TEMPORARY APPOINTMENT TO FILL 3rd DISTRICT VACANCY.

A. Cathleen Albertson - term expires May 19, 2026 - PA Primary Election.

Mr. Stump asked for a motion to approve Cathleen Albertson to temporarily fill the vacant Council District 3 with a term that expires on May 19, 2026 - PA Primary Election.

Ms. Ciuca made a motion to approve the temporary appointment. Ms. Campo seconded the motion. The motion carried with a vote of 5-0.

District Judge Ms. Jennifer DiPillo administered the oath of office to Councilwoman Cathleen Albertson.

3. APPROVAL OF MINUTES:

A. DRAFT Township Council Minutes - January 8, 2025.

Mr. Fails made a motion to approve the January 8, 2025, Council minutes. Mr. D'Agostino seconded the motion. The motion carried with a vote of 6-0.

B. DRAFT Township Re-Organization Council Minutes - January 5, 2026.

Mr. D'Agostino made a motion to approve the Re-Organization Council Minutes of January 5, 2026. Mr. Fails seconded the motion. The motion carried with a vote of 6-0.

C. DRAFT Township Council Minutes - January 21, 2026.

Ms. Campo made a motion to approve the January 21, 2026, Council Meeting Minutes. Mr. Fails seconded the motion. The motion carried with a vote of 6-0.

4. PUBLIC COMMENTS:

Mr. Stump announced the Township has not received an application from the School District regarding the K-1 Early Learning Center.

Ms. Mary Anne Wolf, 711 W. Rose Tree Road, stated over the last six months there have been a significant number of yellow and black warning signs placed on Rose Tree Road. There are 15 signs telling people to slow down to 25 MPH. No one pays attention to the signs. She said the average speed is 40 MPH. There are a number of arrow signs pointing to dangerous

curves. Ms. Wolf asked who installed the signs. Mr. McMullan stated Rose Tree Road is a PennDOT road so the signs would likely have been installed by them through a subcontractor. Ms. Wolf stated across the creek is the continuation of Rose Tree Road and there are no signs in this section. Mr. McMullan stated the signs were not from a request from the Township, so the Township was not aware they were installed so he had no more information. Ms. Wolf stated it is suspicious to her that her side of Rose Tree Road is full of black signs and there are no signs across the street. Ms. Ciuca asked how many new signs were added, and Ms. Wolf replied a good number. She said there are 15 signs along the 2 miles she lives on Rose Tree Road. Mr. McMullan again stated he has no information, but he can reach out to PennDOT to see what prompted the signs to be installed.

Ms. Lori Reynolds, 181 Hunting Hills Lane, stated they were informed at the last school board meeting that the development application would be submitted on April 8, 2026, to be discussed at the April 12, 2026 Planning Commission meeting. She asked how the public gets notified when the application is submitted. Mr. McMullan stated the application will be listed on the Township's website as part of the agenda for the Planning Commission meeting. She asked how she will know when the application is submitted in order to submit a "Right-To-Know" request. Mr. McMullan stated she is free to call the Township offices or check the website. Ms. Reynolds stated notification is a little late to prepare for the meeting. She asked when the application is submitted does the County Conservation District and the County Planning Commission get notification. Mr. McMullan stated the Township is required after the application is submitted to send a copy of the application to the Delaware County Planning Commission for review and comments.

Ms. Reynolds asked if the Township has a completeness checklist and what happens if an application is not complete. Mr. McMullan stated there is an administrative review with a checklist that is part of the Township's Subdivision/Land Development application. The Township will use that checklist to determine completeness during the application process. Ms. Reynolds stated currently there is critical information missing on the traffic, stormwater, and the multi-sport complex. The existing traffic deficiencies remain unresolved. The impacts on traffic mitigation for the K-1 Learning Center are unknown. It is unclear if a full traffic study was completed and an analysis done for the multi-sport complex and there is no clear project timeline. Both projects exceed Township limits for impervious surface coverage, and the K-1 exceeds the maximum building coverage. It is uncertain if there is enough pervious surface to warrant a reverse subdivision which would change the math of the stormwater runoff equation but would not change the runoff or the impact. The multi-sport complex proposes to pave a field, add a concession stand, add a connector road, and install turf on three athletic fields.

At the last school board meeting she was told the soil does not perc or infiltrate requiring an extensive underground system to achieve stormwater drainage which raises permitting questions and wetland concerns. For the multi-sport complex, the turf materials have not been selected raising health questions and environmental concerns. All turf grass contributes micro plastics and heat and some of them toxic chemicals. Impacts to groundwater recharge and quality are unknown and of particular concern for neighbors who rely on wells for their drinking water source.

Lighting decisions are unresolved and could significantly affect the neighborhood. The EAC recently hosted a presentation on the harmful effects of artificial lights. All the missing information is essential to evaluate community impact. The project is already significantly delayed and submitting an incomplete application will create further delays and shift the blame to the Township. She asked the Township to please not accept an application that is performative and not ready for meaningful review. Doing so wastes time, is prone to ill-informed decisions, undermines public trust, and risks irreparable public harm.

Ms. Colleen Janczyk, N. Heilbron Drive, stated it was mentioned at the last workshop session (school board) that the application would be submitted on April 8, 2026, but there are so many critical pieces missing. At the November work session, when the traffic study expert spoke he said there are two glaringly obvious operational deficiencies; Rose Tree Road and Rt. 352 which he called the “Big Red Flag,” and Barren Road and Rt. 352. At the February work session, it was asked what is happening with Barren Road and they replied nothing, even though it was identified by TPD as an operational deficiency by PennDOT standards. This is also another missing piece of the application. The land does not perc, so how will this be handled? If the road realignment is being taken on by the school district without the rest of the PennDOT project happening it will cause a left turn into gridlock. Ms. Janczyk stated it is not right to take something funded by state dollars and to shift it to the Rose Tree Media taxpayers and not the whole state. Every dollar of the millions it will cost to construct the road improvements is a dollar not used for education.

Ms. Laura Shaw, 754 Switchman Road, stated none of the current Council members were present when decisions were made to add a ridiculous number of people to Middletown Township. The amount of building done was done without any consideration about the infrastructure that was required. She lives in one of the developments and the traffic is abominable. She believes 75% of Middletown Township does not like the traffic. While she understands where the naysayers are coming from, it is important that this Council do their part to address the issues that parents and children have now. There is now all this additional tax revenue from the additional building, now they must pay the price for it to have schools that address the children’s needs. This Early Learning Center is a critical piece. It is shameful that Middletown Township does not have full day kindergarten. This project has already been delayed for a year to address the traffic concerns. She urges Council to consider the entirety of the Township and the history they have inherited and what it is doing to the children.

Mr. Stump reiterated the Township does not have a Land Planning application from the school district yet. Council is on a completely different side of this as there are two other groups that will review the application before it appears before Council. This includes Mr. Janetka and his team to ensure any gaps in the application will be questioned.

5. REPORTS

A. Chair: NONE

B. Committees: Finance and Administration Committee met on March 18, 2026, to discuss a

variety of topics related to Township business/agreements.

Ms. Ciuca announced the Finance and Administration Committee met this afternoon to discuss a variety of topics related to Township business and agreements concerning the Media Rugby Football Club.

C. Manager:

1. PSP - Trooper David Nguyen

Trooper Nguyen reported on the 2024-2025 year-to-date statistics. In 2024 there were 7,358 incidents and in 2025 there were 7,793. Drug related offenses totaled 33 in 2024 and 29 in 2025. Crimes against society including disorderly conduct and noise complaints for 2024 were 169 and in 2025 were 211. Crimes against persons includes harassment, simple assault, assault, and any person-on-person offense. There were 122 in 2024 and 172 in 2025. Death Investigations which are categorized as a natural death or a sudden death; there were no homicides to report. In 2024 there were 26, and in 2025 there were 22. Domestic Security Checks include every time a Trooper does a check on a school, church, or business either in a parking lot or in an actual building doing a safety check. In 2024 there were 609 and in 2025, 530. Motor Vehicle Crashes which include minor crashes, non-reportable, hit-and-run, reportable with injuries in 2024 there were 499 and in 2025, 495. Traffic Enforcement includes traffic stops, disabled vehicles, safety check points and anything regarding traffic, monitoring speed areas; in 2024 there were 1,195 and in 2025; 1,072. Property Crimes include theft, trespassing, vehicle theft, and theft by forgery; in 2024 there were 279 and in 2025, 272. Requests for Service in 2024 were 1,995 and in 2025, 2,304. Other Investigations are minor in nature and normally not a criminal offense and in 2024 there were 629 and in 2025 there were 709. Trooper Nguyễn reported on three programs sponsored by the PA State Police.

The first is the PA Law Leadership Academy which is a 15-week program for adults 18 and older. It is a paramilitary program starting in May and ending in August of this year for anyone who is interested in a career in law enforcement. The program is on Tuesdays and Thursdays in Plymouth Meeting.

Sunny Day Camp is a one-day program for children and adults with special needs. It is centered around law enforcement and includes K-9 units, bomb squad, and other law enforcement activities.

The final program is The Hill Impact which is for school students aged 15 to 18. It is a 14-week program that focuses on physical fitness, paramilitary, and law enforcement. Trooper Nguyễn left flyers for anyone interested.

On April 7 and 21, Trooper Nguyen is partnering with Wawa for their Coffee with a Cop event. The events will be held at the Wawa by the barracks and the Wawa at Brinton Lake. Trooper Nguyen will send Mr. McMullan the information so it can be posted on the website. Mr. Stump asked if all incidents are included with his report, and Trooper Nguyen stated some minor incidents are left out such as "Right-to-Know" and vehicle repossession; however, the totals for the year are accurate. Mr. Stump

asked about traffic enforcement, and Trooper Nguyen stated he has an ongoing list of complaints and problem areas in the Township. Any time there is any enforcement it generates a number. Mr. Stump stated there was an increase in requests for service and a decline in traffic enforcement. Trooper Nguyen stated traffic enforcement is pro-active and the reason for the decline is due to the number of Troopers stationed at the barracks. Ms. Ciuca asked for clarification of Request for Service. Trooper Nguyen stated it's anytime someone requests service, it is minor and not a criminal incident. It could be a neighbor dispute, civil issues, or child custody, and there are a lot of minor calls that they are required to investigate. These are all given an incident number. Ms. Campo followed up and stated there were a lot of calls and asked if some of these incidents could be diverted. As an example, she has an elderly father and perhaps some of these calls may be from the elderly and maybe some other entity could be addressed instead of the State Police.

Trooper Nguyen stated they physically go out to every call. Some of the calls are 911 hang-ups or alarms, landlord disputes, dog law violations, and such. Ms. Ciuca stated it seems because of manpower issues it is taking away from other categories and perhaps there could be educational benefit involved in their responses to incidents. Ms. Campo stated on behalf of Council she expressed her sympathy to all the State Troopers on the passing of PSP Cpl. Timothy O'Connor.

