

Date: 09/21/2026

Subject: Highway Occupancy Permit Application No. 375666, Cycle No.5 - Returned For Revisions

To: Concord Acquisition, LLC
101 W. Main Street
Suite 100
Moorestown, NJ 08057

From: PennDOT Engineering District 6-0
7000 Geerdes Boulevard
King of Prussia, PA 19406

Dear Applicant,

PennDOT has reviewed your application for completeness, consistency and compliance with applicable Department Regulations. This review has identified issues that must be addressed in order for our review to continue.

The Department's review comments are attached.

Once the comments have been addressed, please resubmit the application and associated material for further review.

Upon resubmission, the applicant's engineer should put together a letter that describes how each comment has been addressed and where each can be found. This will help expedite the review. For guidance on HOP applications refer to 67 PA Code, Chapter 441, Chapter 459 and PennDOT Publication 282, "Highway Occupancy Permit Operations Manual". Additional comments may follow upon review of the resubmitted application.

As an alternative to contacting the individual indicated below, the District is offering applicants an opportunity to attend HOP Collaboration Workshop Meetings (held weekly) for clarification on any of the following comments. To sign up, please open the HOP Collaboration Workshop link located in the "Links" section on the EPS Applications Portal and follow the instructions.

If you have any questions regarding this matter, you may contact Mr. Andrew Parker, P.E. at 610-640-3500 or at ajparker@mccormicktaylor.com

Response Comments**Date:** 09/21/2026**Application Number:** 375666,Cycle No.5**Form Letter Notes**

- (1) * Upon resubmission, the applicant's engineer must provide a letter that describes how each comment has been addressed and where each can be found in the plan set. A copy of these comments and any previously submitted plans should also be provided. Further, if the applicant's engineer has made any design changes independent of PennDOT reviewer comments, they must include a section in the response-to-comments letter that describes the additional design changes.

* Additional comments may follow upon review of the resubmitted application. If you have any questions about the technical aspects of this review, please contact the Department's representative, Dennis Wilson, PE of McCormick Taylor, Inc. at dewilson@mccormicktaylor.com. Please reference the HOP Application number in all correspondence.

* For guidance on Highway Occupancy Permit applications, refer to PA Code Title 67, Chapter 441, Chapter 459 and PennDOT Publication 282. This will help expedite the review.

General

- (1) Comments for this review are only associated with the plans and documents attached for this cycle. Additional comments may follow upon review of the updated plans and documents of the resubmitted application.
- (2) This HOP application is being returned in Phase 1 Cycle 2 with TIS comments to be addressed, therefore the Department must offer a PennDOT Mitigation Meeting with a representative of Concord Township in attendance. The scheduling of the meeting is the responsibility of the applicant, and it should include the applicant, the Department, and Concord Township. The agenda is to discuss the remaining TIS comments along with other comments of this review letter as needed. This meeting should occur prior to the Phase 1 Cycle 3 submission.
- (3) Pertaining to traffic calming measures to be implemented in association with this project, upon further consideration the Department will require any such measures on state roadways to be studied, designed, reviewed and implemented prior to completion of construction of the proposed shopping center. The locations on state roadways where the Department will require traffic calming measures to be studied and advanced as appropriate are as follows: on Ridge Road (SR 3048) between Pheasant Lane and Heyburn Road, and on Ring Road (SR 3027) north of Ridge Road.

In addition, other locations for potential traffic calming measures to be located on township roads,

which could include but are not necessarily limited to Heyburn Road north of Ridge Road and Spring Hill Drive and/or Sunset View Drive east of SR 0202, should be coordinated with the applicable township. It is important to note that the design team must review the local road locations with the respective municipalities to adhere to their local municipal regulations.

The Department will require a completed TE-125 form (Traffic Calming Countermeasure Engineering & Traffic Study) to be submitted for each proposed traffic calming location being studied on a state roadway, along with the appropriate supporting data/information to determine the appropriate measure (if any) to be advanced.

The Department understands that a study must be conducted to ascertain the parameters and appropriate traffic calming measures, however we should reiterate that implementation must be part of the construction for this proposed shopping center.

The Department recommends that traffic calming studies and concept designs for locations along state roadways be part of the next submission.

Application

- (1) Upon resubmission, include an Administratively Complete applicant checklist for Phase 1 Cycle 3, along with all required items from that checklist.
- (2) Upon resubmission, please ensure that the checklist on the Application Identification page of EPS is correctly completed with accurate information.

Transportation Impact Study/Transportation Impact Assessment

- (1) The following comments pertain to the submitted Transportation Impact Study (TIS) prepared by Bowman, last revised August 4, 2026:
 - a. While there appears to be adequate sight distance available at each access in the proposed condition, update Table 6 of the TIS to revise the sight distance looking to the right from the proposed main site access on Ridge Road, which appears to have discrepancies for available and desirable values. The values in the TIS do not match the values shown on the HOP plans for this access looking to the right. Additionally, should any other sight distance values change on the plans due to other comments in this review, ensure that values in Table 6 are also updated to match.
 - b. On the TE-150 form in Appendix E, revise the language in section 2 to include a description of how the design of Ridge Road is different due the half signal at the site access on SR 0202. Additionally, revise sections 6 and 7 to provide more detailed and accurate information about the source of traffic count data.

Plan Presentation

- (1) The sight distance notes on the plans incorrectly reference "Pub 441."

Access Configuration/Profile- Driveways/Local Roads

- (1) As previously noted, provide right turning truck template for northbound Wilmington-West Chester Pike (S.R. 0202) to Spring Hill Drive to confirm the location of the westbound stop bar. The removal of the median leaves the westbound left turn lane unprotected from turning vehicles, and thus turning movement templates should be provided to confirm that there will be no conflict between turning vehicles and a vehicle waiting at the stop bar.

