



Timotha Trigg, Chair
Kathleen Goodier, Vice Chair
Samantha Reiner, Supervisor

August 21, 2026

Sent via email only (msaintval@pa.gov)

Mirlene SaintVal, P.E.
Sr. Manager of Transportation Services
Pennsylvania Department of Transportation, District 6-0
7000 Geerdes Boulevard
King of Prussia, PA 19406

**RE: Highway Occupancy Permit Application No. 375666
The Shoppes at Concord – Concord Acquisition, LLC
SR 0202 (Wilmington-West Chester Pike) / SR 3048 (Ridge Road)
Chadds Ford Township – Intervener Comments Regarding Cycle 5 Submission**

Dear Ms. SaintVal:

On behalf of the Chadds Ford Township Board of Supervisors, as the elected representatives of the residents and property owners of Chadds Ford Township, and in the Township's capacity as a formal intervener in Highway Occupancy Permit Application No. 375666, the Township submits the following comments in response to the Applicant's Cycle 5 submission.

The Township appreciates PennDOT's continued technical review and its recognition that the proposed development and associated highway improvements directly affect Chadds Ford Township. The current HOP submission contemplates improvements affecting Ridge Road, the Route 202/Ridge Road/Spring Hill Drive intersection, traffic within Chadds Ford Township, and Spring Hill Drive, a roadway owned and maintained by Chadds Ford Township.

Accordingly, the HOP cannot be evaluated solely as work affecting the Applicant's property, Concord Township, or PennDOT right-of-way and infrastructure. The review must also clearly identify and address all proposed improvements affecting Chadds Ford Township-owned property and infrastructure, together with any Township approval, authorization, permit, agreement, property interest, maintenance responsibility, financial obligation, or other continuing obligation upon which the proposed HOP may depend.

The Cycle 5 submission does not resolve the Township's concerns regarding Ridge Road development access, traffic diversion, Route 202 corridor operations, emergency access, Township-owned roadway infrastructure and maintenance, post-development mitigation, stormwater impacts and responsibilities, municipal coordination, and municipal boundaries.

The Township therefore requests that the following matters be substantively addressed and resolved, as applicable, before PennDOT issues the HOP or approves associated revisions to the Traffic Signal Permit.

Independent Traffic Analysis, Baseline Conditions and Post-Development Mitigation

The Township requests, and submits, that PennDOT undertake an independent traffic analysis—separate from the Applicant's analysis and completed prior to any approval—addressing the broader traffic impacts of the proposed development, particularly the potential for development-generated traffic to



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divert into surrounding residential roadway networks. The Township further requests the opportunity to participate with PennDOT in establishing the study methodology, baseline locations, data-collection periods, evaluation criteria, and mitigation thresholds.

PennDOT has identified Ridge Road, Heyburn Road, and Ring Road as locations warranting consideration for traffic-calming and safety mitigation. The Township requests that PennDOT require the analysis to include Smithbridge Road, Spring Hill Drive, Marshall Road, and other reasonably anticipated cut-through routes within Chadds Ford Township and the surrounding community.

The analysis should establish baseline conditions, including traffic volumes and vehicle classifications, turning movements, prevailing speeds, truck volumes, origin/destination and diversion patterns, and other appropriate measures. Data collection and analysis should include Sunday morning conditions to account for existing church-related traffic, queueing, and turning movements, and to determine whether signal timing or other operational accommodations are warranted. The analysis should evaluate, without limitation, whether the development will materially alter the function or safety of local roadways.

Mitigation should not be triggered solely by increases in prevailing speed; development-generated increases in traffic volumes, truck traffic, turning movements, cut-through activity, or other safety impacts may warrant mitigation even without a corresponding increase in prevailing speed.

PennDOT's required post-development studies should require comparison of actual conditions against the established baseline and require the Applicant to provide Chadds Ford Township with the underlying traffic-count data and reports. The Township should also have the opportunity to review the methodology and results and provide comments for consideration and, where warranted, action by the Applicant.

PennDOT should condition the HOP upon an enforceable obligation requiring the Applicant to fund appropriate mitigation where the development is demonstrated to have caused or materially contributed to increased traffic, truck traffic, speeding, diversion, safety impacts, or other related effects. If a particular mitigation measure is determined to be unacceptable, the HOP conditions should require the Applicant to remain responsible for developing and funding an appropriate alternative where an attributable impact has been demonstrated.

Adjacent Residential Communities – Emergency Access and Public Safety

The Township requests, and submits, that PennDOT undertake a specific and careful evaluation of the impacts of the proposed development and associated HOP improvements on The Ridings, Spring Hill Farm, The Ridings II, and individual residential properties having direct driveway access to Ridge Road.

These residential communities rely upon existing points of ingress and egress connected to the roadway network affected by the proposed development and do not have secondary emergency access roads. In addition, individual residences along Ridge Road rely upon their private driveways as their sole means of vehicular ingress and egress.

The Township requests that PennDOT evaluate both construction-phase and post-development conditions, including anticipated traffic volumes and queue lengths, signal operations, development-generated and diverted traffic, construction restrictions and traffic control, interaction between the proposed Route 202 signal and the existing Route 202/Ridge Road/Spring Hill Drive signal, and emergency responder access under congested, queued, obstructed, or construction-related conditions.



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The evaluation should also specifically address whether increased traffic volumes, roadway widening, additional lanes, altered turning movements, or queueing could impair or delay safe access to and from the individual residential driveways along Ridge Road.

The Township requests that PennDOT require the Applicant to demonstrate, prior to any approval, that reliable residential and emergency access can be maintained during construction and under post-development conditions. Where the analysis identifies an adverse impact to ingress, egress, emergency response, or access to individual residences, the Township requests that PennDOT require the Applicant to incorporate appropriate roadway design, access, signal, traffic-management, construction-phasing, emergency-response, or other mitigation measures into the HOP plans and conditions prior to approval.

Ridge Road – Elimination of Development Access and Preservation of Local Road Function

Ridge Road is classified as a local roadway by PennDOT whose primary purpose is to provide direct access to adjacent properties rather than serve regional or commercial traffic. The proposed HOP improvements include reconstruction and widening of Ridge Road associated with the proposed development and its access.

Consistent with concerns expressed by residents, Senator John Kane, and Representative Craig Williams, the Township requests, and submits, that PennDOT require the proposed Shoppes at Concord access to Ridge Road be eliminated entirely. The development should have no ingress or egress on Ridge Road.

The Applicant has described the proposed Route 202 signal as a means of reducing development traffic on Ridge Road. The Township submits that this objective is addressed directly by eliminating the Ridge Road development access altogether, eliminating the need to reconstruct and widen Ridge Road to accommodate that access. Accordingly, the Township requests that PennDOT require the Applicant to revise the plans to remove the proposed Ridge Road access and accommodate all development ingress and egress from Route 202.

Following elimination of the Ridge Road access, the Township requests that PennDOT require the Applicant to reevaluate the proposed Ridge Road improvements and limit them to those independently necessary for the safe operation of the existing Route 202/Ridge Road/Spring Hill Drive intersection. Widening, turning lanes, reconstruction, and reprofiling attributable to the proposed Ridge Road access should be removed from the plans.

Route 202 Signalization and Corridor Operations

The Township requests, and submits, that PennDOT evaluate the proposed Route 202 signal in relation to the existing Route 202/Ridge Road/Spring Hill Drive signal and the existing adaptive signal system, with the combined corridor-level effects evaluated rather than treating the proposed development signal as an isolated intersection. Consistent with the Township's position that Ridge Road access be eliminated, the Township requests that PennDOT require the Applicant to provide all development ingress and egress directly from Route 202.

The Township further requests that PennDOT evaluate the safest and most operationally appropriate configuration for accommodating all development ingress and egress from the Route 202 corridor, including the location and configuration of development access, anticipated queues, signal spacing and progression, interaction with the existing adaptive signal system, turning and weaving movements, and the operational effects on the existing Route 202/Ridge Road/Spring Hill Drive intersection.



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The Township requests that PennDOT require the Applicant to demonstrate, prior to approval, that the proposed Route 202 access configuration can safely and adequately accommodate development-generated traffic without reliance upon Ridge Road and without materially impairing the operation or safety of the surrounding Route 202 corridor. Where modifications to the proposed access, signal configuration, lane geometry, or other improvements are necessary to accomplish these objectives, the Township requests that PennDOT require those modifications to be incorporated into the HOP plans prior to approval.

Spring Hill Drive – Chadds Ford Township-Owned Road

*Spring Hill Drive is a Chadds Ford Township roadway affected by the proposed improvements at the Route 202/Ridge Road/Spring Hill Drive intersection. This ownership is a matter of record. The roadway was dedicated to and accepted by the Township by **Deed of Dedication dated June 21, 1989, pursuant to Township Resolution No. 89-11 (Exhibit "A")**.*

*The existing traffic signal at this intersection is governed by the Traffic Signal Permit held by Chadds Ford Township and Concord Township, **Permit No. 63-2383, issued June 16, 1987, last revised January 12, 2022 (Exhibit "B")**. The current HOP submission proposes roadway and signal modifications at this intersection that extend beyond PennDOT's Route 202 right-of-way and directly affect Chadds Ford Township's ownership, control, and maintenance of Spring Hill Drive and its roadway infrastructure.*

As owner of Spring Hill Drive, Chadds Ford Township requires direct coordination regarding any proposed work that would alter or otherwise affect the Township-owned roadway or its infrastructure. The Applicant should be required to submit directly to Chadds Ford Township all plans and supporting documentation identifying the full scope of proposed improvements affecting Spring Hill Drive, including changes to the existing lane configuration, median, pavement, drainage, signal infrastructure, grading, utilities, pedestrian facilities, and other roadway improvements, as applicable.