Mr. Lennart Jungbart, 206 S. Pennell Road, stated there is a lot of speeding on Pennell Road, and he noticed going to the Lenni Post Office there is a 25 MPH speed limit that he feels no one follows. He asked how the speed enforcement is done, through radar or do they just judge how fast people are going and do they use speed monitors. Trooper Nguyen stated they do enforcement several different ways including radar or traffic details that give out tickets to deter speeding. They cover five Townships and two Boroughs, twelve miles of I-95 and fifteen miles of I- 476 with 6-8 Troopers per shift.

2. Sue Mescanti -President, Middletown Township Historical Society.

Ms. Sue Mescanti, President, Middletown Township Historical Society, thanked Council for their support. She also thanked Chief Rigby as well, as he is an invaluable resource to the museum. She stated the Historical Society provides a monthly article to the Middletown Neighbor's magazine that is related to Township history. The articles have appeared on their webpage including all the articles since 2019.

They submitted to the Delaware County Heritage a nomination to the 1840 school Vow, and the awards will be announced in April. Since 2011, the Historical Society has been awarded twelve Heritage Awards and hopefully this will be their thirteenth. They have had additional discussion with Williamson College of the Trades regarding the 1833 schoolhouse located on their campus keeping to their goal of preservation. There were three lectures developed in conjunction with the America 250 Celebration. Two have taken place and the final will be April 9, 2026 at 6 p.m. at the Roosevelt Community Center. The lecture topic will be John Morton, the signer of the Declaration of Independence. John Morton lived in Ridley Township. In his early

years, he was a surveyor. He charted property in Middletown Township which included the Sharpless/Darlington tract and the Middletown Presbyterian Church property.

They are also working with the Township Parks and Recreation Department on an America 250 event later this year. They are again helping with the Rockdale Memorial Day Parade and Ceremony at the WWII Monument. Even though the monument is in Aston Township, it was originally sponsored by two Veterans one from each Township. It contains the names of Middletown Township and Aston Township men who died in the line of duty. They will also be present at the ceremony at the Township building. Ms. Mescanti extended an invitation to Council to visit their museum at the Community Center at Roosevelt. They are open on the second Saturday of the month, 10 a.m. to 2 p.m. She understands everyone has a crazy calendar on the weekends and this may not fit into their agenda. She would like to offer Council to call her, and she will bring them down to the museum. It is important Council see the history of their Township on display. They have many visitors that come through the museum, and she thinks Council will be very proud in how they represent the Township. Ms. Campo stated she attended the first two events for the America 250 lecture series, and they were wonderful and she also visited the museum.

Mr. McMullan congratulated Council, the Township, and the Environmental Advisory Committee who were recently awarded the Gold Certificate for the Bird Town Program the Township participates in. He read "Middletown Township is certified at the Gold level and recognized for their exemplary work to promote conservation and stewardship from community engagement to habitat enhancement and protection to create a healthier environment for birds, wildlife, and people." Mr. McMullan stated in a very short amount of time with cooperation between the EAC and Township staff, they were able to pass over several levels to go from beginner to Gold. The EAC will be at a future meeting, likely in April so Council can highlight them in terms of their accomplishments. There were several goals that needed to be obtained, several were already in place by the Township and with partnership with the EAC they were able to enhance them and put them in a position to be a gold standard for Bird Town. This is quite an accomplishment. Mr. Stump stated he recalled a sign for Bird Town and asked if it was installed. Mr. McMullan stated the signs were installed at two of the Township's parks.

D. Engineer:

1) Engineer's Monthly Report – February 2026.

Mr. Janetka thanked Council and congratulated the newest member. He reported for Lenni Park he is still working out the final items with the softball field natural turf specifications which they are working on with their consultant. They are close to finishing this and then they will be able to put it out for bid. He is confident this may be happening for the second Council meeting in April which would be better due to weather.

Mr. Janetka reported for a number of years, the Township has been working on a guide

rail project to replace some of the old and substandard guide rails and some of the cable barrier guide rails. They have carefully coordinated with the utility companies to relocate some of the utility poles. They are now working with the Township's Public Works and Township Manager to finalize the design plan for a section of guide rail that they would like to get installed as part of the overall replacement program on Valley Road between Rocky Run Trail and 126 Valley Road. This is on the east side of Valley Road where the embankment drops off towards the stream.

Mr. Janetka reported approximately eighteen months ago they reviewed the Mills at Glen Riddle a light industrial Land Development at Parkmount Road and Pennell Road. This has been going through the state permitting review process. They have submitted revised plans to the Township.

Mr. Janetka stated yesterday they received a phone call from Popeye's to try to set up a pre-construction meeting at the Promenade at Granite Run. It looks like this will be starting up in the very near future as well. This is located at the northeast quadrant of the Promenade at Granite Run closest to the Acme and the PADot driver center.

6. PUBLIC HEARING: N/A

7. OLD BUSINESS: N/A

8. COUNCIL WORKSHOP ITEMS:

A. Review: Council Review of Zoning Hearing Board Applications:

- 1) Application No. 2026-06: Kelli and Christian Yacono, 107 W. Forge Road, seeking a special exception to construct an in-ground swimming pool within a portion of the 50 ft. required rear yard setback, whereas the pool is proposed to project within 25 ft. of the rear property line. Zoned R-1A.

Mr. McMullan reminded Council there is no action needed just a decision on whether to send representation to the Zoning Hearing Board. Application 2026-06, Kelli and Christian Yacono, 107 W. Forge Road, applied for a special exception pursuant to Section 275.127 of the Zoning Code. The applicants desire to locate an in-ground swimming pool within a portion of the 50 ft. required rear yard setback in an R-1A Zoning District. The pool is proposed to project to within 25 ft. of the rear property line. This is not a very unusual request in terms of placement of an in-ground pool on a property. The abutting residence that received notification, has not responded or commented. The applicant's neighbor is her father.

Council did not feel the need to send representation to the Zoning Hearing Board meeting.

9. ITEMS FOR APPROVAL:

A. Consideration for Approval: Appointment of a Township Solicitor to provide Professional Legal Services for the years ending 2026 and 2027.

Mr. Stump reported at the Township's Re-Organization meeting on January 5, 2026, Council approved the firm of Petrikin, Wellman,, Damico, Brown, and Petrosa through March 31, 2026. He thanked them for their years of service to the township. Mr. Stump asked if the appointment of a new Solicitor has to be on a date certain. Mr. McMullan stated Council can have a certain date and certainly handle it that way. Mr. Stump stated Damico and Associates were originally appointed in 1990 to be the solicitor for Middletown Township. Joe Damico served as the Township solicitor for 32 years until his passing in September of 2023. Mark Damico and Denis Dunn have shared solicitor duties for the Township since 2023.

Mr. Stump asked for a motion to discuss a new solicitor and a follow-up motion to retain Mark and Denis as the Township's solicitors for various litigation matters facing the Township namely the Outrigger project, the Sleighton project, and two properties that are actively engaged in condemnation. This is on the recommendation of all parties concerned. Council sent out applications for the vacancy. Four were requested and they received two complete applications that went through the full interview process with the AD Hoc Committee and Township staff. The Committee is recommending Kilkenny Associates led by John Walko, and his team as the Township Solicitor.

Mr. Stump asked for a motion to approve Kilkenny Associates to be the Township Solicitor effective April 1, 2026 through December 31, 2027. Mr. D'Agostino made a motion to approve the appointment of Kilkenny Associates to be the Township Solicitor effective April 1, 2026 through December 31, 2027. Mr. Falls seconded the motion. The motion carried with a vote of 6-0.

Mr. Stump asked for a motion to retain Petrin, Wellman, Damico, Brown, and Petrosa for various litigation facing the Township effective through the end of those cases. Mr. D'Agostino made a motion to retain the services of Petrikin, Wellman, Damico, Brown, and Petrosa for various litigation cases facing the Township. Ms. Campo seconded the motion. The motion carried with a vote of 6-0.

B. Consideration for Approval - Citizen Committee Appointments:

1) Parks and Recreation Board: Jackie Mitchell, Susan Sharp, and Ed D'Armiento, term expirations January 3, 2027.

Mr. Stump asked for a motion to approve the appointment of Jackie Mitchell, Susan Sharp, and Ed D'Armiento to the Parks and Recreation Board for a term ending January 3, 2027.

Ms. Campo made a motion to approve the appointments. Ms. Ciuca seconded the motion.

Mr. McMullan stated the appointments were the result of the newly adopted Citizen Committee policy that Council incorporated in October 2025 which had applicants for interested in serving or being retained for a board go through an interview process as opposed to being automatically reappointed. There were vacancies after the Re-Organization meeting and Council exercised the policy that was adopted in October

2025 which resulted in these three being recommended to Council for approval. Council created an AD Hoc Sub-Committee and that committee met to interview various applicants for vacancies on Boards and Committees.

A vote was taken and the motion carried with a vote of 6-0.

- 2) Environmental Advisory Committee: Jason Zerweck, term expiration January 1, 2029. Mr. Stump asked for a motion to appoint Jason Zerweck to the Environmental Advisory Committee for a term ending January 1, 2029.

Mr. D’Agostino made motion to approve the appointment. Ms. Ciuca seconded the motion. The motion carried with a vote of 6-0.

- 3) Zoning Hearing Board: Connor Gill, term expiration January 3, 2027.

Mr. Stump asked for a motion to approve the appointment of Connor Gill to the Zoning Hearing Board for a term ending January 2, 2027.

Ms. Ciuca made a motion to approve the appointment. Mr. D’Agostino seconded the motion. The motion carried with a vote of 6-0.

C. Consideration for Approval: February 2026 Bill List.

Mr. Stump read the Bill List aloud.

DEBT SERVICE FUND

THE BANK OF NEW YORK MELLON	LOAN# MIDTWN2019A (i)	<u>\$44,685.00</u>
Total DEBT SERVICE FUND:		<u>\$44,685.00</u>

GENERAL FUND

AQUA AUTOPAY	Township Hydrants JAN	\$9,068.01
GO2 TECH, INC. (ACH)	JAN 2026 IT	\$6,838.19
KEYSTONE MUNICIPAL SERVICES, INC.	Building Inspection 01/05-01/16	\$6,090.00
OPDENAKER, INC.	JAN RECYCLING AC #14321600	\$55,399.72
PA MUNICIPAL HEALTH INS. COOPERATIVE	FEB Health Insurance	\$48,283.27
PECO - AUTOPAY	464 S. Middle ELC 01-2026	\$7,375.83
THE COUNTRY PRESS, INC.	2026 Tax Bills	\$5,745.00
UNITED INSPECTION AGENCY INC. (ACH)	JAN-Electrical Inspections	<u>\$5,170.00</u>
Total GENERAL FUND:		<u>\$143,970.02</u>
Grand Totals:		<u>\$188,655.02</u>

Ms. Campo made a motion to approve the Bill List. Mr. D'Agostino seconded the motion.
The motion carried with a vote of 6-0.

Mr. Stump adjourned the meeting at 8:03 pm.

Respectfully Submitted,

A handwritten signature in blue ink that reads "Sharon Browne". The signature is written in a cursive, flowing style.

