

Sent via Email and U.S. Mail

October 27, 2025

Mr. Din Abazi, PE
District Executive
PennDOT District 6-0
7000 Geerdes Boulevard
King of Prussia, PA 19406-1525

Re: Chadds Ford Township — Additional Comments to Objection to Proposed Ridge Road Access Retail Shoppes at Concord Development Submitted by Chadds Ford Township on October 17, 2025

Dear Mr. Abazi:

Our organization, Save-Ridge.org was recently formed by a group of concerned citizens from Chadds Ford Township and Concord Township to oppose the proposed Shoppes at Concord main access point along Ridge Road (S.R. 3048) just west of U.S. 202 (S.R. 0202). We are now incorporated as Pennsylvania LLC. At the latest count, we have over 800 residents of Chadds Ford and Concord expressing support for our efforts via signed petitions. This letter is sent in support of the letter sent to you on October 17, 2025 by the Chadds Ford Township Manager on behalf of the Board of Supervisors.

Chadds Ford Township Supervisors have requested that PennDOT disallow the Ridge Road entrance as the primary entrance to the proposed shopping center and require the developer to use only the two entrance/egress points along U.S. 202. Our organization of local citizens is not anti-development, but the plans prepared by the developer are inadequate in addressing traffic concerns, environmental issues, and safety and emergency response in Chadds Ford that have a greater impact on the adjoining residents of Chadds Ford Township (CFT), as well as many Concord Township (CT) residents as well. State Representative Craig Williams, in his October 24, 2025 newsletter to his constituents stated “*After three presentations, I remain convinced the*

developer has shown little regard for the daily realities faced by residents who live near or drive along Route 202.”

We are not repeating all of the same points provided by CFT in the letter of 10/17/25, but we are providing additional clarifying information in support of that letter. We have reviewed the Bowman Consulting Group Traffic Impact Study submitted to PennDOT on July 24, 2025. This study was commissioned by Concord Acquisitions, LLC, the developer, as required by PennDOT. This study only evaluated traffic and intersections within CT and ignores the collector roads impacting this proposed development that are in CFT (Ridge Road beyond the entrance to the shopping center, Heyburn Road, Smithbridge Road, and Ring Road between U.S. Route 1 and Ridge Road. These roads will be impacted by the proposed development and are not addressed at all in the TIS. Modifying the eastern end of Ridge Road where it meets U.S. 202 from 2 lanes to 6 lanes with new signalization is not realistic and should be denied by PennDOT. The impact on U.S. 202 here, also at a low level of service should be carefully considered.

Ridge Road is a rural, windy country road west of 202 that runs about 3 miles to Smith Bridge Road at the border with the State of Delaware just east of Brandywine Creek. It is an old route that was established in colonial times. Driving on this road presents many challenges in CFT due to unusual curves, limited sight distances, vegetation close to the road, extremely hazardous conditions during winter storms, and flooding in several low spots. Heyburn and Ring Roads are also challenging rural roads that can be treacherous at times. Water rescues have had to be performed recently along Ring Road at Harvey Creek after a major storm. In our experience vehicles traveling east on U.S. 1 often turn right on either Ring or Heyburn to get to Ridge Road and then to U.S. 202, to avoid the traffic congestions at the U.S. 1/U.S. 202 intersection. With the development and access off Ridge Road, this will only encourage more traffic to use these “short-cuts”. Truck traffic except for local deliveries was banned by PennDOT on Ring and Ridge Roads in 2018 and signs are posted.

School bus traffic along Ridge Road or Spring Hill Drive (opposite Ridge Road east of U.S. 202) was not addressed at all in the TIS. Buses from the Unionville-Chadds Ford School District travel along these roads daily, as well

as buses from other school districts and private schools. Any construction related closures of Ridge Road for construction will create difficulties for school bus routes. Many children from Chadds Ford are already on buses for over an hour each way to their schools and detours will only increase this unreasonable time on buses.

St. Cornelius RC church is located about a half-mile west of U.S. 202 on Ridge Road. This active parish generates a lot of traffic on a daily basis as well as weekends. In addition to daily church services there is a pre-school as well as many other activities within the parish hall. The addition of a Ridge Road entrance will only increase traffic towards St. Cornelius creating safety issues, and any road closures for construction will be devastating to those traveling to the church. Of course residents of the Ridings, Ravencrest and other homes between U.S. 202 and Heyburn Road will be faced with long and sometimes dangerous detours if Ridge Road is closed for construction at the new development.