The evaluation should not be limited to the immediate intersection improvements. The Applicant should also evaluate the effects of development-generated traffic on Spring Hill Drive as a whole, including the additional traffic volume and associated impacts on roadway operations, pavement, maintenance, safety, and existing infrastructure. The Applicant should identify any improvements or mitigation necessary to accommodate those impacts and avoid imposing additional operational, maintenance, or financial burdens upon the Township. Particular consideration should be given to the existing pedestrian walkway across Spring Hill Drive, including whether the proposed roadway changes and increased traffic volumes require improvements or other measures to maintain safe pedestrian access.

The Township must be afforded the opportunity to evaluate and approve, as applicable, any proposed physical or operational changes to Spring Hill Drive, including their long-term maintenance and financial implications. This evaluation is not limited to the immediate intersection improvements and must include the effects of proposed infrastructure changes and development-generated traffic on the future maintenance, repair, and operation of the Township-owned roadway.

Chadds Ford Township has not authorized the proposed modifications to Spring Hill Drive. Inclusion of those improvements in the Applicant's PennDOT HOP submission does not constitute, and should not be construed as, authorization from Chadds Ford Township to alter the Township-owned roadway or its infrastructure. No HOP approval should authorize or rely upon work affecting Spring Hill Drive unless



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and until such work has been separately approved and authorized by Chadds Ford Township as owner of the roadway.

Municipal Coordination

The Applicant has represented that Chadds Ford Township was engaged during the early stages of the project and initial HOP submission. However, Chadds Ford Township has not met with the Applicant and has not participated in traffic discussions or HOP coordination. It may have been assumed that Pennoni represented both municipalities during the Applicant's initial due diligence; however, Pennoni does not represent Chadds Ford Township in connection with this application.

Separately, the Cycle 5 administrative completeness checklist identifies the required "Record of municipal correspondence" as complete, and the submission contains several references to an unidentified "township," including the statement that "TE-160 forms have been sent to the township for signature." To Chadds Ford Township's knowledge, it has not received a TE-160 for signature in connection with this submission. The Township requests that PennDOT require the Applicant to clarify which municipality is referenced in these statements and provide Chadds Ford Township with copies of any municipal correspondence, TE-160 forms, or other documents relating to the existing Route 202/Ridge Road/Spring Hill Drive signal or otherwise identifying Chadds Ford Township.

The Applicant also represents that it "has begun to coordinate the plan of action (scope of study) for the post-development traffic calming/safety enhancement mitigation with the Department and municipalities." To the extent this statement is intended to include Chadds Ford Township, it is inaccurate. Chadds Ford Township has not participated in such coordination. The Township's only direct communication for coordination with the Applicant has been an offer to review stormwater-management-related questions relevant to the Township's technical review of the stormwater plans in which the Township did not believe to be necessary at the time of the offer.

Because Chadds Ford Township is a permittee under existing Traffic Signal Permit No. 63-2383, the Township requests that PennDOT clarify the approval process applicable to any proposed revision, replacement, or superseding permit for that signal, including Chadds Ford Township's role and participation in that process.

Until that process is clarified and any required Township review or authorization has occurred, neither the Applicant's submission nor PennDOT's review should presume Chadds Ford Township's approval or refusal of modifications to Traffic Signal Permit No. 63-2383 or the associated signal improvements.

Stormwater HOP and Maintenance Responsibility

PennDOT's review has determined that, based upon the currently proposed drainage layout, separate stormwater HOP applications will be required from both Concord Township and Chadds Ford Township for facilities within PennDOT right-of-way, together with continuing municipal maintenance or replacement responsibilities.

The Applicant's Cycle 5 response states that it does not reasonably anticipate that Chadds Ford Township will accept such responsibility. However, Chadds Ford Township has not been directly approached regarding the current design or asked to accept the specific responsibilities contemplated by the current submission.



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Accordingly, PennDOT should not proceed on the assumption that Chadds Ford Township will or will not participate in a separate HOP, accept ownership or maintenance responsibility, execute an agreement, or otherwise assume responsibility for any stormwater facility associated with the proposed development.

Before any HOP is issued that relies upon action, approval, or acceptance by Chadds Ford Township, the Township requests that PennDOT identify the specific facility involved, its location, proposed owner and permittee, maintenance and replacement responsibility, any agreement, permit, or authorization expected from Chadds Ford Township, and any associated long-term or financial obligation.

This is particularly important where proposed drainage facilities connect to, discharge through, are located within, or otherwise affect Spring Hill Drive or any other Township-owned roadway infrastructure.

No HOP should be issued without Chadds Ford's direct consultation.

Stormwater Impacts and Downstream Technical Review

Separate from the question of municipal ownership or maintenance responsibility for stormwater facilities within PennDOT right-of-way, Chadds Ford Township requests that PennDOT's HOP review comprehensively evaluate the stormwater consequences of the proposed highway improvements and the development's interaction with PennDOT roadway and drainage infrastructure. The Township's concern extends beyond compliance with peak discharge rate requirements and includes runoff volume, changes in impervious coverage, collection and concentration of runoff, downstream conveyance capacity, existing flooding conditions, and the effects of proposed roadway and drainage modifications upon downstream properties and infrastructure within Chadds Ford Township.

The Applicant's Stormwater Management Report acknowledges that a portion of runoff from the project drains into Chadds Ford Township and identifies increases in runoff associated with the change from pre-development to post-development cover conditions at POA-01 and POA-02, which the Applicant proposes to manage through SCM-1, SCM-2, and SCM-3.

POA-01 is of particular concern to the Township and warrants specific consideration as part of PennDOT's HOP review. The Applicant identifies POA-01 as draining to the Beaver Creek watershed, and the DEP volume-control calculations identify a 5.490-acre project-site drainage area at POA-01 containing 0.000 acres of existing impervious area and 4.190 acres of proposed impervious area. The Applicant's drainage-area plans likewise identify POA-01/DP-001 as a principal drainage point associated with the portion of the site draining toward Chadds Ford Township.

Although the Applicant proposes stormwater-management facilities intended to control discharge rates and water-quality volume, compliance at the point of analysis does not, by itself, establish that the existing downstream drainage system has adequate capacity to receive and safely convey the proposed discharge, particularly where existing flooding conditions have been identified.

*Chadds Ford Township's engineer, **Herbert, Rowland & Grubic, Inc. (HRG)**, in its August 20, 2026 **Stormwater Management Review Letter** — attached as Exhibit "C", independently identifies this concern, stating that "POA-01 is located at the inlet of an offsite storm sewer conveyance system and is an area of existing flooding concerns." HRG requests calculations demonstrating that the existing system*



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can safely convey the proposed flow from the development and further requests a drainage easement encompassing the length of the storm sewer system receiving flow from POA-01.

Additional information regarding the conveyance immediately upstream of POA-01 also remains outstanding. HRG notes that the plans appear to show approximately 90 feet of riprap-lined swale between EW-100 and DP-001 and requests calculations and construction details for that conveyance. HRG has also requested comparison tables identifying, for every point of analysis, the undeveloped versus post-development drainage areas, peak runoff rates, and total runoff volumes attributable to the property. These calculations are particularly relevant to the HOP review because peak-rate reduction alone does not resolve the Township's concerns regarding total runoff volume, existing downstream conditions, and the capacity and performance of roadway and downstream drainage infrastructure.

The Township also notes that Chadds Ford is a documented flood-affected community within the Brandywine watershed. The April 2025 Brandywine Flood Study (<https://www.brandywine.org/conservancy/brandywine-flood-study>) documents substantial historical flood impacts within Chadds Ford Township. While that study does not specifically evaluate the Shoppes at Concord site or its proposed points of analysis, its watershed-scale approach illustrates the importance of considering broader upstream and downstream conditions when evaluating potential flooding impacts. The Township therefore submits that existing downstream flooding conditions should be considered together with the Applicant's modeling and the Township Engineer's technical review when evaluating the stormwater components of the HOP.

PennDOT's own HOP reviews further establish that the proposed project will install or modify subsurface stormwater facilities within PennDOT right-of-way in connection with the proposed widening of Route 202 and Ridge Road. PennDOT has specifically determined that, under the current drainage configuration, stormwater facilities within the right-of-way implicate both Concord Township and Chadds Ford Township and has identified continuing municipal maintenance and replacement responsibilities associated with those facilities.

Of particular relevance to PennDOT's review are POA-01 and POA-03 and the relationship of their associated drainage areas and conveyance systems to existing or proposed PennDOT and local roadway and stormwater infrastructure. The Township requests that PennDOT require the Applicant to clearly identify that relationship, including whether runoff associated with either point of analysis is received, collected, conveyed, redirected, or otherwise affected by existing or proposed drainage facilities or HOP improvements.