Sharon Browne



Middletown Township Engineer's Report

March 4, 2026
(Presented at March 18) Council
Meeting

MINT PEDESTRIAN TRAIL (PHASE 1)

MT100-V1

- The recently constructed segment of the trail is open to the public. The required 12-month maintenance period will expire on March 17, 2026. A trail inspection will be conducted in the near future to make sure there are not defects that have to be repaired by the bonded contractor.
- General NPDES Permit for the remaining phases of this project has been extended to December 7, 2029.
- Preliminary grading and trail layout for the next phase of the project is complete (refer to "Lenni Road Pedestrian Trail (Phase 2)" in this report.

LENNI ROAD PEDESTRIAN TRAIL (PHASE 2)

MT100-U1

- A project coordination and kickoff meeting was held in December 2023, with project consultants, Township staff and Delaware County. Final engineering design of phase 2 of the Township trail projects may begin later in 2025 upon acquisition of property necessary for completion of the project.
- This trail project will connect the recently completed "Mint Trail" to the Chester Creek Trail, on the east side of Lenni Road and will extend under the SEPTA right-of-way through a previously constructed "underpass" and then will extend along the right-of-way to Lenni Road, where it will then cross the road and connect to the Chester Creek Trail. The project will include a pedestrian crossing on Lenni Road, a trailhead parking lot, pedestrian bridge, and sight distance improvements along Lenni Road between the bridge and the SEPTA grade crossing
- A portion of this trail crosses under an overhead PECO electric transmission line right-of-way. The Township is working with PECO to obtain their approval for the trail to pass under the right-of-way. Discussion have been on-going for about 2 years and most recently, additional survey information was obtained so that the Township can

demonstrate that the trail can be constructed without impacting the foundation pedestals of three of the towers.

ROOSEVELT COMMUNITY CENTER (PHASE 1)

MT100-O

- Phase 1 work is complete. Phase 1 Improvements included construction of a new tot lot, reconstruction of existing parking both in front of and behind the facility, construction of a small field area (next to the tot lot), stormwater management improvements and construction of courtyard improvements.
- General NPDES Permit for the remaining phases of this project has been extended to December 7, 2029.
- Design for the next phase of the project is complete (refer to "Roosevelt Community Center (Phase 2)" in this report.

ROOSEVELT COMMUNITY CENTER (PHASE 2)

MT100-O

- This project awaits funding sources and can be let for bid upon securing funding. This project is the second and final phase of the project and includes installation of additional parking, lighting, underground infiltration basin, storm sewer, and entrance improvement from S. Old Middletown Road to the library building area.

LENNI PARK

MT100-W

- A kickoff meeting was held with DCNR regarding the approved grant for redevelopment of Lenni Park.
- The Delaware County Conservation District recently granted approval of the State NPDES permit application for the construction of the project, which will be completed in two phases. Phase 1 of the improvements includes reconfiguration/regrading of the softball field, stormwater management facilities (infiltration and detention basins), pedestrian trail from the parking lot to the softball field, grading for a future multi-court surface, buffer trees, baseball field fence, benches, and bleacher pads. This project will be let for bid (Phase 1) in mid to late February 2026.
- Phase 2 will include additional pedestrian trail, new parking, underground stormwater infiltration, multi-court surface and fence, and pavilion upgrades and will be completed upon securing funding to complete the construction. All engineering and permitting is complete for Phase 2.

TOWNSHIP GUIDERAIL PROGRAM

MT124-E

- The guiderail program is for the installation and/or replacement of guiderail along several segments of Township roadway including Howarth Road (completed), E. Knowlton Road – North (partially completed), E. Knowlton Road – South (partially completed), Darlington Road – East (completed), Darlington Road - West and Valley Road.
- Preliminary design plan is complete for E. Knowlton Road (South), Darlington Road (West) and Valley Road. Significant utility pole relocation and tree removal are required for the project remaining to be completed.
- The Township recently coordinated relocation of several utility poles with PECO, along Darlington Road and Valley Road, some of which were necessary to complete some of the remaining projects.
- The Township applied for an A.R.L.E. grant for the completion of guiderail projects in 2020, 2021, and 2022, but none was awarded. A.R.L.E. is the Automated Red-Light Enforcement Transportation Enhancements Grant Program established in 2010 as a PennDOT-administered competitive grant program in accordance with PA Vehicle Code (75 Pa.C.S.) §3116(l)(2) and §3117(m)(2). Funding for the program is generated from the net revenue of fines collected through Automated Red-Light Enforcement Systems. Grant applications are accepted annually during the month of June.

TOWNSHIP CODE AMENDMENTS

MT110 SERIES

- The following Codes are in the process of being amended prior to the end of 2021: Chapter 186 (Soil Erosion and Sedimentation Control), Chapter 204 (Streets and Sidewalks), Chapter 210 (Subdivision and Land Development) and Township Standards (construction standards, details, and specifications).
- Chapter 198 (Stormwater Management Ordinance) – Amended Ordinance was adopted by Council and went into effect starting on January 9, 2020.
- Preparation of Draft revisions to Chapter 186 (Soil Erosion and Sedimentation Control), has been completed and reviewed by the Township review committee. The document will be introduced for adoption in 2025 or 2026.
- Preparation of a new Township Code, Chapter 77 (Building Permit and Occupancy Procedures) has been completed and distributed to Township review committee. The document is in the process of being

reviewed by Township Staff and consultants. Chapter 77 is intended to establish requirements and procedures for obtaining building permits and requirements for approval of Certificates of Occupancy for occupiable structures. The draft ordinance has been reviewed by the Township's Land Planning Committee.

- Preparation of a new Township Code, Chapter 204 (Street, Curbs and Sidewalk) has been completed and distributed to Township review committee. The document is in the final phase of being reviewed by Township Staff and consultants. Chapter 204 is to replace the existing Chapter 204 and is intended to establish requirements and procedures for working within the right-of-way of Township streets, including street restoration standards and maintenance and protection of traffic (work zone traffic controls). It is likely this draft ordinance will be presented for review by the Council in 2025 or 2026.
- "Township Standards and Specifications" has been reviewed by Township Staff and revisions to the document, as well as various Township application forms, is in process. This document is to formally update/upgrade and replace numerous construction details and policy documents utilized by the Township over the last many years. It is anticipated that upon review by Township staff, this document will be presented to Council for review. This document will be updated periodically to include additional construction details, guidance documents, forms, etc. as they become necessary.

LONGVIEW PARK

MT100-A.2

-
- Construction of Stage 2 and Stage 3 of the project has been completed, and some of the field areas have been open for public use. A portion of the park field areas has not yet been open to the public while the Township is working on improving the field turf grass.
 - The final construction phase is anticipated for 2026 and will include the following work: conversion of sediment trap nos. 1, 2, 3, 4 and 5 to permanent stormwater basins, installation of approximately 800 feet of pedestrian trail (that was not be completed with the previous stages of construction), asphalt paving of approximately 400 feet of paved trail (that was only completed to stone subbase to permit future construction access for basin conversion), installation of softball and baseball infield areas, and removal of all erosion and sedimentation controls. The Township applied for a grant (in the amount of \$250,000.00) to partially fund the completion of the project; however, only a small fraction of the requested funding was awarded to the Township. The estimated cost to complete the final phase of work is approximately \$500,000.00.

- The NPDES Permit for the Park has been extended to December 20, 2027 (since it is an individual permit) to allow the project to be completed in 2026 or 2027 depending on budgetary needs. PennDOT Highway Occupancy Permit work is complete, and permits are closed.

MS4 NPDES PERMIT/POLLUTANT REDUCTION PLAN

MT300-18

Pollutant Reduction Plan (PRP) for the PADEP NPDES Permit term of 2018-2023 was submitted to PADEP on December 4, 2019, and final approval of the PRP was issued on February 7, 2020. Although the NPDES permit term is 2018 to 2023, the Township has 5 years (from the date of PRP approval) to complete design, permitting, and construction of all the proposed stormwater facilities (BMPs) described in the PRP. The PRP includes an estimation of cost to complete all stormwater facilities required by the State as part of the approved PRP, prior to the end of the PRP approval term (February 2025). The Sunny Brae Basin revitalization, which was completed in 2023, is the first stormwater BMP project from the PRP. The Township submitted a PA DCED Watershed Restoration and Protection Program Grant application in the amount of \$296,905.00 for construction of a second stormwater BMP in Township open space north of Highpoint Drive and south of the Franklin Mint, however, only a small portion of the requested funds were awarded. The funds that were awarded have been approved to be “transferred” for use as part of the Lenni Park project.

SEPTA R3-3

MT120-Bwa

- SEPTA has completed the R3-3 rail line extension including the parking deck, driveway, station building, and stormwater management facilities. Final Certificate of Occupancy has been approved for the station building and the crew quarters. The Township reviewed the project close-out request (Certificate of Total Completion) and has notified SEPTA there are minor issues remaining to be addressed. Amended stormwater management agreement and exhibits have been recorded.

MARINER 2 PIPELINE

MT100-Ea

- Valley Road shoulder restoration/stabilization. ETP has agreed to fund the cost related to obtaining a PennDOT Highway Occupancy Permit and construction improvements to stabilize the road shoulders of Valley Road with rock lining from W. Forge Road to New Darlington Road. The Highway Occupancy Permit plan has been prepared and has been submitted to PennDOT by the Township, for approval. This restoration

work, which is being done due to water erosion along the shoulders, will also include milling and asphalt wearing course overlay of the entire cartway of Valley Road along the work area. This work has not yet been scheduled due to ongoing PennDOT permit acquisition efforts. All other ETP restoration work in the Township is complete.

- Horizontal Direction Drill HDD #591 (Sleighton Park to 143 Valley Road) - "Monitoring Plan" - Sunoco/ETP and the Township are in the process of closing out the geologic and geophysical testing that took place at Valley Road/W. Forge Road, pursuant to the agreed upon testing protocol between the Township and Sunoco/ETP. The Township's geophysics consultant has reviewed all testing completed as part of the monitoring plan.

SUBDIVISIONS/LAND DEVELOPMENTS

MT305 SERIES

-
- 129 N. Middletown Road Land Development (formerly "ARTIS Senior Living") – The land development at this location, formerly known as ARTIS Senior Living, was never recorded, and the property was sold to the owner of 47 N. Middletown Road (Philadelphia Meeting Room-Religious Use Land development) and zoning variances have been received for impervious coverage at this location. The applicant recently submitted amended plans that include revisions to reduce construction cost. State permits previously obtained for this site are in the process of being amended and/or transferred from Artis Senior Living to the current property owner (based on the new site layout). The land development submission for 129 N. Middletown Road was reviewed by the Township Planning Commission on June 11, 2024, and has been conditionally approved by the Township Council. The adjoining property located between the site Rose Tree Road, is now owned by the RTMSD and the easement formerly being sought by ARTIS to allow a sidewalk connection from the site to the PGR entrance is now subject to Philadelphia Meeting Road acquisition and RTMSD approval.
 - Guss Subdivision (Howarth Road) – Construction of site improvements (not including the dwellings) has been approved by the Township (through issuance of a grading and excavating permit). Construction is on-going and the work is complete. A temporary Certificate of Occupancy has been approved for the both new dwellings constructed at the site.
 - Promenade at Granite Run Land Development – Overall site construction pursuant to the approved final plan is on-going and is approximately 95% complete. Work related to the reconfiguration of Apartment Building 2 and surrounding improvements is complete and final Certificate of Occupancy for the apartment building has been approved. In regards to Popeye's, the land development plan has been recorded and it is our

understanding that the property owner intends to begin construction in 2026.

