



February 8, 2018

DELAWARE COUNTY, MARPLE TOWNSHIP
 SPROUL ROAD (SR 0320)
 HIGHWAY OCCUPANCY PERMIT APPLICATION NO. PRE 1474
 CARLINO DEVELOPMENT GROUP
 TRAFFIC LOG NO.: D18-002XP
PRELIMINARY REVIEW

Nicole R. Kline-Elsier, P.E., PTOE
 McMahon Associates, Inc.
 840 Springdale Drive
 Exton, PA 19341



Dear Ms. Kline-Elsier,

The Department has reviewed the preliminary submission for compliance with applicable Department Regulations. This preliminary review has identified deficiencies that must be addressed in order for your application submission to be processed as efficiently as possible. Please be advised, our comments below are intended to gather the pertinent information needed in order to determine the scope of improvements that will be necessary to mitigate the traffic impacts of this development. Please note further analysis of the amended information along with an evaluation of the physical characteristics of the area may identify further improvements.

The Department understands that the provided traffic impact analysis is preliminary in nature. As such, the Department reserves the right to make future additional comments based on a formal submission in EPS.

Our comments on your preliminary submission are as follows:

PRELIMINARY COMMENTS

1. The PennDOT project number for this preliminary review, D18-002XP, must be referenced in EPS when the formal HOP application is submitted.
2. Please be advised that pursuant to and in accordance with Title 67, Chapter 441.8(h)(2)(iv) of the code, the Safe Stopping Sight Distance is the absolute minimum acceptable sight distance for any driveway. It is the designer's responsibility to ensure that this minimum requirement is satisfied. Furthermore, it should also be understood that any comments made (or guidance given) in this correspondence are preliminary in nature and the Department reserves the right to change, alter, withdraw, or amend them as it deems necessary in the future.

February 8, 2018

3. The project must evaluate a southbound left turn lane at the Sproul Road (SR 0320) split to allow for the elimination of the existing lane drop that would provide a continuous 5-lane section.
4. Right turn deceleration lanes must be provided at each site access, as feasible.
5. Due to the high volume of traffic generated by this development, provide a connection to Reed Road to alleviate pressure at the Sproul Road (SR 0320) / Site Access intersection. Coordinate with PennDOT, Marple Township and land owners as necessary.
6. Turning Movement Counts must be performed during the PM peak hour from 3:00 PM to 6:00 PM to ensure the afternoon peak hour has been captured. Some additional school traffic can be expected during this time. Also, confirm school peak times during the morning and adjust the length of the morning TMC if necessary.
7. Due to the high number of adjacent schools, traffic counts must be performed while schools are in session.
8. Study intersections must include all intersections identified in the scoping application and add the following additional offsite intersections:
 - a. Sproul Road (SR 0320) / Cardinal O'Hara High School full movement access
 - b. West Chester Pike (SR 0003) / Lawrence Road
 - c. West Chester Pike (SR 0003) / Springfield Road
 - d. Sproul Road (SR 0320) / Springfield Road (north of site)
 - e. Sproul Road (SR 0320) / Cedar Grove Road
 - f. Sproul Road (SR 0320) / Paxton Hollow Road
9. The applicant must apply for a Business Partner ID (BPID). The BPID is to be used in the establishment of a billing account for the invoicing of inspection costs. For information on obtaining a BPID, please visit:
<https://www.dot14.state.pa.us/EPS/home/manageBPRRegistration.jsp>
10. Trip generation calculations based on the 10th Edition of the ITE manual, published in September 2017, are now required for all Transportation Impact Studies/Assessments and Scoping Applications. The Trip Generation Handbook 3rd Edition is also required. Utilize this data and methodology for the trip generation and pass-by assumptions.

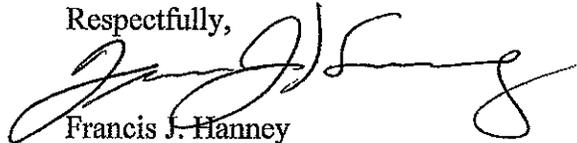
11. The independent trip generation survey of Mega-Food Markets must be forwarded to PennDOT Central Office for review and acceptance so the rates are available to all applicants. Ideally, the document would include supporting documentation (traffic count data, site plan or aerial, etc.) so that the rates and methodology can be verified. Confirm if this information can be obtained.
12. Note that the independent Mega-Food Market trip generation study is 20 years old and references the 6th Edition of ITE Trip Generation. Surveys were conducted primarily in New York and the effect of increased competition is not known as Mega-Food Markets become more popular. If the trip generation study is to be utilized, please provide a supplemental calibration count of a current Mega-Food Market in Pennsylvania to help verify the validity of the Year 1998 data (ITE lists an original publication date of August 1998).
13. The site plan shows a high number of out parcels with this development. If the type of land use is known for these outparcels (such as High Turnover Restaurant) the specific trip generation should be provided. Although outparcels are sometimes present with the Shopping Center land use, the number of data points that include outparcels has not been recorded and data observations are variable. Including specific trip generation projections for known outparcels would provide a more accurate, and possibly conservative, result.
14. Synchro 10 is now required for all TIS submissions and similar traffic operational analyses.
15. Due to the size and composition of the proposed site, a gravity model must be used to quantify the site trip distribution, per PennDOT's *Policies and Procedures for Transportation Impact Studies*. If the gravity model includes market study data, the athletic fields may need to utilize separate trip distribution assumptions. Existing traffic patterns would be acceptable for the athletic fields. (Publication 282, Appendix A).
16. Identify the future development plans for the surrounding area (e.g. open space, future development phases, land allocated by the Township for future growth, etc.). Also, discuss the use of the previous Don Guanella School in the TIS.
17. Coordinate with Marple Township regarding the required background developments to include in the traffic study.
18. Confirm the proposed build-out year 2022, since tenants are not yet identified for this site.
19. Per the Highway Capacity Manual 2010, initial queue observations must be provided for all signalized study intersections.

February 8, 2018

20. The site plan shows the full movement access is not aligned with the Cemetery Driveway. Due to the width of the proposed driveway, it appears proper alignment cannot be achieved for both inbound and outbound traffic. This concern must be addressed during the TIS and HOP design phase.
21. Note that a pedestrian / bicycle analysis must be included in the TIA. The section must provide an evaluation of current ADA accessibility and current needs. Note that due to the proximity of local schools, ADA compliant Access must be provided along the site frontage. It appears that the sidewalk width is currently less than 4 feet wide.
22. Please be aware that the installation of drainage facilities within the Legal Right-of-Way may necessitate additional permitting requirements, including, but not limited to, a separate Highway Occupancy Permit from the Municipality for the future maintenance of the new drainage facilities. Specific information relating to five potential drainage scenarios, as well as each scenario's submission requirements, is presented in PennDOT Strike-Off Letter 470-10-03. PennDOT is legally bound by Section 421 of the State Highway Law (36 P.S. § 670-421) to enforce this maintenance responsibility for storm water facilities relating to HOP projects. Please be guided accordingly.

The Department has performed this preliminary review based only on the limited information provided. We reserve the right to make future, additional, detailed comments based on subsequent submissions. If you have any questions pertaining to the technical aspects of this review, please contact Scott Bechard, AICP of Dawood Engineering, Inc. at sbechard@dawood.cc or 717.732.8576.

Respectfully,



Francis J. Hanney
District Traffic Services Manager
Engineering District 6-0

cc: M. Meile, P.E.
A. Patel, P.E.
Traffic Services File (1)
Marple Township
Delaware County Planning Commission