Accordingly, the Township requests, and submits, that PennDOT require the Applicant to identify and trace the complete downstream conveyance routes associated with POA-01 and POA-03, including all PennDOT facilities receiving, collecting, conveying, or otherwise affected by runoff from the development or the proposed HOP improvements. The analysis should identify all applicable inlets, pipes, culverts, endwalls, swales, channels, and roadway crossings; the ownership and maintenance responsibility for each component; pipe and culvert sizes and conditions; existing and proposed flows and runoff volumes; available hydraulic capacity; known or observed flooding conditions; and the locations at which the systems ultimately discharge to open channels or receiving waters.

The Township further requests that PennDOT require the Applicant to demonstrate that the HOP improvements themselves—including roadway widening, grading, reprofiling, curb and inlet



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modifications, storm sewer installation or modification, and changes to roadway drainage patterns—will not reduce existing drainage capacity, redirect runoff, increase the volume or concentration of runoff at downstream facilities, or otherwise cause or aggravate existing flooding or drainage conditions.

Where an existing downstream system is already experiencing flooding, satisfaction of a calculated post-development peak-rate criterion at the property boundary should not, standing alone, be considered sufficient to establish an acceptable downstream condition. The Applicant should be required to affirmatively demonstrate that any PennDOT or downstream conveyance system receiving or affected by the proposed HOP improvements has sufficient capacity and that the development and HOP improvements will not cause or materially contribute to increased flooding, erosion, overtopping, roadway drainage problems, or adverse impacts to downstream properties or infrastructure. Where the analysis demonstrates an attributable impact, the Township requests that PennDOT require appropriate mitigation as a condition of the HOP to the extent within PennDOT's authority.

For these reasons, Chadds Ford Township requests that PennDOT not approve the stormwater components of the HOP until the relationship between the development's drainage system and PennDOT infrastructure has been clearly established; the downstream conveyance routes associated with POA-01 and POA-03 have been identified and evaluated; the ownership and maintenance responsibilities for affected facilities have been established; hydraulic capacity has been demonstrated; and the potential effects upon existing downstream flooding conditions have been adequately evaluated.

Municipal Boundary and Right-of-Way Documentation

The Cycle 5 right-of-way materials warrant further review in light of unresolved questions concerning the municipal boundary associated with the property.

Given the potential implications for municipal jurisdiction, property interests, and responsibilities, the Township requests that PennDOT require the Applicant to establish and accurately depict the municipal boundary through reliable survey and record evidence before approving final right-of-way documents or assigning any municipal responsibility. All proposed HOP improvements, property interests, rights-of-way, easements, drainage facilities, and proposed municipal obligations should be evaluated against that established boundary.

This is particularly important at the Route 202/Ridge Road/Spring Hill Drive intersection and wherever proposed work approaches or crosses the municipal boundary. No permit, property interest, ownership or maintenance responsibility, financial obligation, or other municipal responsibility should be assigned or attributed to Chadds Ford Township based upon an unresolved or assumed municipal-boundary location. Nothing contained in an HOP plan, title block, deed exhibit, right-of-way plan, permit, or other document should be construed as Chadds Ford Township's acknowledgment or acceptance of a particular municipal-boundary or right-of-way location.

Chadds Ford Township respectfully requests that HOP Application No. 375666 not be issued until the matters identified herein have been substantively addressed and, where applicable, incorporated into revised plans, permit conditions, agreements, and enforceable Condition Statements.

As a formal intervener, Chadds Ford Township requests meaningful participation in the Department's continuing review of matters affecting the Township, its residents, and Township-owned infrastructure, and requests that the



Timotha Trigg, Chair
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Applicant provide a written response addressing the Township's comments and identifying how each has been resolved or incorporated into the HOP submission.

The Township further requests that PennDOT identify and directly communicate to Chadds Ford Township, prior to HOP issuance, any application, approval, signature, permit, agreement, property interest, ownership responsibility, maintenance obligation, financial responsibility, or other action that PennDOT anticipates from the Township. No approval, authorization, ownership, maintenance responsibility, financial obligation, or other commitment involving Chadds Ford Township or Township-owned infrastructure should be presumed in the absence of the Township's express approval.

As a formal intervener and the owner of Spring Hill Drive, Chadds Ford Township requests that this letter be incorporated into the administrative record for HOP Application No. 375666 and considered by the Department before any final determination or permit issuance.

The Township appreciates the Department's continued review and respectfully requests a written response addressing the matters raised herein.

Sincerely,

A handwritten signature in black ink, appearing to read 'Timotha Trigg', is written over a horizontal line.

Timotha Trigg
Chair, Board of Supervisors
Chadds Ford Township

CC: Via email only

Din Abazi, District Executive, PennDOT District 6-0
Dawn Pomento, PennDOT District 6-0
Kathleen Goodier, Chadds Ford Supervisor
Samantha Reiner, Chadds Ford Supervisor
Chadds Ford Township Planning Commission
Lacey Faber, Township Manager
Mike Maddren, Esq., Township Solicitor
Adam Matlawski, Esq., Special Counsel
Eric Kaufman, P.E., HRG
Al Vennettilli, P.E., HRG
Craig Williams, State Representative, 160th Legislative District

John Kane, State Senator, 9th Senatorial District
Amanda Serock, Concord Township
Nate Cline, P.E., Pennoni
Concord Acquisition, LLC
Bowman Consulting Group Ltd.
Ellen and John Spoehr
Paul Lincoln
Gordon and Carolyn Daniels
Henry and Lucy Somer
Carole Sinclair-Thompson
Jennifer Wofford

TT:lcf



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EXHIBIT “A”

Deed of Dedication dated June 21, 1989, pursuant to Township Resolution No. 89-11

016420

DEED OF DEDICATION

THIS DEED MADE THIS 21st DAY OF June , 1989, BY

STATE STREET DEVELOPMENT COMPANY (PA. CORPORATION),
HEREINAFTER CALLED PARTY OF THE FIRST PART; AND

BIRMINGHAM TOWNSHIP, DELAWARE COUNTY, PENNSYLVANIA, HEREINAFTER
CALLED PARTY OF THE SECOND PART.

WITNESSETH

THAT THE SAID PARTY OF THE FIRST PART FOR AND IN CONSIDERATION OF
THE SUM OF ONE (\$1.00) DOLLAR, IN HAND PAID, THE RECEIPT OF WHICH
IS HEREBY ACKNOWLEDGED, AS WELL AS THE ADVANTAGE TO IT ACCRUING
AS AND FOR DIVERS OTHER CONSIDERATION AFFECTING THE PUBLIC
WELFARE, WHICH IT SEEKS TO ADVANCE, HATH GRANTED, BARGAINED,
SOLD, ALIENED, ENFEOFFED, RELEASED AND CONFIRMED AND BY THESE
PRESENTS DOES GRANT, BARGAIN, SELL, ALIEN, ENFEOFF, RELEASE AND
CONFIRM UNTO THE SAID PARTY OF THE SECOND PART, ITS SUCCESSORS
AND ASSIGNS:

ALL THAT CERTAIN STREET OR ROAD BED, SITUATE PARTLY IN THE
TOWNSHIP OF BIRMINGHAM, AND PARTLY IN THE TOWNSHIP OF CONCORD,
COUNTY OF DELAWARE AND STATE OF PENNSYLVANIA, AS SHOWN ON A
SUBDIVISION PLAN FOR A PORTION OF SECTION #2 SMITHBRIDGE ESTATES,
MADE BY BRANDYWINE VALLEY ENGINEERS, BOOTHWYN, PA., DATED 3-12-
1985, LAST REVISED 4-6-1988, AND BEING MORE PARTICULARLY
DESCRIBED IN EXHIBIT "A" ATTACHED HERETO AND FORMING A PART
HEREOF.

TO HAVE AND TO HOLD THE SAID PREMISES DESCRIBED HEREIN UNTO THE
PARTY OF THE SECOND PART, ITS SUCCESSORS AND ASSIGNS, TO AND FOR
THE ONLY PROPER USE AND BEHOOF OF THE SAID PARTY OF THE SECOND
PART, ITS SUCCESSORS AND ASSIGNS, FOREVER, AS AND FOR A PUBLIC
STREET OR HIGHWAY AND FOR NO OTHER USE OR PURPOSES WHATSOEVER AND
TO THE SAME EXTENT AND WITH THE SAME EFFECT AS IF THE SAID STREET
HAD BEEN OPENED BY A DECREE OF THE COURT OF QUARTER SESSIONS OF
THE PEACE IN AND FOR THE COUNTY OF DELAWARE, AFTER PROCEEDING
DULY HAD FOR THAT PURPOSE UNDER AND IN PURSUANCE OF THE ROAD LAWS
OF THE COMMONWEALTH OF PENNSYLVANIA.