- 386 Dutton Mill Road – A minor subdivision and land development application has been received by the Township for creation of 3 new residential building lots and a lot consolidation. The site is located approximately 500 feet southwest of Mary Anne Drive, on the west side of Dutton Mill Road which is a Pennsylvania State Highway. New homes are to be served by public water (a main extension from Mary Anne Drive) and public sewer. There is a sewer interceptor traversing the rear of the property, which is also traversed by an unnamed tributary to Chester Creek. There is an existing home and parcel that will be impacted by this development. The existing driveway to this home is to be relocated to the proposed shared driveway for the 3 new homes, and the old driveway is to be removed. Further, a portion of the subdivision parcel is to be conveyed to 412 Dutton Mill Road. The parcel is heavily encumbered by wetlands, floodplain, steep slopes, and regulated waters of the US. There is a variable width riparian corridor proposed; however, Township Codes requires a riparian corridor of 50 feet. Some of the proposed improvements are within this riparian corridor. The development will also disturb steep slopes but will not disturb wetland, waters of the US, or floodplain area. A large underground infiltration basin is proposed to control stormwater runoff from the new impervious surfaces. A shared driveway, 20 feet wide, is to serve lots 1 and 2 and 412 Dutton Mill Road. Driver sight distance appears to comply with applicable regulations, but this will be reviewed by PennDOT as part of the Highway Occupancy Permit application.
- Darlington Pointe II Subdivision - Construction is complete with all homes occupied, except for Lot 4All which has been purchased to the owner of 420 Mattrissa Ridge and it is our understanding there is no intent on their part to build on the lot. Certificate of Total Completion has been filed, and it is anticipated that the project will be closed in 2025.
- 33 N. Middletown Road Subdivision (Convery) - Conditional final approval granted by Council. The plan has been recorded. Site work construction (excluding the houses) is largely complete. All Lot 3 work is complete.
- Penncrest High School Life Skills Center and Parking Lot Subdivision and Land Development – Conditional final approval has been granted by the Township Planning Commission and Council. The plan has been recorded, and construction of the bus facility parking lot is complete. Project has not yet been closed through approval of Certificate of Total Completion.
- 345 (aka 347) Valley Road Subdivision – The overall project is complete, and Certificate of Total Completion has been submitted by the builder

and conditions for approval of the CTC have been forwarded to the applicant for completion/resolution.

- Glenwood Elementary School Parking Lot – The plan has been recorded, and a Grading and Excavating Permit has been approved for the construction of the new parking lot and related stormwater facilities. Construction is complete, but the Certificate of Total Completion has not yet been filed by the applicant.
- Glenwood Elementary School Modular Classrooms – Plan has been reviewed by Township staff and was recommended for final approval by the Planning Commission and approved by Council in May. The plan is recorded, and construction is complete, but the Certificate of Total Completion has not yet been filed by the applicant.
- Indian Lane Elementary School Parking Lot and Baseball Field Relocation – The plan has been recorded, and construction is complete. Project has not yet been closed through approval of Certificate of Total Completion.
- Luongo Reverse Subdivision and Land Development – Zoning Variances and Conditional Use have been approved. The applicant submitted a land development application which was recommended for approval by the Planning Commission in June of 2023. The applicant has revised the plan pursuant to staff and consultant reviews and was reviewed by Council in June 2024. The applicant is in the process of preparing land development agreements and recording the approved plan.
- Granite Farms Estates – Nursing Care Facility – Site improvements including building additions and reconfiguration of the parking area surrounding the nursing care facility, was granted final approval was granted by Council in March 2022. The plan has been recorded, and construction is nearly complete. The Certificate of Total Completion has not yet been submitted for approval.
- 552 Old Forge Road - This subdivision application was granted conditional preliminary and final approval by Township Council. The plan has been recorded, and construction is approximately 90% complete. One new home has been completed and is approved for occupancy. The other two dwellings are under construction. Private road installation was recently completed to base paving.
- 40 Van Leer Avenue Subdivision and Land Development - This subdivision application was granted conditional preliminary and final approval by Township Council. The plan has been recorded, and construction of the first home is now complete and is occupied. The two additional homes have been completed and request for occupancy is currently being reviewed by Township Staff. The applicant has recently filed for approval of Certificate of Total Completion of the project and release of all remaining financial security funds. A list of project defects/repairs (i.e. punchlist) have been sent to the developer for resolution.

- A land development application has been received from Sunnybrae Farm, L.P. (Wolff's Applehouse) for approval of a permanent pavilion structure (previously constructed under a waiver of land development), building expansion (for on-premises kitchen) and a separate garden center building. This application has received zoning variances to permit the proposed expansion. The plan has been recorded and a Grading and Excavating permit has been approved by the Township to complete construction.
- Williamson College of the Trades 72-Bed Dormitory Land Development (Phase 6) – A land development application has been received to construct a 72-bed dormitory at the campus. This application was recommended for approval by the Planning Commission and approved by Council in August 2022. Plan has been recorded, and work is complete. Certificate of Total Completion has been filed by the applicant and the Township is awaiting resolution of issue identified during CTC review.
- Elwyn of Pennsylvania and Delaware – Kitchen Building – A land development application has been received to construct a new kitchen facility at the campus. This plan has been granted preliminary/final approval by Council. Grading and Excavating permit has been issued and construction is complete. It is our understanding that the applicant will be requesting approval of Certificate of Total Completion this land development in 2026.
- ACTS Lima Estates – Rehab and Therapy Garden Land Development – A land development application has been received to construct a small new building addition at this facility. The plan has been recommended for approval by the Planning Commission and has received conditional final approval by Council but has not yet been recorded.
- Wawa Land Development – A land development application has been received by Wawa for minor expansion of the dairy facility to allow the increase of capacity. The plan received conditional recommendation by the Planning Commission in October 2024 and was conditionally approved by Council in November of 2024. The applicant intends to begin construction in February of 2026 and is in the process of completing land development agreements and plan recordation.
- Elwyn of Pennsylvania and Delaware – School Building – A land development application has been received to construct a new two-story school building at the campus totaling 78,336 square feet. This building will be constructed at the location of the existing administration building, which is to be demolished. The plan has been recorded and construction has commenced.
- Mills at Glen Riddle – A land development application was received to construct a 45,000 square feet light manufacturing building at the southwest corner of Parkmount Road and Pennell Road, behind the

existing office complex. This application was conditionally recommended for approval by the Township Planning Commission in April of 2025 and conditionally approved by Council in June. The plan has not yet been recorded.

- Pinnacle Car Wash – A land development application was received to construct a car wash on the Biordi property, just west and south of the intersection of Pennell Road and W. Baltimore Pike. This application was reviewed by the Planning Commission in August of 2025 and was recommended for preliminary approval only.

Kelly Engineers and Surveyors
Township Engineer

A handwritten signature in blue ink, appearing to read 'Eric J. Janetka', with a stylized flourish at the end.

Eric J. Janetka, P.E.



MIDDLETOWN TOWNSHIP APPLICATION TO ZONING HEARING BOARD

27 N. Pennell Road | Media, PA 19063
610-565-2700 | Fax 610-566-3640 www.middletowndelcopa.gov

Received
MAR 30 2026

Date MARCH 30, 2026

Application No. 2026-7

Middletown Township

Applicant ROBERT KEATES & CHILDREN Address 4920 PENNELL RD.
(When there are a number of applicants the additional names shall be entered on the back of
this application) SUITE 371
ASTON, PA. 19014

Phone: 610 348 7368 Applicant Email Address: KEATESGROUP@GMAIL.COM

Attorney (if any) ERNIE ANGELOS Address: 19 W THIRD ST. MEDIA. 19063

Phone 610 891 6710 Attorney Email Address: EANGELOS@RAFFELE PUPPIO.COM

LOCATION OF PROPERTY 1175 W. BALTIMORE PIKE Zoning District C-2

Deed Book 7067 Page No. 1110

Owners ROBERT KEATES & CHILDREN Address 4920 PENNELL RD

Agent _____ Address SUITE 371
ASTON, PA. 19014

If the applicant is not the agent or the owner, state his interest: OWNER ✓

Application is made for a (variance) (special exception) from the following ordinance and/or section of ordinance:

(PLEASE SEE ATTACHED NARRATIVE)

State facts and/or basis of support of application (attach narrative if necessary) _____

EXISTING LOT SIZE THAT IS LESS THAN REQ'D
IN ZONING DISTRICT, RESULTING IN DIMENSIONAL CONSTRAINTS,
AS WELL AS NEED FOR SMALL EXPANSION TO REMAIN
VISIBLE AS A RESTAURANT.

March 30, 2026

Zoning Hearing Board
Middletown Township

**RE: Application for Zoning Hearing
Casa Mia Restaurant
1175 West Baltimore Pike
Media, PA
(Middletown Township)**

The Casa Mia Restaurant building has been a fixture on Baltimore Pike for decades. It was acquired by Bob Keates in the July of 2025. This building has a long history of being a restaurant with the prior name being The Willows Inn.

Similar to all “mom and pop” restaurants, they often struggle to compete against the larger chain restaurants, and need every possible advantage to survive. With a total floor area of only 1,098 S.F. available for dining and bar seating, there isn’t enough space to achieve a critical mass, and no area to host a small special function such as a private luncheon or a business meeting.

As a result, the owner would like to add a 12 ft. x 43 ft. addition (483 interior square feet) on the east side of the building to accommodate these types of special functions.

The front title line of the parcel runs down the left southbound lane of Baltimore Pike, with a length of 197 feet. Baltimore Pike has a 100-foot right-of-way, so the face of the existing building is only 39 feet back from the right-of-way line where a front yard setback of 60 feet is required, creating a legal non-conforming front yard setback.

The net area of the site, exclusive of right-of-way areas, is 17,246 square feet, whereas 43,560 square feet is required, resulting in an existing legal non-conforming site size.

The rear corner of the existing building is 4.3 feet from the rear property line, where a rear setback of 60 feet is required, so this is also a legal non-conforming setback.

The right side of the building is 19 feet from the right property line, where a minimum side yard of 25 feet is required, resulting in yet another existing legal non-conforming setback.

Due to the shallow dimension of property, and 60-foot yard setbacks required at both the front and rear yards, the front and rear yard requirements overlap, creating a “negative” available building envelope for this site.

The current area devoted to patron use, along with the seven (7) existing staff, requires (31) parking spaces (including two (2) spaces for the 2nd floor 2-bedroom apartment). There are currently (30) striped spaces.

