



November 19, 2018

MARPLE TOWNSHIP, DELAWARE COUNTY
SPROUL ROAD DEVELOPERS, LLC (CARLINO DEVELOPMENT GROUP)
HIGHWAY OCCUPANCY PERMIT APPLICATION NO. PRE1573
MARPLE RESIDENTIAL DEVELOPMENT - ACCESS TO REED ROAD (G260) ONLY
TRAFFIC LOG NO.: D18-016XP
SCOPING APPLICATION REVIEW

Nicole R. Kline-Elsier, P.E., PTOE
McMahon Associates, Inc.
835 Springdale Drive, Suite 200
Exton, PA 19341

Dear Ms. Kline:

The Department has reviewed the Scoping Application submission for compliance with applicable Department Regulations. It is understood that the provided analysis is preliminary in nature. As such, the Department reserves the right to make future additional comments based on the formal submission of a complete Transportation Impact Study (TIS).

Our comments on your scoping submission are as follows:

SCOPING COMMENTS

1. The PennDOT project number, D18-016XP, for this scoping application review must be referenced when the formal Highway Occupancy Permit (HOP) application is submitted.
2. The TIS must also include the traffic from the Springfield Commercial Site along Sproul Road. It must comprehensively evaluate the impacts of the full development of the Archdiocese parcel and include recommendations for improvements to the surrounding intersections based on the full impact of the combined development.
3. The adjacent Springfield Commercial plan was scoped for full buildout in 2022. Due to the overlapping schedules for these projects, the residential TIS must incorporate traffic, assumptions and improvements from the adjacent site, and the Springfield Commercial Site should include traffic, assumptions and improvements associated with the proposed residential development.
4. Turning movement counts were previously requested during the PM peak hour from 3:00 PM to 6:00 PM to ensure the afternoon peak hour has been captured. This scoping application indicates that counts were already completed for the PM peak between 4:00 PM and 6:00 PM. Provide documentation that PennDOT agreed to the revised count schedule or demonstrate the peak hour was captured during each of the counts.
5. The TIS must include the Saturday peak hour between 11:00 AM and 1:00 PM.

6. Due to the size of the proposed residential development, a gravity model must be used to quantify the site trip distribution, per PennDOT's *Policies and Procedures for Transportation Impact Studies*.
7. Confirm the Anticipated Opening Year of 2020 assumes full buildout of the site. Construction and occupation by 2020 appears challenging.
8. When presenting the background developments in the TIS, please report the anticipated build out year for each development and identify any known phasing.
9. Coordinate with Marple Township to determine any other projects within the study area to be added to the base traffic.
10. Although the proposed site access does not connect to a state roadway, it appears traffic signal control may be required at the site access intersection. Note that if a traffic signal is required to achieve acceptable access Reed Road, a copy of the signal warrant analysis must be included for review by PennDOT.
11. The following discussion points from the previous scoping meeting for the D18-002XP scoping application will be required to mitigate impacts and therefore must be included in the TIS:
 - a. Reed Road / Crum Creek realignment considerations
 - b. Implementation of adaptive signal control
 - c. A southbound left turn lane at the Sproul Road (SR 0320) split to allow the elimination of the existing lane drop and continuous 5 lane section
12. With respect to the formal permit application, please ensure that the following items are addressed:
 - a. 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 driveways. 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.
 - b. Department records indicate that PennDOT Fiber Optic facilities are present at the Springfield Road (SR 2009) / Eagle Road (SR 1006) study intersection and may be impacted by any anticipated improvements in this area. Be advised that if fiber optic facilities are affected, the applicant is responsible for the relocation of the fiber, testing of the fiber communications both during construction and after the relocation of the fiber indicated on the approved plans, and the associated costs. Any relocation will need to be performed by a communications contractor that is acceptable to the District Traffic Unit and the Highway Occupancy Permit will not be issued until the fiber optic impact has been reviewed and the relocation scheme ultimately approved by the Department.
 - c. Consistent with current Department Policy, applicants for Highway Occupancy Permits must apply for an EPS 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, you may visit:
<https://www.dot14.state.pa.us/EPS/home/manageBPRegistration.jsp>

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 the formal submission and application for a Highway Occupancy Permit. 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,



Susan LaPenta
District Traffic Services Division Manager
Engineering District 6-0

cc: F. Hanney
A. Antonelli
A. Patel, P.E.
Traffic Services Division File
Marple Township
Delaware County Planning Commission