AND THE SAID PARTY OF THE FIRST PART, ITS SUCCESSORS AND ASSIGNS,
DO BY THESE PRESENTS CONFIRM, PROMISE AND AGREE TO AND WITH THE
SAID PARTY OF THE SECOND PART, ITS SUCCESSORS AND ASSIGNS, THAT
NEITHER THE PARTY OF THE FIRST PART, NOR ITS SUCCESSORS AND
ASSIGNS, SHALL NOR WILL AT ANY TIME HEREAFTER ASK, DEMAND,
RECOVER OR RECEIVE OF OR FROM THE SAID PARTY OF THE SECOND PARTY
OF THE SECOND PART, ITS SUCCESSORS AND ASSIGNS, ANY SUMS OF MONEY
AS AND FOR DAMAGES FOR OR BY REASON OF THE PHYSICAL GRADING OF

→ Petitioner
bx III

DM

→

20.90

EXHIBIT "A"

ALL THAT CERTAIN STRIP OF GROUND SITUATE PARTLY IN THE TOWNSHIP OF BIRMINGHAM AND PARTLY IN THE TOWNSHIP OF CONCORD, BOTH IN THE COUNTY OF DELAWARE AND STATE OF PENNSYLVANIA, AS SHOWN ON A SUBDIVISION PLAN FOR A PORTION OF SECTION #2 "SMITHBRIDGE ESTATES" PREPARED BY BRANDYWINE VALLEY ENGINEERS, INC., BOOTHWYN, PENNSYLVANIA, DATED MARCH 12, 1985 AND LAST REVISED APRIL 6, 1988 BEING BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE EASTERLY SIDE OF WILMINGTON-WEST CHESTER PIKE (U.S. ROUTE #202); SAID POINT BEING LOCATED THE FOLLOWING THREE (3) COURSES AND DISTANCES ALONG SAID PIKE FROM ITS INTERSECTION WITH THE OLD CENTER-LINE OF MARSHALL ROAD: (1) SOUTHWARDLY 177.70 FEET TO A POINT OF CURVE; (2) ALONG THE ARC OF A CIRCLE CURVING TO THE LEFT IN A SOUTHWARDLY DIRECTION HAVING A RADIUS OF 11,602.35 FEET, AN ARC DISTANCE OF 277.50 FEET TO A POINT OF TANGENCY; (3) SOUTH 04 DEGREES, 20 MINUTES, 34 SECONDS WEST, 47.22 FEET TO THE POINT OF BEGINNING; THENCE FROM SAID BEGINNING POINT AND LEAVING THE SAID SIDE OF WILMINGTON-WEST CHESTER PIKE ALONG THE ARC OF A CIRCLE CURVING TO THE LEFT IN A EASTWARDLY DIRECTION HAVING A RADIUS OF 25 FEET, AN ARC DISTANCE OF 38.60 FEET TO A POINT OF TANGENCY; THENCE SOUTH 84 DEGREES, 10 MINUTES EAST, 75.36 FEET TO A POINT OF CURVE; THENCE ALONG THE ARC OF A CIRCLE CURVING TO THE RIGHT IN A SOUTHEASTWARDLY DIRECTION HAVING A RADIUS OF 200 FEET, AN ARC DISTANCE OF 109.37 FEET TO A POINT OF TANGENCY; THENCE SOUTH 52 DEGREES, 50 MINUTES EAST, 120 FEET TO A POINT OF CURVE; THENCE ALONG THE ARC OF A CIRCLE CURVING TO THE LEFT IN A SOUTHEASTWARDLY DIRECTION HAVING A RADIUS OF 125 FEET, AN ARC DISTANCE OF 60 FEET TO A POINT OF TANGENCY WHICH POINT ALSO BEING A POINT IN THE TOWNSHIP LINE DIVIDING THE TOWNSHIP OF BIRMINGHAM FROM THE TOWNSHIP OF CONCORD; THENCE ALONG SAID TOWNSHIP LINE SOUTH 80 DEGREES, 20 MINUTES EAST, 905.63 FEET TO A POINT; THENCE LEAVING SAID TOWNSHIP LINE ALONG THE ARC OF A CIRCLE CURVING TO THE LEFT IN A SOUTHEASTWARDLY DIRECTION HAVING A RADIUS OF 25 FEET, AN ARC DISTANCE OF 2.66 FEET TO A POINT OF TANGENCY; THENCE SOUTH 30 DEGREES, 41 MINUTES, 01 SECOND EAST, 69.03 FEET TO A POINT OF CURVE; THENCE ALONG THE ARC OF A CIRCLE CURVING TO THE RIGHT IN A SOUTHEASTWARDLY DIRECTION HAVING A RADIUS OF 231.68 FEET, AN ARC DISTANCE OF 126.09 FEET TO A POINT IN THE NORTHERLY TERMINUS OF A CERTAIN 50 FEET WIDE ROADWAY (PLEASANT HILL ROAD); THENCE CROSSING SAID TERMINUS NORTH 89 DEGREES, 30 MINUTES WEST, 50 FEET TO A POINT; THENCE LEAVING SAID TERMINUS ALONG THE ARC OF A CIRCLE CURVING TO THE LEFT HAVING A RADIUS OF 125 FEET, AN ARC DISTANCE OF 107.45 FEET TO A POINT OF TANGENCY; THENCE NORTH 48 DEGREES, 45 MINUTES WEST, 39.52 FEET TO A POINT OF CURVE; THENCE ALONG THE ARC OF A CIRCLE CURVING TO THE LEFT IN A NORTHWESTWARDLY TO WESTWARDLY DIRECTION HAVING A RADIUS OF 125 FEET, AN ARC DISTANCE OF 68.90 FEET TO A POINT OF TANGENCY; THENCE NORTH 80 DEGREES, 20 MINUTES WEST, 797.66 FEET TO A POINT OF CURVE; THENCE ALONG THE ARC OF A CIRCLE CURVING TO THE RIGHT IN A NORTHWESTWARDLY DIRECTION HAVING A RADIUS OF 175 FEET, AN ARC DISTANCE OF 83.99 FEET TO A POINT OF TANGENCY; THENCE NORTH

52 DEGREES, 50 MINUTES WEST, 120 FEET TO A POINT OF CURVE; THENCE
ALONG THE ARC OF A CIRCLE CURVING TO THE LEFT IN A
NORTHWESTWARDLY DIRECTION HAVING A RADIUS OF 150 FEET, AN ARC
DISTANCE OF 82.03 FEET TO A POINT OF TANGENCY; THENCE NORTH 84
DEGREES, 10 MINUTES WEST, 72.76 FEET TO A POINT OF CURVE; THENCE
ALONG THE ARC OF A CIRCLE CURVING TO THE LEFT IN A
SOUTHWESTWARDLY DIRECTION HAVING A RADIUS OF 25 FEET, AN ARC
DISTANCE OF 39.92 FEET TO A POINT IN THE AFOREMENTIONED SIDE OF
WILMINGTON-WEST CHESTER PIKE; THENCE ALONG SAME NORTH 04 DEGREES,
20 MINUTES, 34 SECONDS EAST, 100.04 FEET TO THE FIRST MENTIONED
POINT AND PLACE OF BEGINNING.

THE ABOVE DESCRIBED STRIP OF GROUND CONTAINING THE BED OF A
CERTAIN ROADWAY 50 FEET WIDE.

BEING AS TO A PART, A PART OF THE SAME PREMISES WHICH BRINTON
PARTNERS, A PENNSYLVANIA PARTNERSHIP, BY DEED DATED 12-30-1986
AND RECORDED AT MEDIA, IN THE OFFICE OF THE RECORDER OF DEEDS, IN
VOLUME 418 PAGE 1000, GRANTED AND CONVEYED UNTO STATE STREET
DEVELOPMENT COMPANY, IN FEE.

BEING AS TO ANOTHER PART, BEING PART OF THE SAME PREMISES WHICH
S. STANTON MILLER, ATTORNEY-IN-FACT FOR TOP TEN ASSOCIATES, BY
DEED DATED 2-27-1986 AND RECORDED AT MEDIA, IN THE OFFICE OF THE
RECORDER OF DEEDS, IN VOLUME 312 PAGE 2006, GRANTED AND CONVEYED
UNTO STATE STREET DEVELOPMENT COMPANY, IN FEE.

BEING PART OF FOLIO NUMBER 04-00-00337-00.

THE SAID STREET TO THE GRADE NOW ESTABLISHED BY THE SAID PARTY OF THE SECOND PART AND IF SUCH GRADE SHALL NOT BE ESTABLISHED AT THE DAY AND DATE OF THESE PRESENTS THAT NEITHER THE SAID PARTY OF THE FIRST PART NOR ITS SUCCESSORS AND ASSIGNS, SHALL NOR WILL AT ANY TIME HEREAFTER, ASK, DEMAND, RECOVER OR RECEIVE ANY SUCH DAMAGES BY REASON OF THE PHYSICAL GRADING OF THE SAID STREET TO CONFORM TO THE GRADE AS FIRST THEREAFTER ESTABLISHED OR CONFIRMED BY THE SAID PARTY OF THE SECOND PART.