The proposed addition, with an interior size of 483 s.f., and one (1) new staff, adds (11) parking spaces to the requirements, for a new total requirement of (42) spaces.

Variance Required

To construct the proposed 516 gross square foot addition the following Variance relief will be required:

Section 275-87 A(7)

Front yard setback of 41.3 feet for the addition, where 60 feet is required. (Same as front yard setback of existing building)

Section 275-87 (A)7

Rear yard setback of 29.8 feet for the addition where 60 feet is required. (Existing building rear yard setback is 4.3 feet)

Section 275-87 A(9)

Right side yard setback of 9 feet, where 25 feet is required. (Existing building has a legal non-conforming right-side yard of 19 feet)

Section 275-87 A(4)

Increase of impervious surface by 3.1% from 92% to 95.1%.

Section 275-88C/275-168(A)

Parking variance to allow for (30) striped spaces where (42) striped spaces are required. There is permission for staff parking on the adjacent lot, which will be discussed at the Hearing.

Any other relief as required to permit construction of the addition, as proposed.

We respectfully request that we be placed on the next available Zoning Hearing Board Agenda, for consideration of these variance requests.

Thank you.

Respectfully submitted,



Robert H. Linn, AIA
Registered Architect
Principal - Linn Architects

RHL/dr

Enclosures: Application to Zoning Hearing Board
Check for \$1,500
Site Plan
Floor Plan
Deed
Google Aerial

Plotsize: 3x36-26 @ 1:50m Dwg. size

- NOTES**
1. PLAN BASED OFF OF DEEDS OF RECORD AND AERIAL PHOTOGRAPHY. ACTUAL FIELD CONDITIONS MAY VARY. EXISTING SITE FEATURES BASED SOLELY ON AERIAL PHOTOGRAPHY.
 2. BOUNDARY DESCRIPTIONS BASED ON DEEDS OF RECORD.
 3. ZONING TABLE EXISTING DATA IS BASED UPON DEEDS OF RECORD AND AERIAL PHOTOGRAPHY. ACTUAL VALUES MAY VARY.

SITE INFORMATION
 1175 W BALTIMORE PIKE,
 MEDIA, PA 19043
 TAX MAPS 22-15-038.000
 FOLIO NO. 27-00-00448-20
 08/PS 7/24/1110

AREA AND BULK REGULATIONS C-2 COMMERCIAL ZONING DISTRICT			
REQUIREMENT	EXISTING	EXISTING	PROPOSED
USE	RESTAURANT	RESTAURANT	RESTAURANT
LOT AREA (GROSS)	24,831 S.F.	24,831 S.F.	24,831 S.F.
LOT AREA (NET)	17,248 S.F.*	17,248 S.F.**	17,248 S.F.**
IMPERVIOUS COVERAGE	85% MAX	82.0% (15,881 S.F.)	85.0% (16,440 S.F.)
BUILDING COVERAGE	25% MAX	12.4% (2,139 S.F.)	15.4% (2,652 S.F.)
BUILDING SETBACKS			
FRONT YARD	80 FT. MIN	38.0 FT.*	38.0 FT. EX. BLDG. / 113.3 FT. PROP. ADDITION*
SIDE YARD	25 FT. MIN, 60 FT. AGO	18.0 FT. MIN, 128.2 FT. AGO	8.0 FT. MIN, 118.8 FT. AGO
REAR YARD	60 FT. MIN	4.3 FT.*	4.3 FT. EX. BLDG./20.8 FT. PROP. ADDITION*
LOT WIDTH (BUILDING LINE)	100 FT. MIN	178.8 FT.	178.8 FT.
LOT WIDTH (STREET LINE)	100 FT. MIN	183.8 FT.	183.8 FT.
BUILDING HEIGHT	45 FT. MAX	45.5 FT.	45.5 FT.

*EXISTING LEGAL NON-COMFORMITY
 *CONTINUATION OF EXISTING LEGAL NON-COMFORMITY
 *VARIANCE REQUIRED FOR ADDITION

PARKING ANALYSIS

- 1) RESTAURANT
- REQUIREMENT**
 RESTAURANT:
 1 SPACE PER 50 S.F. OF FLOOR AREA DEVOTED TO PATRON USE PLUS 1 SPACE FOR EACH EMPLOYEE ON THE MAXIMUM SHIFT
 2 BEDROOM APARTMENTS:
 2 SPACES FOR EVERY DWELLING UNIT
- EXISTING REQUIREMENT**
 RESTAURANT:
 1508 S.F. OF FLOOR AREA DEVOTED TO PATRON USE = 32 SPACES REQUIRED PLUS 1 SPACE FOR 7 EMPLOYEES ON MAXIMUM SHIFT = 7 SPACES REQUIRED
 APARTMENT:
 1 DWELLING UNIT = 2 SPACES REQUIRED
 TOTAL PARKING REQUIRED = 31 SPACES
 TOTAL PARKING PROVIDED = 30 SPACES
- PROPOSED REQUIREMENT**
 RESTAURANT:
 1591 S.F. OF FLOOR AREA DEVOTED TO PATRON USE = 32 SPACES REQUIRED PLUS 1 SPACE FOR 8 EMPLOYEES ON MAXIMUM SHIFT = 8 SPACES REQUIRED
 APARTMENT:
 1 DWELLING UNIT = 2 SPACES REQUIRED
 TOTAL PARKING REQUIRED = 42 SPACES
 TOTAL PARKING PROVIDED = 30 SPACES
- *VARIANCE REQUIRED FOR PROPOSED PARKING REQUIREMENT.



LINN ARCHITECTS
 ARCHITECTURE
 ENGINEERING
 SITE PLANNING
 INTERIOR DESIGN

140 N. PRODUCE ROAD
 MEDIA, PENNSYLVANIA 19008
 TEL: 484-686-7244
 FAX: 484-686-3228

DEED PLOT AND ZONING ANALYSIS PLAN

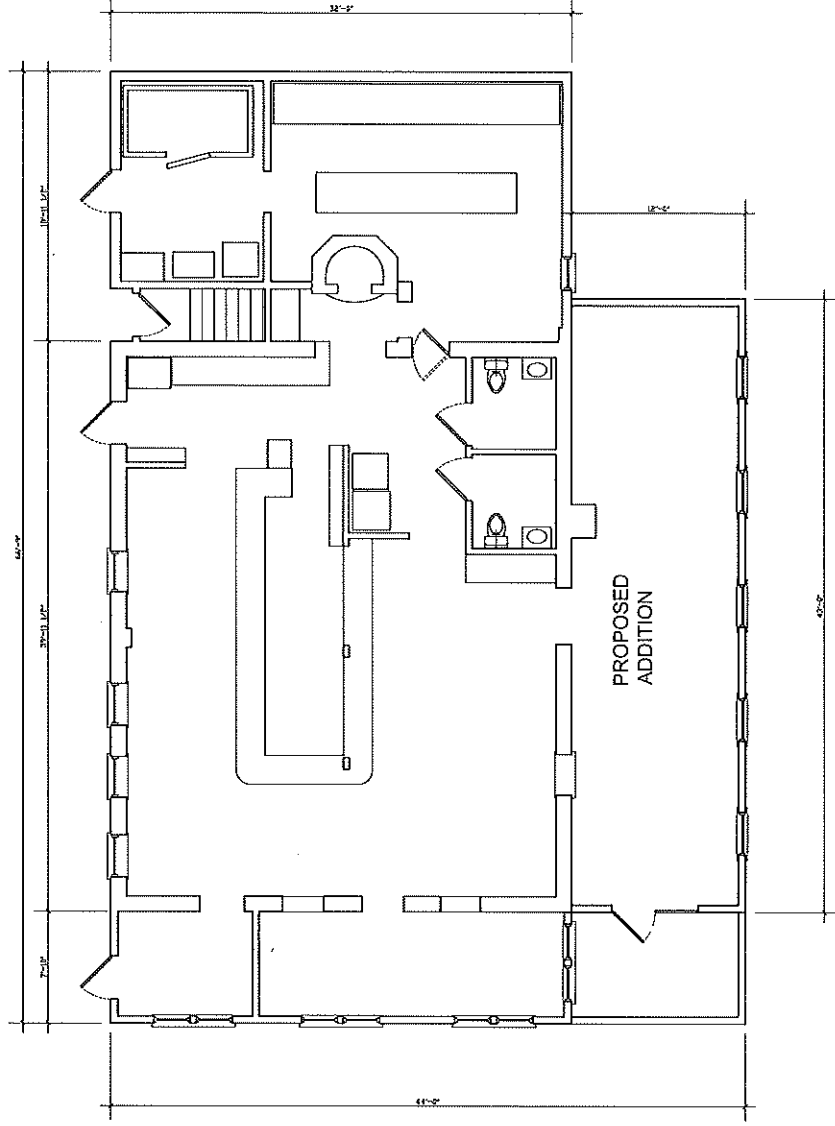
FOR

1175 WEST BALTIMORE PIKE
 MIDDLETOWN TOWNSHIP
 DELAWARE COUNTY, PA

DATE	REVISIONS	DESCRIPTION	DATE
04/03/2008 <td>SCALE <td></td> <td></td> </td>	SCALE <td></td> <td></td>		
	DRAWN BY		
	CHECKED BY		
	PROJECT NO.	25024	

SHEET NO. **C-1**
 SHEET 1 OF 1

F:\Projects\Storage\Project_Deeds\25024_Class_Mid_Zoning_Analysis\Drawings\C-1_Zoning_Plan.dwg[Layout]



© 2026

SHEET NO. A-1

DATE 03.20.26

SCALE 1/4" = 1'-0"

DRAWN BY CP

CHECKED BY WAM

PROJ. NO. 25034

REVISIONS

NO.	DESCRIPTION	DATE

FLOOR PLAN

PROPOSED ADDITION

CASA MIA

1175 W BALTIMORE PIKE

MEDIA, PA 19063

ARCHITECTS

140 N PROVIDENCE ROAD

MEDIA, PENNSYLVANIA 19063

ARCHITECTURE

ENGINEERING

INTERIOR DESIGN

TEL: 800-944-7044

PAO: 800-944-0228

MIDDLETOWN TOWNSHIP
DELAWARE COUNTY, PA

Resolution 2026-10

**A Resolution of Middletown Township, Delaware County, Supporting the
Pennsylvania Commission for the United States Semiquincentennial**

WHEREAS, the Pennsylvania General Assembly and Governor Wolf created the Pennsylvania Commission for the United States Semiquincentennial (America250PA) in 2018 to plan, encourage, develop, and coordinate the commemoration of the 250th anniversary of the United States in 2026 and Pennsylvania’s integral role in that event, and the impact of its people on the nation’s past, present, and future; and

WHEREAS, America250PA hopes to engage all citizens of the Commonwealth, bring the Commonwealth’s history into the conversation so Pennsylvanians can better understand the origins and multiple perspectives of issues facing our Commonwealth and nation today, and use history to encourage and inspire future leaders, celebrate the contributions of Pennsylvanians to not only the Commonwealth’s history, but also to our Nation’s history, and

WHEREAS, America250PA wishes to have a lasting impact on the next generation of Pennsylvanians and to spark an interest which will ignite the drive for them to appreciate all of the triumphs, trials, and tribulations which contributed to the Commonwealth for which they are now writing their own history; and

WHEREAS, America250PA will have numerous officially recognized programs, projects, and events over the next five years to inspire future leaders and celebrate all Pennsylvanians’ contributions to the United States over the past 250 years, and

WHEREAS, Middletown Township and the Middletown Historical Society encourage residents to participate in a "Passport to Middletown" that includes a visit to Cumberland Cemetery, the Silos at Longview Park, and the Historical Society's showcase at Roosevelt Community Center.