Sight Distance- Driveways/Local Roads

- (1) While there appears to be adequate sight distance available at each access in the proposed condition, the minimum and/or desirable sight distances in the plan notes do not appear to correspond to the values listed in PA Code Title 67 Chapter 441. Verify and revise accordingly.

Signs

- (1) See Traffic Operations Redlines for comments on signing and pavement markings. Provide blueline response for each comment.

Maintenance And Protection Of Traffic

- (1) Stage 1:

- a. Provide MPT for signal installation items that cannot be installed under site specific plan, such as mast arm installation over travel lanes and conduit installation across travel lanes.

Stage 2

- b. Examine bullet 2. It calls out to use PATA 123-B and 125-B (lane reduction to single lane patterns) but maintain two through lanes. Is it intended that the two travel lanes are one NB and one SB? If it is intended that two travel lanes in each direction are maintained, PATA 123-B and 125-B are not appropriate.

- c. Bullet 5 calls out installing proposed traffic signal. Traffic signal installation is also called out in Stage 1 Bullet 6. If both are correct, specify which equipment is to be installed during each stage.

Stage 3

- d. Define night time hours.

e. In bullet 2, verify PATA 104 will provide sufficient area for the Contractor to work. Existing median is narrow.

Stage 4 Phase 1

f. Provide MPT for short term work across SR 3048 and SR 0202.

g. Reference use of temporary traffic signal.

h. Channelizing devices are shown in the work area along SR 3048. Verify buffer zone exists between full depth reconstruction and travel lane.

Stage 4 -Phase 2

i. Complete turn radius analysis using appropriate design vehicle for southbound SR 0202 to westbound SR 3048.

j. Reference use of temporary traffic signal.

(2) See Traffic Operations Redlines for comments on MPT. Provide blueline response for each comment.

(3) General Temporary Traffic Signal Comments

k. See uploaded redlined temporary traffic signal plans for additional comments. Provide responses to each comment with resubmission.

Temporary Traffic Signal Phase 1

l. Fix Sign T text overlap in sign tabulation chart.

m. Existing mast arm in southwest quadrant is in part of the area to be reconstructed. Verify this can remain functional during entire stage.

n. Fix EVP diagram signal indications for signal head 13 interval 29.

o. Correct lane schematic for EVP diagram Phase 8.

Temporary Traffic Signal Phase 2

p. Evaluate if channelized right turn on west approach can be opened to traffic. If not, check turning radius for appropriate vehicle making a right turn from the west approach.

q. This phase mixes existing, temporary and proposed equipment. Provide details for temporary

connections to accommodate this.

- r. Fix MST diagram signal indications for signal head 10 intervals 14 and 15.
- s. Fix EVP diagram signal indications for signal head 13 interval 29.
- t. Correct lane schematic for EVP diagram Phase 8.

Right-Of-Way (Design Manual Part III, Chapter 3)

- (1) The Applicant must continue to provide updates on the coordination effort with Glen Eagle Square Shopping Center regarding the right-of-way line and internal signage on their property. As previously noted, signage could be installed in Glen Eagle Square to encourage drivers who want to go west on Ridge Road to exit Glen Eagle Square onto Springhill Drive and then they can go straight across US Route 202 onto Ridge Road at the signal.

Signal Section (Publication 46, 148 And 149)

(1) General

- a. See attached redline traffic signal plans for additional comments. Provide responses to each comment with resubmission.
- b. Provide signed TE-160 form.

SR 0202/SR 3048

- c. CCTV camera is longer shown on SW quadrant mast arm. Verify it is no longer being installed or show on plan.

SR 0202/North Site Access

- d. Expand legal traffic signal easement to include right turn only pavement markings.
- (2) 1. See Other Traffic Signal Attachments in EPS for markups. Provide blue line response to each comment in resubmission.

Drainage

- (1) Evaluate removing the pipe connection from the on-site stormwater system to roadway inlet I-13 and directing the pipe to an on-site facility prior to connection to the roadway system.

- (2) The condition of the existing 24" CMP at Station 29+80 must be investigated. If found to be in poor condition, the existing pipe must be replaced with RCP or equivalent. Provide details of the pipe investigation in the next cycle.
- (3) All inconsistencies between the site stormwater management report and PennDOT HOP drainage analysis must be rectified prior to the next submission. Submit updated documents in the next cycle.
- (4) The type of inlet box associated with inlet I-7 is missing from the pipe profile.
- (5) Provide evidence of the inspection of the existing 15" CMP in the next cycle.
- (6) As previously noted, the applicant is proposing to widen S.R. 0202 and S.R. 3048 and install/modify the parallel subsurface stormwater facilities within the Right-of-Way. The Department policy is that a second HOP application in accordance with PennDOT Publication 282, Appendix B4 Highway Occupancy Permit Stormwater Facility Guidebook dated December 2011, with the Municipality listed as the sole applicant, must be submitted stating unequivocally that this second application is only for the maintenance of the proposed stormwater facilities installed within the Right-of-Way. Condition Code 389 stating that Drainage installed by this permit is the primary responsibility of the Local Government to continually maintain or replace will be added to the permit. Based on the currently proposed drainage layout, separate applications will be needed from both Concord Township and Chadds Ford Township.

Condition Statements

- (1) Edit the draft Condition Statement per the attached markups. An executed and notarized copy of the post-development study condition statement must be provided in a future submission.

Communication Design

- (1) No further communication design comments at this time.