AND THE SAID PARTY OF THE FIRST PART, ITS SUCCESSORS AND ASSIGNS, DO BY THESE PRESENTS FURTHER COVENANT, GRANT PROMISE AND AGREE TO AND WITH THE SAID PARTY OF THE SECOND PART, ITS SUCCESSORS AND ASSIGNS, THAT IT THE SAID PARTY OF THE FIRST PART, ALL AND SINGULAR THE PREMISES HEREBY GRANTED UNTO THE SAID PARTY OF THE SECOND PART, ITS SUCCESSORS AND ASSIGNS, AGAINST IT THE SAID PARTY OF THE FIRST PART, AND AGAINST ALL AND EVERY PERSON OR PERSONS WHOMSOEVER LAWFULLY CLAIMING OR TO CLAIM THE SAME OR ANY PART THEREOF, BY, FROM OR UNDER IT, THEM OR ANY OF THEM SHALL AND WILL WARRANT AND FOREVER DEFEND.

IN WITNESS WHEREOF THE PARTY OF THE FIRST PART HAS HEREUNTO CAUSED THESE PRESENTS TO BE DULY EXECUTED AND ITS CORPORATE SEAL AFFIXED HERETO AND THE PARTY OF THE SECOND PART, BY ITS DULY ACCREDITED OFFICERS, PURSUANT TO AN ORDINANCE PASSED, DO TH HEREBY JOIN IN THESE PRESENTS FOR THE PURPOSE OF ITS ACCEPTANCE OF SAME, ON THE DAY AND DATE FIRST ABOVE WRITTEN.

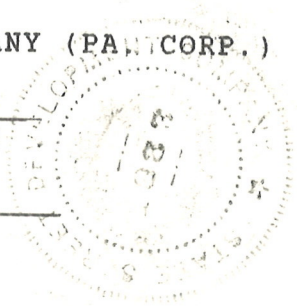
BEING PART OF FOLIO NUMBER 04-00-00337-00.

STATE STREET DEVELOPMENT COMPANY (PART CORP.)

CORPORATE
SEAL

BY: Donald A. Purdy
DONALD A. PURDY, PRESIDENT

ATTEST: Mary E. Wentz
MARY E. WENTZ, SECRETARY

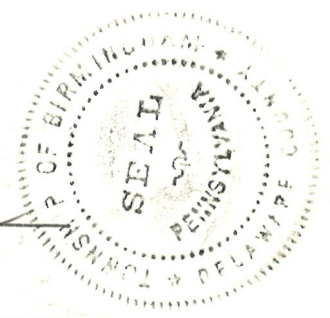


ACCEPTED BY BIRMINGHAM TOWNSHIP AT A MEETING HELD July 7, 1989.

TOWNSHIP OF BIRMINGHAM
BOARD OF SUPERVISORS

BY: J. Bauman

Daniel B. [Signature]
George M. [Signature]



TOWNSHIP OF BIRMINGHAM
RESOLUTION NO.89 - 11

ACCEPTANCE OF DEED OF DEDICATION

WHEREAS, STATE STREET DEVELOPMENT, COMPANY has offered a Deed of Dedication for the following street located in the Township of Birmingham; and

WHEREAS, the Township of Birmingham is desirable of accepting such Deed of Dedication on the following conditions, if any.

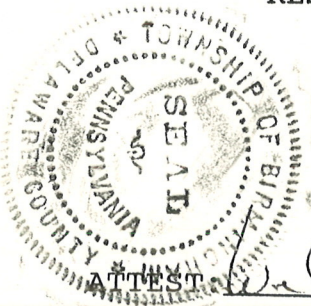
NOW, THEREFORE, BE IT RESOLVED, by the Board of Supervisors of Birmingham Township that the offer of the above named to dedicate the following street: Spring Hill Drive I, be and the same is hereby accepted upon the following conditions:

1. In accordance with the Municipalities Planning Code, Grantor shall maintain a bond for eighteen (18) months from the date of this Resolution in the sum of \$15,150.00 conditioned upon the payment of all maintenance costs or repairs to such property.

2. The proper officers or solicitor of this Township are authorized to take the necessary steps to record a copy of this Resolution, together with the Deed of Dedication.

RESOLVED, this 5th day of July, 1989.

BIRMINGHAM TOWNSHIP



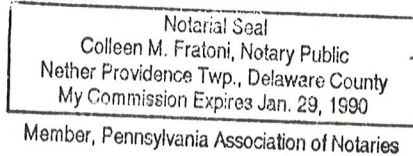
SECRETARY

[Signature]
[Signature]
[Signature]

COMMONWEALTH OF PENNSYLVANIA
COUNTY OF DELAWARE

ON THIS THE 21st DAY OF June, 1989, BEFORE ME A NOTARY PUBLIC IN AND FOR THE STATE AND COUNTY AFORESAID, PERSONALLY APPEARED DONALD A. PURDY, WHO ACKNOWLEDGED HIMSELF TO BE THE PRESIDENT OF STATE STREET DEVELOPMENT COMPANY, A PENNSYLVANIA CORPORATION, AND THAT HE AS SUCH PRESIDENT, BEING AUTHORIZED TO DO SO, EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES CONTAINED THEREIN BY SIGNING THE NAME OF THE CORPORATION BY HIMSELF AS PRESIDENT.

IN WITNESS WHEREOF I HAVE HEREUNTO SET MY HAND AND NOTARIAL SEAL



Colleen M. Fratoni
NOTARY PUBLIC

STATE OF
COUNTY OF

ON THIS THE _____ DAY OF _____, 1989, BEFORE ME,
THE UNDERSIGNED OFFICER, PERSONALLY APPEARED

KNOWN TO ME (SATISFACTORILY PROVEN) TO BE THE PERSON(S) WHOSE NAME(S) IS (ARE) SUBSCRIBED TO THE WITHIN INSTRUMENT, AND ACKNOWLEDGED THAT HE EXECUTED THE SAME FOR THE PURPOSES THEREIN CONTAINED.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND OFFICIAL SEAL.

James J. [Signature]




Timotha Trigg, Chair
Kathleen Goodier, Vice Chair
Samantha Reiner, Supervisor

EXHIBIT “B”

Permit No. 63-2383, issued June 16, 1987, last revised January 12, 2022

In accordance with the vehicle code, the Secretary of Transportation hereby approves the installation and operation of a traffic signal at the intersection of **Wilmington-West Chester Pike (SR 0202) and Ridge Road (SR3048) / Springhill Drive** in the **Townships of Concord and Chadds Ford** in the **County of Delaware**.

This permit is issued to, and accepted by the **Townships of Concord and Chadds Ford** hereinafter known as the Permittee, as follows:

This installation shall be in accordance with the Vehicle Code and the Regulations for the traffic signs, signals and markings of the Department of Transportation, and shall conform to the requirements and those contained on the attached sheets.

Type of Controller: **Fully actuated with video camera detection for all approaches. Protected prohibited left turn phasing for all approaches. Protected permitted right turn phasing for the southbound approach of Wilmington-West Chester Pike (SR 0202). Emergency vehicular detection and pre-emption for all approaches. Pedestrian push button actuation with hand / man countdown timer signals for all approaches except the northern approach of Wilmington-West Chester Pike (SR 0202). The signal is a part of System #I-0039 and is adaptive control. Refer to system plan for details.**

Type of Signal Mounting: **Overhead and post mounted.**

Hours of Operation as "Stop" and "Go": **When not operating as flashing.**

Hours of Operation as "FLASHING": **As indicated on the attached diagram.**

Controller Operation: **Controller to provide the phasing, timing and signal display as indicated on the attached diagram.**

All work performed by the Permittee in the installation of the traffic signal shall be under and subject to the direction of the Secretary of Transportation or his representatives. The said Permittee shall use due diligence in the execution of the work authorized under this permit and shall not obstruct or endanger travel along said road. All operations must be conducted so as to permit safe and reasonable free travel at all times over the road within the limits of the work herein permitted.

The Permittee covenants and agree to fully indemnify and save harmless the Department of Transportation and assumes all liability for damages or injury, occurring to any person, persons or property through or in consequences of any act or omission of anyone working on the construction, or from faulty maintenance or operation of such traffic signal.

The Secretary of Transportation, by law, reserves the right to revoke and annul this permit if the Permittee shall at any time willfully or negligently fail to comply with the conditions contained in this permit, or, upon changes in traffic conditions, fail to make any changes in the construction or operation of this signal, or to remove it, when so ordered by the Secretary of Transportation: or if this installation is not in operation within twenty-four (24) months of the receipt of this permit. The Permittee shall maintain the signal in a safe condition at all times. The Permittee shall not make any change in the construction or operation of this traffic signal without prior written approval of the Secretary of Transportation.

This permit cancels and supersedes all previous permits issued for this location upon completion of the installation specified herein.

Iss: June 16, 1987
Rev: May 10, 1998
Rev: November 6, 2003
Rev: December 28, 2005
Rev: June 17, 2011
Rev: June 4, 2015
Rev: May 19, 2016
Rev: January 13, 2022

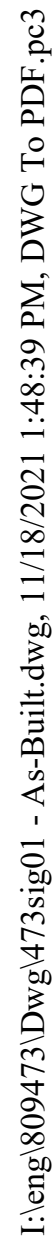
Approved: **Yassmin Gramian, P.E.**
Secretary of Transportation

Digitally signed by Paul M.