NOW, THEREFORE, BE IT RESOLVED, that Middletown Township hereby endorses America250PA and its mission to Educate, Preserve, Innovate and Celebrate the rich history and diversity of the State; and

IT IS FURTHER RESOLVED that a copy of this resolution be sent to the township’s State Senator, House Representative, and PSATS.

RESOLVED this 15th day of April 2026 by the Middletown Township Council, Delaware County, Pennsylvania at a regularly scheduled meeting.

ATTEST:

TOWNSHIP COUNCIL

John McMullan
Township Manager

Christopher Stump
Council Chair

MIDDLETOWN TOWNSHIP
DELAWARE COUNTY, PENNSYLVANIA

RESOLUTION 2026-11

A RESOLUTION AUTHORIZING A TRAFFIC CALMING POLICY IDENTIFYING THE PROCEDURE THAT WILL BE FOLLOWED TO DETERMINE WHETHER TRAFFIC CALMING MEASURES WILL BE INSTALLED ON ROADS WITHIN MIDDLETOWN TOWNSHIP, TO BE DETERMINED ON A LOCATION-SPECIFIC BASIS. THIS POLICY IN NO WAY LIMITS MIDDLETOWN TOWNSHIP'S AUTHORITY TO ERECT TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH PENNSYLVANIA LAW AND TOWNSHIP CODE.

WHEREAS, the Purpose of the Traffic Calming Policy ("Policy") is to establish criteria and guidelines for the installation of traffic calming measures on Township Owned Roadways; and

WHEREAS, Traffic calming measures are designed to reduce the speed and/or the volume of motor vehicle traffic (cut through traffic) in residential areas, to reduce motor vehicle speeds, and to improve pedestrian safety and shall also consist of enforcement and education activities by the Pennsylvania State Police; and

WHEREAS, Implementing the combination of mainly physical features that reduce negative effects of motor vehicle traffic use, alter driver behavior, and improve conditions for non-motorized street users (pedestrians), as outlined in the terms and conditions set forth in the Traffic Calming Policy attached here as Exhibit "A."

NOW, THEREFORE, BE IT RESOLVED, Middletown Township Council, Delaware County, Pennsylvania, with due consideration of the above, as follows:

1. The caption and background of the "Policy" set forth above are incorporated herein by reference as Exhibit "A."
2. Middletown Township Council hereby approves the criteria of the Traffic Calming Policy including: the definitions, resident request process, eligibility of Township Owned Roads, Traffic Calming Study, Scored Evaluation, and Concept Plan, and Public Meetings.

RESOLVED this 15th day of April 2026 at a regularly scheduled Township Council public meeting.

ATTEST:

TOWNSHIP COUNCIL

John McMullan
Township Manager

Christopher Stump
Council Chair

RESOLUTION 2026-11
Exhibit A

February 27, 2026

Traffic Calming Policy
Middletown Township, Delaware County

This Traffic Calming Policy identifies the procedure that will be followed to determine whether traffic calming measures will be installed on roads within Middletown Township, to be determined on a location-specific basis. This policy in no way limits Middletown Township's authority to erect traffic control devices in accordance with Pennsylvania Law and Township Code.

Intent

The purpose of this policy is to establish criteria and guidelines for the installation of traffic calming measures, including but not limited to speed humps, on Township-owned roadways. Traffic calming measures are designed to reduce the speed and/or the volume motor vehicle traffic in residential areas. Traffic-calming measures shall also consist of enforcement and education activities by the Pennsylvania State Police.

Definitions

Local Road: A roadway with relatively low traffic volumes that serves short trips at low speeds. For purposes of this policy, local roads are typically residential roadways.

Speed Hump: A geometric roadway design feature that provides a vertical deflection in the roadway. A speed hump is a raised hump in the pavement, typically 3 to 4 inches in height and 12 feet in length (in the direction of travel) that extends across the width of the roadway perpendicular to the flow of traffic. A "speed table" is essentially an elongated speed hump and is considered to be a similar, equivalent alternative to a speed hump where deemed appropriate by the Township Traffic Engineer and the Roads, Highways & Public Safety Committee.

Traffic Calming: The combination of mainly physical features that reduce the negative effects of motor vehicle traffic use, alter driver behavior and improve conditions for non-motorized street users. Traffic Calming features are not traffic control devices, but rather physical parts of a roadway's design characteristics.

85th Percentile Speed: That speed at which 85% of the free-flowing vehicles are traveling, or below.

Resident Request and Petition

1. Resident Request: Residents may request that a study be conducted to evaluate and potentially install traffic calming measures on a particular street or neighborhood. Requests shall be submitted in writing, along with a petition as described below, for the Township's Roads, Highways & Public Safety Committee to consider.

Resident Requests must include a petition that accounts for the following:

- a. All households within the general impact area of the potential traffic calming measures must be contacted by the requestor and advised of their desire that traffic calming be considered for their street. The general impact area typically includes all properties on the affected street, and it may include properties on nearby roads other than those where the traffic calming would be installed. Note that if the installation of traffic calming on one roadway may transfer the problems to a parallel local roadway, the affected neighborhood area shall be addressed as a whole and should be included within the general impact area. If the requestor is unsure of the general impact area, they should contact the Township for determination before proceeding with the petition.
- b. A signed petition must be submitted reflecting the support of at least 50% of the households (determined by street address) within the general impact area. The signature of one adult member of each household is necessary.

Locations where traffic calming measures are being requested must meet eligibility requirements as described in the next section. If the resident recognizes that any of the criteria below would NOT be satisfied, the request should not be made for that location.

Eligible Streets

A street will be considered for the installation of traffic calming, provided that the street meets all of the following criteria:

1. Traffic calming will not be installed on state roadways. The street must be owned and maintained by Middletown Township.
2. The street is classified as a local road by the Middletown Township Traffic Engineer guided by the Middletown Township Comprehensive Plan where applicable.
3. The legally posted speed limit on the street should not exceed 25 miles per hour.
4. The minimum length of the street should be at least 1,000 feet.
5. Speed humps specifically should not be installed on hills or curves that could affect the safe control of vehicles. The grade of the roadway must not exceed 8%. Other types of traffic calming measures may or may not be suitable on steep hills or curves, to be determined on a case-by-case basis.

6. The average vehicle speed (based upon the 85th percentile of the speeds recorded during the traffic study) should not be less than five miles per hour over the legally posted speed limit, which should be determined by a speed study.

Traffic Calming Study, Scored Evaluation, and Concept Plan

For each resident request, Middletown Township will review the submitted petition and confirm if the street is potentially eligible for installation of traffic calming measures. If the review indicates that the initial criteria are satisfied, the Township may advance the request to the traffic study and plan development phase. A traffic study will be conducted to ensure all criteria are met, and this will include a speed study to assess the 85th percentile speeds on the roadway.

Additionally, a scored evaluation system will be utilized to help guide the Township's review and recommendation pertaining to the potential installation of traffic calming measures. The evaluation will be conducted by the Township Traffic Engineer and/or other Township Staff. The scored evaluation criteria are provided at the end of this policy. There is no minimum score that will dictate whether or not traffic calming measures will be approved for a given location, but this evaluation is a tool that can help the Township determine the need for traffic calming at a specific location and can be used to compare one candidate location to another.

All information in the request, the traffic study, and the scored evaluation will be reviewed by Township Staff, Fire Chief, Public Works, and the Roads, Highways & Public Safety Committee. Collectively if this group supports advancement of a plan for traffic calming in the requested location, the Township Traffic Engineer (or others as designated by the Township) would prepare a concept plan for installation of traffic calming measures. This plan should show details of proposed location(s) and design of the traffic calming measures including but not limited to associated signage and striping/pavement markings.

Public Meeting

If the Township finds that a road is appropriate for potential installation of traffic calming and gives direction for a concept plan to be prepared, once the concept plan is ready it will be presented to the public at Township Meeting (possibly a Roads, Highway & Public Safety Meeting, a Township Council Meeting, or a special project-specific meeting). Notification of the meeting will be sent to the resident who made the request, published on the Township webpage, and provided via emails as available. In addition, the resident who initiated the request for the traffic calming may wish to inform others in the general impact area about the meeting. The Township Traffic Engineer and/or Township Officials will present the results of the study and the concept plan. All Township residents are welcome to attend the meeting and offer comments or concerns for the Township's consideration.

After the public meeting, the concept plan may be refined if needed in response to comments. If needed, the refined plan may be presented again at another meeting.

Advancement or Denial of Project

Based on coordination up to this point including but not limited to discussion at the public meeting(s), Township Council may authorize advancement of the project to final design (if needed) and implementation when funding permits.

If Township Council decides to not move forward with traffic calming at the subject location, the area shall not be reconsidered for traffic calming for a period of at least three (3) years from the date the petition was received by Township staff, unless the Township determines that a significant change in area conditions affecting traffic has occurred. Such significant changes may include new construction, roadway improvements, changes in land use, or similar changes creating regional impacts. A new petition will be required after the three-year waiting period to initiate the traffic calming process again.

Post-Installation of Project

If traffic calming features are installed, the Township Traffic Engineer and/or Township Staff should monitor the general impact area to assess the effectiveness of the traffic calming and to determine if there are unforeseen detrimental impacts. This may lead to refinement of the installation if needed for public safety.

Middletown Township, on its own initiative, may modify or remove any installed traffic calming measures in the interest of public safety. The property owners in an area where traffic calming measures have been implemented may also request their removal. A petition to remove the traffic calming measures may be considered by the Township, subject to the following conditions:

1. The traffic calming measures have been in place for at least two (2) years, and
2. The removal of one or more traffic calming measures would not make the remaining measures less effective or less safe (applicable if only part of the project is being petitioned to be removed), and
3. At least 60% of the property owners in the general impact area must vote in favor of removal.

If the Township decides to remove one or more traffic calming feature(s), either on its own initiative or prompted by a petition from nearby property owners, no traffic calming feature(s) should be removed until a plan is developed and approved by the Township which specifies what, if anything, will replace the removed feature(s).