Ridge Road serves as the primary emergency response route for Concordville Fire Company and the Pennsylvania State Police which serves residents of Chadds Ford Township. In an emergency, minutes count and long detours could mean the difference in saving lives or preventing a home from burning down. There are no fire hydrants along Chadds Ford roads so water has to be trucked in.

The proposed modification to the eastern driveway to Olde Ridge Village Shopping Center (north side of Ridge Road at U.S. 202) to right-in/right-out only will lead to increased traffic westbound on Ridge towards Heyburn and Ring Roads. Vehicles making a left turn from the western entrance of Olde Ridge Village onto Ridge Road towards U.S. 202 must maneuver across several lanes of traffic in both directions at a location with poor visibility – currently there is only a pole mounted mirror to assist turns here.

Two left turns from NB U.S. 202 onto Ridge Road will eliminate a right-turn lane onto Spring Hill Drive from NB U.S. 202, creating a potentially dangerous situation as cars slow in the travel lane to turn. Also, the center entrance/exit from Glen Eagle Shopping Center will be eliminated to accommodate the taking of the right lane for the convenience of the developer and his new shopping center across U.S. 202. This will make the right turn movement here

more dangerous for shoppers going to Glen Eagle as well as Chadds Ford and Concord residents who live further down Spring Hill Drive.

With the recent activation of traffic signals at Isaac Bullock Lane and U.S. 202, traffic backups north to Ridge Road are commonplace especially at rush hour. It is difficult to make a right turn onto U.S. 202 with the light due to the backups of a half-mile or more. It should be noted that if no Ridge Road entrance/exit is permitted by PennDOT, traffic will only be able to travel south on U.S. 202, which has frequent grid-lock situations. Vehicles who want to travel north on U.S. 202 will use either Isaac Bullock or Smithbridge to make a “U-Turn” onto U.S. 202. This will create more problems for traffic. As stated by Representative Williams in his recent newsletter, *“The developer also plans to request that PennDOT extend red-light wait times at the Smithbridge Road intersection. That change would push additional traffic congestion toward that area. My office has worked closely with PennDOT for years to reduce wait times and improve flow along Smithbridge Road. These new plans would reverse that progress. During the meeting, one representative reportedly suggested that because Route 202 already carries the state’s lowest traffic rating, there would be no harm in worsening it further. That position is unacceptable.”*

While this letter addresses primarily traffic concerns, other groups have significant concerns about environmental issues, specifically stormwater flow off the site that may flow into the Ridings development just west of the proposed shopping center, and possible groundwater contamination if there are leaks from the proposed gas station in the shopping center. All nearby residents are on wells for potable water and all tap into the same aquifer underlying the area. There is also a possibility of modified runoff characteristics if the vertical profile of Ridge Road at the development entrance is modified. PennDOT needs to examine this closely. Many residents live in close proximity to this area.

CONCLUSION: Ridge Road is a vital artery through Chadds Ford Township beyond the development entrance. Virtually no consideration has been given to the impacts on Chadds Ford from this proposed project. The best solution is to reject the developer’s plans for modifications to Ridge Road, and make all entrances/exits off southbound 202. If necessary, a new or amended Traffic Impact Study should be required of the developer incorporating feeder

roads in Chadds Ford Township as well as Pleasant Hill Drive and Sunset View Drive in Concord Township, which are used as a U.S. 202 bypass, much to the consternation of the residents of that neighborhood.

Sincerely,

Richard A. Horenburger

Richard A. Horenburger, PE (retired)

C: Lacey Faber, Chadds Ford Township Manager
Timotha Trigg, Chair of the Board of Supervisors
Kathleen Goodier, Vice Chair of the Board of Supervisors
Samantha Reiner, Member of the Board of Supervisors
Michael Maddren, Esq., Township Solicitor
Michael Bingham, PE, Township Alternate Engineer
Concord Township Manager
Concord Township Engineer
Governor Josh Shapiro
Michael Carroll, Transportation Secretary
Francis J. Hanney, PennDOT, Sr. Assistant District Executive Operations
State Representative Craig Williams
State Senator John Kane
Msgr. David Diamond, Pastor, St. Cornelius Church
Concordville Fire and Protective Association
Pennsylvania State Police, Media Barracks
Unionville-Chadds Ford School District Transportation Coordinator
Members of Save-Ridge.org