Paul M. Lutz
Lutz

Date: 2022.01.20 15:02:56

By: **Louis R. Belmonte, P.E.**
Acting District Executive 6-0



NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS
PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF
THE DEPARTMENT OF TRANSPORTATION.

ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES,
NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS IS THE
RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING
ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED
AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF CURB OR THE EDGE OF THE SHOULDER. SUPPORT POLES FOR OVERHEAD SIGNALS SHALL ALSO HAVE A MINIMUM CLEARANCE HORIZONTALLY OF 2 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FT. ABOVE THE ROADWAY. POST MOUNTED SIGNALS SHALL BE A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.

ALL OVERHEAD SIGNALS MUST BE RIGIDLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS MEASURED AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO
INSTALLATION BY A REPRESENTATIVE OF PENNDOT.

CURBING TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED, SHALL BE PLAIN CEMENT CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS FORM 408.

PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING
UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE
LATEST AMENDMENT TO ACT 287, PREVENTION OF DAMAGE TO
UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974.

WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE PROPOSED SPECIFICATIONS MUST BE SUBMITTED TO THE DISTRICT TRAFFIC UNIT, FOR REVIEW, PRIOR TO BIDDING.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION.

CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-8800 SERIES.

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 ENGINEERING DISTRICT 6-0

MUNICIPALITY: CONCORD/CHADDS FORD TOWNSHIP

(S.R. 0202) & RIDGE RD(S.R. 3048)/SPRINGHILL DR

REVIEWED:

DATE _____

MUNICIPAL OFFICIAL _____ DATE _____

RECOMMENDED:

MARK L. KRAY	6/16/87
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WERNER J. EICHORN 6/16/87
DISTRICT TRAFFIC ENGINEER DATE

No.	REVISION	DES./	DATE	REVW.	DATE	RECOM.	DATE
		REVW.					
1	SPLIT SIDE STREETS	PAI	5/19/98	MK	5/19/98	DWM	5/10/98
2	ADDED OHSN. REM. "WAIT FOR GREEN" SIGN. MOD. PLS-EMPT.	RMC	10/22/03	MK	10/29/03	LRB	11/6/03
3	MOD. WEST DRIVEWAY, TIMING CHG. EXTEND VD LOOP LOCATION	TPD RMC	12/8/05	MK	12/12/05	LRB	12/28/05
4	3 LANE APPROACH SPRINGFIELD, DR. FIELD UPDATE	STANTEC	6/15/11	LUTZ	6/16/11	ABP	6/17/11
5	WIDENING OF 4 APPROACHES, VIDEO AND RADAR DETECTION	MCM	3/24/15	LUTZ	6/21/15	ABP	6/4/15
6	ADDED TRAFFIC ADAPTIVE	PAI	4/12/16	LUTZ	5/17/16	ABP	5/19/16

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MOVEMENT, SEQUENCE AND TIMING DIAGRAM

PHASE		1+5			2+5			1+6			2+6			4			8			FLASH
SIGNALS	INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
1		←G	→Y①	←R①	←R	→R	→R	←G	→Y③	←R③	←R	→R	→R	←R	→R	→R	←R	→R	→R	→R
2,3		R	R	R	R	R	R	G	Y④	R④	G	Y⑤	R⑤	R	R	R	R	R	R	Y
4		←G	→Y②	←R②	←G	→Y③	←R③	R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
5,6		R	R	R	G	Y④	R④	R	R	R	G	Y⑥	R⑥	R	R	R	R	R	R	Y
7		←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←G	→Y	←R	←R	←R	←R
8,9,10		R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R
11		R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←G	Y	R	R
12		R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R

FIXED		5	2		5	2		5	2		5	2		4	3		4	3	
MINIMUM SEC/ACT	3				3			3			15			3			3		
MAX INT. PASSAGE	≠				≠			≠			≠			≠			≠		
MAXIMUM 1	14				14			14			47			16			11		
MAXIMUM 2	15				15			17			47			18			11		
PEDESTRIAN																			
MEMORY	NL				NL			NL			MN			L			NL		

- REFER TO SYSTEM PERMIT #I-0039 FOR TRAFFIC ADAPTIVE OPERATION.
- PHASE SEQUENCE SELECTED BY TRAFFIC ADAPTIVE PROCESSOR
- ≠ PHASE PASSAGE CALCULATED BY TRAFFIC ADAPTIVE PROCESSOR.

**DENSITY ZONE NOTES

RANGE OF DETECTION : 0 – 100 FEET FROM STOP BAR
SPEED BOUNDARY: 5–30 MPH

**ADVANCE DILEMMA ZONE NOTES:

EST. TIME OF ARRIVAL: MIN=2.5–MAX=5.5 SEC.
RANGE OF DETECTION: 0–450 FT
SPEED BOUNDARY: 27–100 MPH

EMERGENCY PREEMPTION
MOVEMENT, SEQUENCE AND TIMING DIAGRAM

PHASE		2			6			4			8		
SIGNALS	INTERVAL	19	20	21	22	23	24	25	26	27	28	29	30
1		←R	→R	→R	←G	→Y	←R	←R	→R	→R	←R	→R	→R
2,3		R	R	R	G	Y⑤	R⑤	R	R	R	R	R	R
4		←G	→Y	←R	←R	→R	→R	←R	→R	→R	←R	→R	→R
5,6		G	Y⑤	R⑤	R	R	R	R	R	R	R	R	R
7		←R	←R	←R	←R	←R	←R	←G	→Y	←R	←R	→R	→R
8,9,10		R	R	R	R	R	R	G	Y	R	R	R	R
11		R	R	R	R	R	R	R	R	R	←G	Y	R
12		R	R	R	R	R	R	R	R	R	G	Y	R
FIXED		**	5	2	**	5	2	**	4	3	**	4	3

** FOR DURATION OF PREEMPTION

NOTE:
IF PREEMPTION EQUIPMENT HAS ENCODING CAPABILITIES FOR VEHICLE IDENTIFICATION, IT IS RECOMMENDED TO HAVE THE ZERO "00" FEATURE ON, TO GIVE UNCODED EMITTERS THE ABILITY TO ACTIVATE THE EMERGENCY PREEMPTION.

Ⓐ G WHEN RETURNING TO NORMAL OPERATION

EMERGENCY PREEMPTION NOTES:

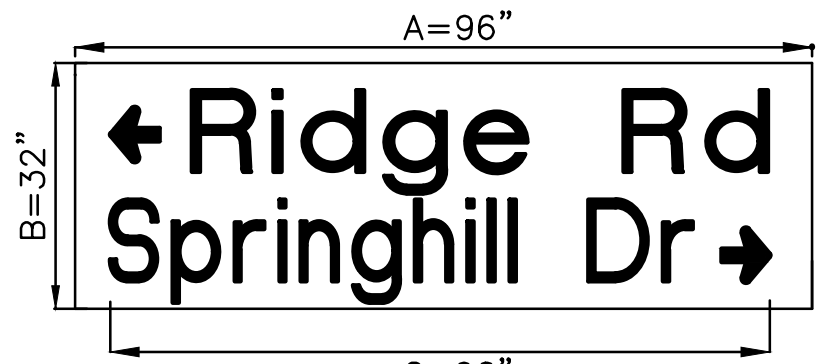
- CONTROLLER TO BE EQUIPPED WITH EMERGENCY PRE-EMPTION FOR THE NORTHBOUND & SOUTHBOUND APPROACHES OF WILMINGTON–WEST CHESTER PK, THE EASTBOUND APPROACH OF RIDGE RD, AND THE WESTBOUND APPROACH OF SPRINGHILL DR WITH A FAIL SAFE DEVICE FOR EACH DIRECTION OF OPERATION. THIS EMERGENCY BEACON SHALL CONSIST OF A FLASHING WHITE FLOOD LIGHT, AND SHALL FLASH WHEN THE EMERGENCY VEHICLE HAS CONTROL OF THE INTERSECTION FOR THE APPROPRIATE APPROACH. LOCATION OF EMERGENCY VEHICLE DETECTORS ARE TO BE FIELD ADJUSTED TO ACHIEVE MAXIMUM OPERATION.
- THE SIGNALS, WHEN ACTIVATED BY AN EMERGENCY VEHICLE, SHALL TERMINATE ALL GREEN INDICATIONS IMMEDIATELY. FOLLOWED BY THE COMPLETE YELLOW AND RED CLEARANCE INTERVALS, ACCORDINGLY. THEN THE GREEN INTERVAL FOR THE PRE-EMPTED PHASE SHALL FOLLOW.
- THE SIGNALS, WHEN ACTIVATED BY AN EMERGENCY VEHICLE, SHALL TIME OUT ALL YELLOW AND RED INDICATIONS, FOLLOWED BY THE GREEN INTERVAL OF THE PRE-EMPTION PHASE GOVERNED BY THE APPROACHING EMERGENCY VEHICLE.
- IF THE SIGNAL IS IN PHASE 1+6, INTERVAL 7 AND PREEMPTED BY PREEMPTION PHASE 6, INTERVAL 22 THE PHASE SHALL REMAIN GREEN.
- IF THE SIGNAL IS IN PHASE 2+5, INTERVAL 4 AND PREEMPTED BY PREEMPTION PHASE 2, INTERVAL 19 THE PHASE SHALL REMAIN GREEN.
- IF THE SIGNAL IS IN PHASE 4, INTERVAL 13 AND PREEMPTED BY PREEMPTION PHASE 4, INTERVAL 25 THE PHASE SHALL REMAIN GREEN.
- IF THE SIGNAL IS IN PHASE 8, INTERVAL 16 AND PREEMPTED BY PREEMPTION PHASE 8, INTERVAL 28 THE PHASE SHALL REMAIN GREEN.
- IF THE SIGNAL HAS BEEN ACTUATED BY A PEDESTRIAN PUSH BUTTON AND THE SIGNAL IS PREEMPTED DURING THE "MAN" PHASE, THE MAN PHASE SHALL TERMINATE IMMEDIATELY FOLLOWED BY THE "FLASHING HAND" INDICATION IN ITS ENTIRETY, FOLLOWED BY THE APPROPRIATE SELECTIVE CLEARANCES BEFORE PROCEEDING TO THE PREEMPTION PHASE.
- IF THE SIGNALS, WHEN ACTIVATED BY AN EMERGENCY VEHICLE, ARE FLASHING ALL SIGNALS SHALL REMAIN FLASHING.
- IF ADDITIONAL PRE-EMPTION PHASES ARE ACTIVATED WHILE IN PRE-EMPTION, THE ORIGINAL PREEMPTION PHASE SHALL TIME OUT BEFORE PROCEEDING TO THE NEXT PREEMPTION PHASE.
- UPON COMPLETION OF PREEMPTION, PHASE 2,4,6 OR 8 IN RETURNING TO NORMAL OPERATION, PHASE 2+6 INTERVAL 10 SHALL FOLLOW.
- IN EMERGENCY PREEMPTION, NO PRIORITY SHALL BE ESTABLISHED, PREEMPTION SHALL BE A "FIRST COME, FIRST SERVE" OPERATION.