RESIDENT REQUEST EVALUATION PROCESS

SCORED EVALUATION SYSTEM

Criteria	Points	Basis for Point Assignment
Speed	0 to 30	Extent by which 85 percentile speeds exceed posted speed limit; 2 points assigned for every 1 mph.
Volume	0 to 25	Average daily traffic volumes (1 point assigned for every 120 vehicles).
Crashes	0 to 10	1 point for every crash reported within past 3 years.
Elementary or Middle Schools	0 to 10	5 points assigned for each school crossing on the project street.
Pedestrian Generators	0 to 15	5 points assigned for each public facility (such as parks, community centers, and high schools) or commercial use that generates a significant number of pedestrians.
Pedestrian Faculty	0 to 10	5 points assigned if there is no continuous sidewalk on one side of the street; 10 points if missing on both sides.
Total Points Possible	100	



Item 8C

Middletown Township
P.O. Box 157
27 N Pennell Rd
Lima, PA 19037

Attn: John McMullan

April 1, 2026
Project No. MT-105-26

**Re: 2026 Road Improvement Program
Middletown Township, Delaware County**

Dear Mr. McMullan:

We have reviewed the bid proposals received on behalf of the Township Council on April 1, 2026 for the above referenced project. The low bid is as follows:

- Contractor: **Moore Brothers Enterprises, Ltd**
- Total Bid Amount: **\$347,777.00**
- 10% Bid Security: **Yes**

There were a total of seven (7) bids received. All were in order and contained the required 10% bid security. Refer to the attached bid tabulation for a summary of all bids received.

It is our recommendation that the above referenced project be awarded to the lowest responsible bidder, Moore Brothers Enterprises Ltd.

If you have any questions, please contact our office.

