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November 13, 2018

Mr. Jeffrey Goldstein
Mediplex Property Group
500 Office Center Drive, Suite 400
Fort Washington, PA 19034

RE: Response to Traffic Review Comments
Mediplex Abington, 1151 Old York Road – LD-18-05
Abington Township, Montgomery County, PA
McMahon Project No. 818526.11

Dear Mr. Goldstein:

This letter is in response to the Township's traffic review memo of November 5, 2018 prepared by Traffic Planning and Design, Inc. (TPD) with regard to the proposed medical office development located along Old York Road (S.R. 0611) between Eckard Avenue and Guernsey Avenue. Our office has been in contact with TPD regarding the traffic review comments and we have discussed our proposed solutions to evaluate/address the comments. The review comments and our responses are presented below.

Comment #1: A pre-submission meeting was held on October 9 2018 with Township Staff and the Applicant. TPD offered several comments at this meeting that have been incorporated into the plan design. The comments included:

- a. Provide a raised concrete median for the Eckard Avenue driveway to discourage cutthrough turning movements across the property to the north and illegal left turns from the site.*
- b. Increase the southeastern radius of the intersection of Old York Road and Eckard Avenue to better facilitate right turns movements.*
- c. Provide painted crosswalks and ADA-compliant ramps for the proposed site driveways.*

Response: The plan has been revised to reflect these comments from the pre-submission meeting.

Comment #2: Based on our discussions with Township Staff, the Applicant should evaluate the potential for vehicular access to Old York Road.

Response: Our team evaluated the potential for access to Old York Road, and we've determined this access is not feasible or recommended for the following reasons, which we've also reviewed with TPD.

- a. Sound access management principles, including PennDOT's guidance on this issue, recommend taking access to the lesser classification roads (Guernsey Avenue and Eckard Avenue) and using existing intersections with the main arterial road (Old York Road) in lieu of introducing new access points along the main arterial road.
- b. Introducing a new access to Old York Road creates a new conflict point along this main arterial road which will degrade traffic flow.
- c. A traffic signal is not warranted for a new access intersection along Old York Road.
- d. A new access to Old York Road conflicts with the site layout and building location, which is dictated by the current zoning of the property.
- e. If somehow aligned with the west leg of Guernsey Avenue, a new access intersection may result in undesirable and potentially illegal left-turn exit movements from the site for traffic oriented to the south on Old York Road.
- f. Although not a lot of site traffic is anticipated to use Guernsey Avenue and Eckard Avenue, a new access to Old York Road does not prevent site traffic from using these roads.

Comment #3: *While the Applicant is improving the size of the southeastern radius of the intersection of Old York Road and Eckard Avenue, the proposed **15 foot** radius should be increased to **20 feet**.*

Response: The plan has been revised to increase the radius on the southeast corner of Old York Road and Eckard Avenue to 20 feet as requested.

Comment #4: *Due to the existing narrow width of Guernsey Avenue at its intersection with Old York Road, consideration should be given to increasing the northeastern radius to a minimum of **20 feet**.*

Response: The plan has been revised to increase the radius on the northeast corner of Old York Road and Guernsey Avenue from 8 feet as it exists today to 15 feet. It is not feasible to increase the radius greater than 15 feet due to impacts to the existing stormwater inlets and drainage pattern.

Comment #5: *Provide ADA-compliant ramps for all new ramps along Old York Road and for the proposed driveways. Design details should be provided for review.*

Response: The requested ramp designs will be provided for review.

Comment #6: Note that all work along Old York Road will require a PennDOT Highway Occupancy Permit (HOP). The applicant must copy the Township on all correspondence, plans, studies, etc. submitted for this project to Penn DOT including the HOP plan submission, as well as include the Township and our office in meetings held with PennDOT on this project.

Response: The Township and TPD will be copied on all PennDOT correspondence, and included in any PennDOT meetings.

Comment #7: Provide a No Left Turn sign opposite the proposed Eckard Avenue driveway. Ensure that this sign as well as the proposed One Way sign are not placed with the existing sidewalk.

Response: The requested signs will be shown on the plan.

Comment #8: Increase the driveway radii for the Guernsey Avenue driveway to 20 feet.

Response: The revised plan shows 20 feet curb radii for the Guernsey Avenue driveway as requested.

Comment #9: While there is an existing No Parking Here to Corner sign located midway between the proposed Guernsey Avenue driveway location and Old York Road, it is our recommendation that this sign be removed and replaced with two (2) evenly-spaced No Parking signs to prohibit parking within the entire distance.

Response: The requested signs will be shown on the plan.

Comment #10: Provide a 4-inch painted double-yellow centerline (50 feet in length) on Guernsey Avenue at its intersection with Old York Road.

Response: The requested double-yellow centerline along Guernsey Avenue will be shown on the plan.

Comment #11: To improve safety for ingress vehicles for each driveway, the four (4) parking spaces located adjacent to the Eckard Avenue driveway and the two (2) spaces closest to Guernsey Avenue should be removed.

Response: As discussed with TPD, it is not possible to remove six parking spaces due to tenant requirements. However, upon further review and coordination with TPD, there is greater need to remove spaces at the Guernsey Avenue access in order to increase the driveway throat length. Therefore, as shown on the revised plan it is proposed to remove a total of two spaces at the Guernsey Avenue access which results in a 33 feet long driveway throat, and it is proposed to remove one space at the Eckard Avenue access which results in a 44 feet long driveway throat.

If you have any questions, or require further information, please feel free to contact me.

Sincerely,



Christopher J. Williams, P.E.
Vice President & Associate Regional Manager – Mid-Atlantic

CJW/ab

cc: Amy Montgomery, P.E., Abington Township
Greg Richardson, P.E., Traffic Planning and Design, Inc.
Steve Carpey, Mediplex Property Group
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