OPERATION NOTES

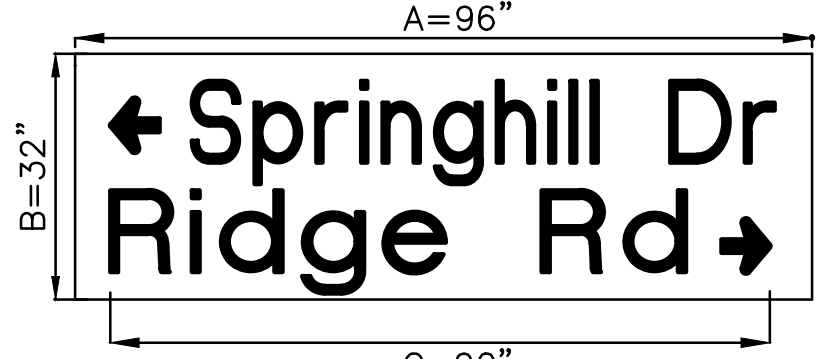
- ① ←G IF FOLLOWED BY PHASE 1+6
- ② ←G IF FOLLOWED BY PHASE 2+5
- ③ ←G IF FOLLOWED BY PHASE 1+5
- ④ G IF FOLLOWED BY PHASE 2+6
- ⑤ G IF FOLLOWED BY PHASE 1+6
- ⑥ G IF FOLLOWED BY PHASE 2+5

SIGN DETAILS

NOT TO SCALE

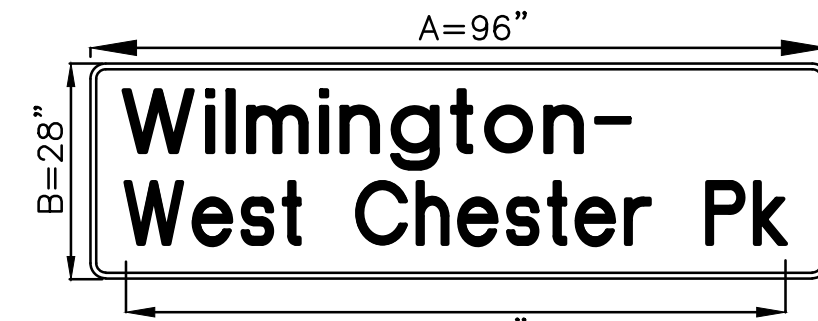


SIGN BD



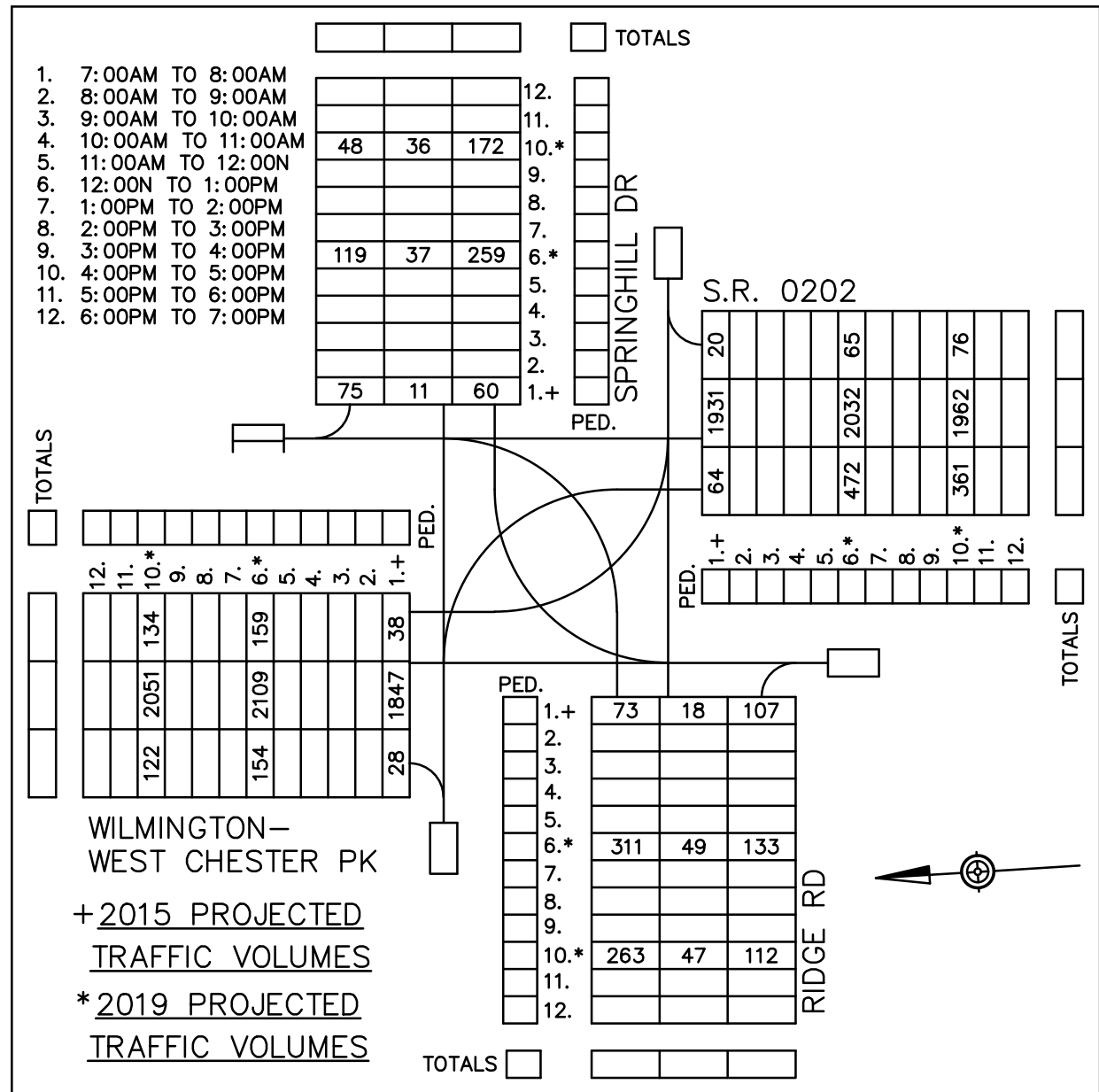
SIGN BE

10.6" UPPER CASE
8" LOWER CASE
"Springhill Dr" – CLEARVIEW 1W 6% REDUCTION
"Ridge Dr" – CLEARVIEW 3W



SIGN BC

FONT: CLEARVIEW 2W
8" UPPER CASE
6" LOWER CASE



LEGEND

- 20' MAST ARM/IDENTIFYING LENGTH
- ① VEHICULAR SIGNAL HEAD/BACKPLATE/VISORS/DIRECTIONAL ARROW/IDENTIFYING NUMBER
- ① PEDESTRIAN SIGNAL HEAD/IDENTIFYING NUMBER
- ⊕ PEDESTRIAN PUSHBUTTON/SIGN
- Ⓐ SIGN/IDENTIFYING LETTER
- VIDEO DETECTOR
- 12x6" LOOP SENSOR/SIZE
- ZONE OF DETECTION
- MICROWAVE PRESENCE DETECTOR
- EMERGENCY PRE-EMPTION FLASHING BEACON
- EMERGENCY PRE-EMPTION DEVICE
- CURB RAMP
- UTILITY POLE
- ① PHASE NUMBER
- INLET



GENERAL NOTES

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.

ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF CURB OR THE EDGE OF THE SHOULDER. SUPPORT POLES FOR OVERHEAD SIGNALS SHALL ALSO HAVE A MINIMUM CLEARANCE HORIZONTALLY OF 2 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FT. ABOVE THE ROADWAY. POST MOUNTED SIGNALS SHALL BE A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.

ALL OVERHEAD SIGNALS MUST BE RIGIDLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS MEASURED AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT.

CURBING TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED, SHALL BE PLAIN CEMENT CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS FORM 408.

PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST AMENDMENT TO ACT 287, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974.

WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE PROPOSED SPECIFICATIONS MUST BE SUBMITTED TO THE DISTRICT TRAFFIC UNIT, FOR REVIEW, PRIOR TO BIDDING.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION.

CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-8800 SERIES.

SYSTEM PLAN I-0039

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: DELAWARE
MUNICIPALITY: CONCORD/CHADDS FORD TOWNSHIP
INTERSECTION: WILMINGTON–WEST CHESTER PIKE
(S.R. 202) & RIDGE RD(S.R. 3048)/SPRINGHILL DR

REVIEWED:

DATE

MUNICIPAL OFFICIAL

DATE

RECOMMENDED:

MARK L. KRAY

6/16/87

WERNER J. EICHORN

6/16/87

DISTRICT TRAFFIC ENGINEER

DATE

NO.	REVISION	DES./REVW.	DATE	REVW.	DATE	RECOM.	DATE
1	SPLIT SIDE STREETS	PAI	5/19/98	MK	5/19/98	DWM	5/10/98
2	ADDED OHSN, REM. "WAIT FOR GREEN" SIGN, MOD. PRE-EMPT.	RMC	10/22/03	MK	10/29/03	LRB	11/6/03
3	MOD. WEST DRIVEWAY, TIMING CHG. EXTEND VD LOOP LOCATION	ITPD RMC	12/8/05	MK	12/12/05	LRB	12/28/05
4	3 LANE APPROACH SPRINGHILL DR, FIELD UPDATE	STANTEC	6/15/11	LUTZ	6/16/11	ABP	6/17/11
5	WIDENING OF 4 APPROACHES, VIDEO AND RADAR DETECTION	McM	3/24/15	LUTZ	6/2/15	ABP	6/4/15
6	ADDED TRAFFIC ADAPTIVE	PAI	4/12/16	LUTZ	5/17/16	ABP	5/19/16
7	AS-BUILT	McM	11/18/21				
8							

SHEET 3 OF 3

PERMIT # 63-2383

FILE # 2383



Timotha Trigg, Chair
Kathleen Goodier, Vice Chair
Samantha Reiner, Supervisor

EXHIBIT “C”

Herbert, Rowland & Grubic, Inc. (HRG), in its August 20, 2026 Stormwater Management Review Letter



Herbert, Rowland & Grubic, Inc.
501 Allendale Road, Suite 203
King of Prussia, PA 19406
484.460.7050
www.hrg-inc.com

STORMWATER MANAGEMENT REVIEW LETTER #1

CHADDS FORD TOWNSHIP

Attn: Lacey Faber, Township Manager

The Shoppes at Concord (HRG #0011523.0425 Ph. 001)

August 20, 2026

We have completed our review of the following information for the above-referenced project:

Submission:	Dated:	Last Revised:
Preliminary/Final Land Development Plans Sheets 1-85 of 85 (Plan)	August 22, 2025	July 15, 2026
Stormwater Management Report (SWM Report)	August 22, 2025	July 17, 2026
Drainage Area Plans Sheets 1-3 of 3 (DA Plan)	August 22, 2025	July 17, 2026

We offer the following comments:

STORMWATER MANAGEMENT (CHAPTER 105)

1. The applicant has provided a signed letter from the property owner downstream of POA #2 acknowledging the discharge of stormwater onto the property. However, as the applicant is concentrating discharge from a significant increase in the pre-development area, an explicit signed drainage easement shall be provided detailing the approximate traversal and extent of surface flow running through the property to be recorded for the adjacent property owner. This easement should encompass the area necessary to discharge from the emergency spillway in addition to the proposed level spreader [105-301U(1)] and [105-706].
2. The applicant shall provide a signed drainage easement encompassing the length of storm sewer system receiving flow from POA #1 [105-301U(1)] and [105-706].
3. Revise plans to correct inconsistency between project site boundary and the LOD along Ridge Road [105-303].
4. Revise plans to show the riprap apron and TRM limits at the emergency spillway for SCM #2 per the "Aboveground Basin Emergency Spillway with TRM Lining" Detail on sheet C-831 (sheet 62 of Plan) [105-312A(3)].
5. Provide clarification or additional calculations if necessary for anti-seep collars proposed for SCM #2. The calculations within the SWM Report indicate that they are designed for temporary conditions. Anti-seep collars shall be provided for all permanent stormwater management facilities [105-312A(4)].

6. The toe of any slope of proposed detention basins shall not be placed less than 30-feet from the downstream property lines [105-312A(6)].
7. Revise SCM #2 grading to ensure that a minimum of 2% slope is provided for sheet flow and 1% for channel flow [105-312A(9)].
8. Revise the "Above Ground Basin Berm with Impervious Core" detail on sheet C-831 to show a minimum cut-off trench depth of 3-feet [105-312A(10)].
9. Provide structural calculations signed and sealed by a qualified professional as well as construction details sufficient to show the proposed retaining walls are capable of withstanding repeated inundation for the lifecycle of SCM #2 [105-313A].
10. Revise stormwater conveyance calculations for pipe section B-210 to B-200. The maximum headwater depth must be at least one-foot below the top of grate during the 100-year storm [105-312D(3)].
11. Revise stormwater conveyance design. All stormwater conveyance pipes shall have a minimum slope of 1% [105-312D(15)].
12. Provide a minimum 15' access easement around all stormwater management facilities on site. This easement shall provide access to the public right-of-way. This easement shall be specifically delineated on the plans and easement documentation provided to the Township for review [105-402B(19)].
13. Revise the cover sheet of the Plans to include a statement, signed by the Applicant, acknowledging that any revision to the approved SWM Site Plan must be approved by the Township, and that a revised Erosion and Sediment Control Plan must be submitted to the Conservation District for a determination of adequacy [105-402B(22)].
14. Revise the cover sheet for the Plans to provide signatures blocks meeting requirements of ordinance sections 105-402B(23) and 105-402B(24).
15. Revise Drainage Area Plans and/or DEP volume control spreadsheets to correct discrepancies between the SWM Report and DA Plan [105-402D].
16. Provide swale calculations and construction details for riprap lined swale downstream of EW-100. Riprap calculations are provided for the apron immediately downstream, but the plan appears to have approximately 90' of swale between the endwall and DP001 [105-402D].
17. POA-01 is located at the inlet of an offsite storm sewer conveyance system and is an area of existing flooding concerns. Provide calculations showing that the existing system can safely convey the proposed flow from the development [105-402D].
18. Provide a signed O&M agreement for all stormwater facilities consistent with ordinance section 105-702.
19. Maintenance access shall be provided to all proposed stormwater management facilities. Provide means of vehicle access for maintenance for both the proposed level spreader and emergency spillway [105-706B].
20. Pretreatment devices are being proposed in structures upstream of the outfalls entering SCM #2. However, it is recommended that the riprap aprons at the outfalls be replaced with sediment forebays due to the use of a stone infiltration trench connecting the outfalls to the basin outfall structure.
21. Confirm that all water and byproducts from the proposed carwash will exclusively be discharged into the sanitary collection system.
22. Provide comparison tables on the Plans and the SWM Report specifically depicting the Undeveloped Drainage Areas versus the Post-Development Drainage Areas contributing from this property at all POA's.

23. Provide comparison tables on the Plans and the SWM Report specifically depicting the Undeveloped Peak Runoff Rates versus the Post-Development Peak Runoff Rates contributing from this property at all POA's.
24. Provide comparison tables on the Plans and the SWM Report specifically depicting the total Undeveloped Volume of Runoff versus the total Post-Development Volume of Runoff contributing from this property at all POA's.

MISCELLANEOUS

1. Revise plans to correct illegible storm system labels on Post Construction Stormwater Management Plans.

REQUIRED AGENCY APPROVALS

1. Provide an approved NPDES permit from the PADEP [105-302A].

A response letter must be provided with the resubmission detailing how the comments have been addressed, and where each can be found in the resubmission materials (i.e., page numbers). Additional comments may follow upon further review of any revisions to the Plans during the land development process.

This review is based solely on the documents referenced above and does not relieve the design professional of any responsibility, nor does it imply any design responsibility by Herbert, Rowland & Grubic, Inc. HRG reserves the right to make additional comments in the future based on newly-supplied or revised information as provided by the Applicant.

Sincerely,

Herbert, Rowland & Grubic, Inc.



Alberto Venettilli, P.E.

Group Manager | Municipal & Water Resources

JDP/AV

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