Sincerely,
Kelly Engineers and Surveyors

James P. Kelly, P.E.
Principal

Enclosures

KELLY ENGINEERS & SURVEYORS
30 LACRUE AVENUE, SUITE 201
GLEN MILLS, PA 19342
O: 610.358.9363
WWW.KELLYENGINEERS.COM

Item 8C - Bid Tabulation

MIDDLETOWN TOWNSHIP 2026 ROAD IMPROVEMENT PROGRAM Bid Opening 04/01/2026 MT-105-26				Moore Brothers Enterprises, Ltd PO Box 196 Skippack, PA 19474 610-584-8500		Glasgow, Inc. 104 Willow Grove Ave Glenside, PA 19038 212-884-8800		Heidelberg Materials Northeast LLC 533 Forge Rd Glen Mills, PA 19342 610-358-3136		Charlestown Paving & Excavating, Inc. 3267 Phonixville Pk Frazier, PA 19355 610-644-1693		AF Damon Inc. 1 Upland Ave Brookhaven, PA 19015 61-874-3737		General Asphalt Paving 9301 Krewstown Rd Philadelphia, PA 19115 215-677-2626		Long's Asphalt, Inc. 856 Scotland Rd Quarryville, PA 17566 717-284-3186		G&B Construction 415 W Bristol Rd Feasterville-Trevose, PA 19053 215-929-6600	
Item No.	Approx. Quantities	Unit	Description	Unit price	Total	Unit price	Total	Unit price	Total	Unit price	Total	Unit price	Total	Unit price	Total	Unit price	Total	Unit price	Total
Howarth Rd: Glen Riddle Rd to Seam Near Culvert - 18x2913																			
1	160	TN	Base Repairs: 4", 25.0 mm, PG 64-22 Superpave	\$ 71.43	\$ 11,428.80	\$ 107.00	\$ 17,120.00	\$ 140.00	\$ 22,400.00	\$ 150.00	\$ 24,000.00	\$ 110.00	\$ 17,600.00	\$ 150.00	\$ 24,000.00	\$ 180.20	\$ 28,832.00	\$ 100.00	\$ 16,000.00
2	5,925	SY	Milling: 1 1/2" Full-Width Roadway Milling	\$ 1.99	\$ 11,790.75	\$ 3.30	\$ 19,552.50	\$ 2.35	\$ 13,923.75	\$ 3.30	\$ 19,552.50	\$ 3.00	\$ 17,775.00	\$ 3.61	\$ 21,389.25	\$ 3.20	\$ 18,960.00	\$ 3.94	\$ 23,344.50
3	5,925	SY	Wearing Course: 1 1/2", 9.5 mm, PG 64-22 Superpave	\$ 9.19	\$ 54,450.75	\$ 9.70	\$ 57,472.50	\$ 10.40	\$ 61,620.00	\$ 9.62	\$ 56,998.50	\$ 10.75	\$ 63,693.75	\$ 10.69	\$ 63,338.25	\$ 11.75	\$ 69,618.75	\$ 11.56	\$ 68,493.00
4	25	TN	Leveling Course: 9.5 mm, PG 64-22 Superpave	\$ 126.00	\$ 3,125.00	\$ 95.00	\$ 2,375.00	\$ 115.00	\$ 2,875.00	\$ 110.00	\$ 2,750.00	\$ 110.00	\$ 2,750.00	\$ 110.00	\$ 2,750.00	\$ 140.00	\$ 3,500.00	\$ 110.00	\$ 2,750.00
5	4	EA	Stop Bar: Single-Lane 24" Wide Stop Bar (Hot Thermoplastic with Glass Beads)	\$ 225.00	\$ 900.00	\$ 255.00	\$ 1,020.00	\$ 275.00	\$ 1,100.00	\$ 287.00	\$ 1,148.00	\$ 260.00	\$ 1,040.00	\$ 280.00	\$ 1,120.00	\$ 280.00	\$ 1,120.00	\$ 137.00	\$ 548.00
6	4	EA	"SLOW" Text: White (Hot Thermoplastic with Glass Beads), conforming to PennDOT Pub. 408	\$ 225.00	\$ 900.00	\$ 306.00	\$ 1,224.00	\$ 330.00	\$ 1,320.00	\$ 345.00	\$ 1,380.00	\$ 310.00	\$ 1,240.00	\$ 350.00	\$ 1,400.00	\$ 340.00	\$ 1,360.00	\$ 440.00	\$ 1,760.00
Sub-Total:				\$	\$ 82,595.30	\$	\$ 98,764.00	\$	\$ 103,238.75	\$	\$ 105,829.00	\$	\$ 104,098.75	\$	\$ 113,677.50	\$	\$ 123,390.75	\$	\$ 112,895.50
Painter Rd: #252 Painter Rd Mailbox (@ Cold Spring Rd) to #100 Painter Rd Mailbox (@ N Heilbron Dr) - 21x2863																			
1	40	TN	Base Repairs: 4", 25.0 mm, PG 64-22 Superpave	\$ 71.43	\$ 2,857.20	\$ 156.00	\$ 6,240.00	\$ 140.00	\$ 5,600.00	\$ 150.00	\$ 6,000.00	\$ 110.00	\$ 4,400.00	\$ 150.00	\$ 6,000.00	\$ 180.20	\$ 7,208.00	\$ 100.00	\$ 4,000.00
2	7,025	SY	Milling: 1 1/2" Full-Width Roadway Milling	\$ 1.99	\$ 13,979.75	\$ 3.30	\$ 23,182.50	\$ 2.35	\$ 16,508.75	\$ 3.30	\$ 23,182.50	\$ 3.00	\$ 21,075.00	\$ 3.61	\$ 25,360.25	\$ 3.20	\$ 22,480.00	\$ 3.26	\$ 22,901.50
3	7,025	SY	Wearing Course: 1 1/2", 9.5 mm, PG 64-22 Superpave	\$ 9.19	\$ 64,559.75	\$ 9.70	\$ 68,142.50	\$ 10.40	\$ 73,060.00	\$ 9.62	\$ 67,580.50	\$ 10.75	\$ 75,518.75	\$ 10.69	\$ 74,097.25	\$ 11.75	\$ 82,543.75	\$ 10.14	\$ 71,233.50
4	4	EA	"SLOW" Text: White (Hot Thermoplastic with Glass Beads), conforming to PennDOT Pub. 408	\$ 225.00	\$ 900.00	\$ 306.00	\$ 1,224.00	\$ 330.00	\$ 1,320.00	\$ 345.00	\$ 1,380.00	\$ 310.00	\$ 1,240.00	\$ 350.00	\$ 1,400.00	\$ 340.00	\$ 1,360.00	\$ 440.00	\$ 1,760.00
5	5,600	LF	Solid SWL: Solid 4" Wide Single White Line (Waterborne)	\$ 0.30	\$ 1,680.00	\$ 0.31	\$ 1,738.00	\$ 0.35	\$ 1,960.00	\$ 0.34	\$ 1,904.00	\$ 0.30	\$ 1,680.00	\$ 0.75	\$ 4,200.00	\$ 0.60	\$ 3,360.00	\$ 0.45	\$ 2,520.00
6	80	LF	Dashed SWL: Dashed 4" Wide Single White Line (Waterborne)	\$ 0.15	\$ 1,200.00	\$ 0.31	\$ 2,480.00	\$ 0.35	\$ 2,800.00	\$ 0.34	\$ 2,720.00	\$ 0.30	\$ 2,400.00	\$ 0.75	\$ 6,000.00	\$ 0.60	\$ 4,800.00	\$ 0.45	\$ 3,600.00
7	2,800	LF	Solid DYL: Solid Double Yellow Line (Both Yellow Lines are 4" Wide) - (Waterborne)	\$ 0.60	\$ 1,680.00	\$ 0.51	\$ 1,428.00	\$ 0.55	\$ 1,540.00	\$ 0.57	\$ 1,596.00	\$ 0.50	\$ 1,400.00	\$ 1.00	\$ 2,800.00	\$ 0.85	\$ 2,380.00	\$ 0.75	\$ 2,100.00
8	80	LF	Dashed DYL: Dashed Double Yellow Line (Both Yellow Lines are 4" Wide) - (Waterborne)	\$ 0.30	\$ 2,400.00	\$ 0.51	\$ 4,080.00	\$ 0.55	\$ 4,400.00	\$ 0.57	\$ 4,560.00	\$ 0.50	\$ 4,000.00	\$ 1.00	\$ 800.00	\$ 0.85	\$ 680.00	\$ 0.75	\$ 600.00
Sub-Total:				\$	\$ 85,692.70	\$	\$ 102,018.60	\$	\$ 100,060.75	\$	\$ 101,715.80	\$	\$ 105,377.75	\$	\$ 114,997.50	\$	\$ 119,447.75	\$	\$ 104,611.00
Palmer Ln: Brandwine Dr to Glen Riddle Rd - 20x876																			
1	30	TN	Base Repairs: 4", 25.0 mm, PG 64-22 Superpave	\$ 71.43	\$ 2,142.90	\$ 119.50	\$ 3,585.00	\$ 145.00	\$ 4,350.00	\$ 150.00	\$ 4,500.00	\$ 110.00	\$ 3,300.00	\$ 150.00	\$ 4,500.00	\$ 176.80	\$ 5,304.00	\$ 110.00	\$ 3,300.00
2	2,550	SY	Milling: 1 1/2" Full-Width Roadway Milling	\$ 1.99	\$ 5,074.50	\$ 3.30	\$ 8,415.00	\$ 2.50	\$ 6,375.00	\$ 3.30	\$ 8,415.00	\$ 3.00	\$ 7,650.00	\$ 3.61	\$ 9,205.50	\$ 3.20	\$ 8,160.00	\$ 4.56	\$ 11,628.00
3	2,550	SY	Wearing Course: 1 1/2", 9.5 mm, PG 64-22 Superpave	\$ 9.19	\$ 23,434.50	\$ 9.70	\$ 24,735.00	\$ 10.40	\$ 26,520.00	\$ 9.62	\$ 24,531.00	\$ 10.75	\$ 27,412.50	\$ 10.69	\$ 27,259.50	\$ 11.30	\$ 28,815.00	\$ 13.62	\$ 34,731.00
4	2	EA	Stop Bar: Single-Lane 24" Wide Stop Bar (Hot Thermoplastic with Glass Beads)	\$ 225.00	\$ 450.00	\$ 255.00	\$ 510.00	\$ 275.00	\$ 550.00	\$ 287.00	\$ 574.00	\$ 255.00	\$ 510.00	\$ 260.00	\$ 520.00	\$ 280.00	\$ 560.00	\$ 165.00	\$ 330.00
Sub-Total:				\$	\$ 31,101.90	\$	\$ 37,245.00	\$	\$ 37,795.00	\$	\$ 38,020.00	\$	\$ 38,872.50	\$	\$ 41,365.00	\$	\$ 42,839.00	\$	\$ 49,989.00
Paul Ln: Uphill from #13 Paul Ln to Uphill from #7 Paul Ln - 27x512																			
1	25	TN	Base Repairs: 4", 25.0 mm, PG 64-22 Superpave	\$ 71.43	\$ 1,785.75	\$ 132.00	\$ 3,300.00	\$ 145.00	\$ 3,625.00	\$ 150.00	\$ 3,750.00	\$ 110.00	\$ 2,750.00	\$ 150.00	\$ 3,750.00	\$ 180.20	\$ 4,505.00	\$ 100.00	\$ 2,500.00
2	1,550	SY	Milling: 1 1/2" Full-Width Roadway Milling	\$ 1.99	\$ 3,084.50	\$ 3.30	\$ 5,115.00	\$ 2.50	\$ 3,875.00	\$ 3.30	\$ 5,115.00	\$ 3.00	\$ 4,650.00	\$ 3.61	\$ 5,595.50	\$ 3.20	\$ 4,960.00	\$ 8.96	\$ 13,888.00
3	1,550	SY	Wearing Course: 1 1/2", 9.5 mm, PG 64-22 Superpave	\$ 9.19	\$ 14,244.50	\$ 9.70	\$ 15,035.00	\$ 10.50	\$ 16,275.00	\$ 9.62	\$ 14,911.00	\$ 10.75	\$ 16,662.50	\$ 10.69	\$ 16,569.50	\$ 11.75	\$ 18,212.50	\$ 15.73	\$ 24,381.50
Sub-Total:				\$	\$ 19,114.75	\$	\$ 23,450.00	\$	\$ 23,775.00	\$	\$ 23,775.00	\$	\$ 24,062.50	\$	\$ 25,915.00	\$	\$ 27,677.50	\$	\$ 40,769.50
Olde Farm Rd: E Knowlton Rd to Linda Ln - 28x1063																			
1	5	TN	Base Repairs: 4", 25.0 mm, PG 64-22 Superpave	\$ 71.43	\$ 357.15	\$ 243.00	\$ 1,215.00	\$ 145.00	\$ 725.00	\$ 150.00	\$ 750.00	\$ 110.00	\$ 550.00	\$ 150.00	\$ 750.00	\$ 180.20	\$ 901.00	\$ 200.00	\$ 1,000.00
2	3,700	SY	Milling: 1 1/2" Full-Width Roadway Milling	\$ 1.99	\$ 7,363.00	\$ 3.30	\$ 12,210.00	\$ 2.50	\$ 9,250.00	\$ 3.30	\$ 12,210.00	\$ 3.00	\$ 11,100.00	\$ 3.61	\$ 13,357.00	\$ 3.20	\$ 11,840.00	\$ 4.56	\$ 16,972.00
3	3,700	SY	Wearing Course: 1 1/2", 9.5 mm, PG 64-22 Superpave	\$ 9.19	\$ 34,003.00	\$ 9.70	\$ 35,890.00	\$ 10.50	\$ 38,850.00	\$ 9.62	\$ 35,594.00	\$ 10.75	\$ 39,775.00	\$ 10.69	\$ 39,553.00	\$ 11.75	\$ 43,475.00	\$ 13.62	\$ 50,394.00
4	5	EA	Stop Bar: Single-Lane 24" Wide Stop Bar (Hot Thermoplastic with Glass Beads)	\$ 225.00	\$ 1,125.00	\$ 255.00	\$ 1,275.00	\$ 275.00	\$ 1,375.00	\$ 287.00	\$ 1,435.00	\$ 255.00	\$ 1,275.00	\$ 260.00	\$ 1,300.00	\$ 280.00	\$ 1,400.00	\$ 137.00	\$ 685.00
Sub-Total:				\$	\$ 42,848.15	\$	\$ 50,590.00	\$	\$ 50,200.00	\$	\$ 49,989.00	\$	\$ 52,700.00	\$	\$ 54,660.00	\$	\$ 57,616.00	\$	\$ 68,951.00
W Glen Cir: Seam near #11 W Glen Cir to Arrowhead Tr/E Glen Cir Intersection - 26.5x1053																			
1	5	TN	Base Repairs: 4", 25.0 mm, PG 64-22 Superpave	\$ 71.43	\$ 357.15	\$ 243.00	\$ 1,215.00	\$ 173.83	\$ 869.15	\$ 150.00	\$ 750.00	\$ 110.00	\$ 550.00	\$ 150.00	\$ 750.00	\$ 180.20	\$ 901.00	\$ 200.00	\$ 1,000.00
2	3,120	SY	Milling: 1 1/2" Full-Width Roadway Milling	\$ 1.99	\$ 6,208.80	\$ 3.30	\$ 10,296.00	\$ 2.50	\$ 7,800.00	\$ 3.30	\$ 10,296.00	\$ 3.00	\$ 9,360.00	\$ 3.61	\$ 11,263.20	\$ 3.20	\$ 9,984.00	\$ 4.56	\$ 14,227.20
3	3,120	SY	Wearing Course: 1 1/2", 9.5 mm, PG 64-22 Superpave	\$ 9.19	\$ 28,672.80	\$ 9.70	\$ 30,264.00	\$ 10.50	\$ 32,760.00	\$ 9.62	\$ 30,014.40	\$ 10.75	\$ 33,540.00	\$ 10.69	\$ 33,352.80	\$ 11.75	\$ 36,660.00	\$ 13.62	\$ 42,494.40
4	20	TN	Leveling Course: 9.5 mm, PG 64-22 Superpave	\$ 125.00	\$ 2,500.00	\$ 95.00	\$ 1,900.00	\$ 115.00	\$ 2,300.00	\$ 110.00	\$ 2,200.00	\$ 110.00	\$ 2,200.00	\$ 110.00	\$ 2,200.00	\$ 130.00	\$ 2,600.00	\$ 100.00	\$ 2,000.00
5	1	EA	Stop Bar: Single-Lane 24" Wide Stop Bar (Hot Thermoplastic with Glass Beads)	\$ 225.00	\$ 225.00	\$ 255.00	\$ 255.00	\$ 275.00	\$ 275.00	\$ 287.00	\$ 287.00	\$ 260.00	\$ 260.00	\$ 200.00	\$ 200.00	\$ 280.00	\$ 280.00	\$ 165.00	\$ 165.00
Sub-Total:				\$	\$ 37,963.75	\$	\$ 43,930.00	\$	\$ 44,004.15	\$	\$ 43,547.40	\$	\$ 45,910.00	\$	\$ 47,766.00	\$	\$ 50,425.00	\$	\$ 59,886.60
W St Andrews Dr: Seam at St Andrews Dr to Seam at Cul de Sac - 14x495																			
1	775	SY	Milling: 1 1/2" Full-Width Roadway Milling	\$ 1.99	\$ 1,542.25	\$ 3.30	\$ 2,557.50	\$ 3.50	\$ 2,712.50	\$ 3.30	\$ 2,557.50	\$ 3.00	\$ 2,325.00	\$ 3.61	\$ 2,797.75	\$ 3.20	\$ 2,480.00	\$ 15.65	\$ 12,128.75
2	775	SY	Wearing Course: 1 1/2", 9.5 mm, PG 64-22 Superpave	\$ 9.19	\$ 7,122.25	\$ 9.70	\$ 7,517.50	\$ 10.50	\$ 8,137.50	\$ 9.62	\$ 7,455.50	\$ 10.75	\$ 8,331.25	\$ 10.69	\$ 8,284.75	\$ 11.75	\$ 9,106.25	\$ 19.21	\$ 14,887.75
Sub-Total:				\$	\$ 8,664.50	\$	\$ 10,075.00	\$	\$ 10,850.00	\$	\$ 10,013.00	\$	\$ 10,656.25	\$	\$ 11,082.50	\$	\$ 11,586.25	\$	\$ 27,016.50
Abel Pl: Linnvill Rd to Cul de Sac - 14x718																			
1	5	TN	Base Repairs: 4", 25.0 mm, PG 64-22 Superpave	\$ 71.43	\$ 357.15	\$ 243.00	\$ 1,215.00	\$ 145.00	\$ 725.00	\$ 150.00	\$ 750.00	\$ 110.00	\$ 550.00	\$ 150.00	\$ 750.00	\$ 180.20	\$ 901.00	\$ 100.00	\$ 500.00
2	1,310	SY	Milling: 1 1/2" Full-Width Roadway Milling	\$ 1.99	\$ 2,606.90	\$ 3.30	\$ 4,323.00	\$ 2.65	\$ 3,471.50	\$ 3.30	\$ 4,323.00	\$ 3.00	\$ 3,930.00	\$ 3.61	\$ 4,729.10	\$ 3.20	\$ 4,192.00	\$ 15.65	\$ 20,501.50
3	1,310	SY	Wearing Course: 1 1/2", 9.5 mm, PG 64-22 Superpave	\$ 9.19	\$ 12,038.90	\$ 9.70	\$ 12,707.00	\$ 10.30	\$ 13,493.00	\$ 9.62	\$ 12,602.00	\$ 10.75	\$ 14,082.50	\$ 10.69	\$ 14,003.90	\$ 11.75	\$ 15,392.50	\$ 19.21	\$ 25,165.10
4	1	EA	Stop Bar: Single-Lane 24" Wide Stop Bar (Hot Thermoplastic with Glass Beads)	\$ 225.00	\$ 225.00	\$ 255.00	\$ 255.00	\$ 275.00	\$ 275.00	\$ 287.00	\$ 287.00	\$ 260.00	\$ 260.00	\$ 200.00	\$ 200.00	\$ 280.00	\$ 280.00	\$ 165.00	\$ 165.00
Sub-Total:				\$	\$ 15,227.95	\$	\$ 18,500.00	\$											