



TRAFFIC PLANNING AND DESIGN, INC.

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January 5, 2024

Susan M. Guisinger-Colon, PE, LEED AP
Deputy Director
McCormick Taylor
600 Eagleview Blvd
2nd Floor
Exton, PA 19341

RE: Scoping Response Letter – Montgomery County - Application for HOP - 1st Review

Proposed WAWA – Grosstown Road (S.R. 4045) & Old Reading Pike

West Pottsgrove Township, Montgomery County

TPD Job #PRPV.00075

Permit Application #23002

Dear Mrs. Guisinger-Colon:

This letter pertains to the Proposed WAWA Convenience Market with Gasoline located on the northwestern corner of the intersection of Grosstown Road (S.R. 4045) and Old Reading Pike in West Pottsgrove Township, Montgomery County. Traffic Planning and Design, Inc. (TPD) has prepared this response letter to address the Montgomery County Scoping Review Comments for Application #23002, dated February 24, 2023 (via email and attached for reference). For the discussion below, the review comments are shown in italic type, with the corresponding TPD response shown in bold and regular type:

REVIEW COMMENTS

1. *Reference the County HOP application number (23002) on the HOP Plan set.*

Response: Will comply.

2. *The applicant must provide written evidence that West Pottsgrove Township has had the opportunity to comment on the proposed land development plans and the TIS. A copy of the most recent municipal engineering review, less than one year old, would satisfy this requirement.*

Response: Will comply – Once received, the written evidence will be included in Appendix A of the TIS.

3. *Note that Grosstown Road between Old Reading Pike and High Street is a Local Road, owned by West Pottsgrove Township. That portion of Grosstown Road is not a State Route as indicated in the Scoping Application. Grosstown Road south of Old Reading Pike is State Route 4045 and Grosstown Road north of High Street is State Route 4042. As such, West Pottsgrove Township must be consulted regarding the TIS as well as the design and operation of the proposed*

Grosstown Road site access, and PennDOT must be involved with any aspects of the TIS and possible roadway and/or intersection improvements that could affect the portions of Grosstown Road owned by PennDOT.

Response: So noted/Will comply. It should be noted that West Pottsgrove Township was copied on the Scoping Application initially submitted and did provide information on background developments to be included.

4. *It is likely that users of the Schuylkill River Trail will use the proposed Wawa as a defacto "rest stop." Therefore, the applicant should construct an ADA-accessible shared-use path connection from the proposed Wawa convenience store to the northeast corner of the parcel where it connects with the trailhead parking lot to facilitate access to/from the trail. Additionally, adequate bicycle parking must be provided on-site.*

Response: So noted. During the Municipal Land Development process, this aspect will be discussed with the Township and any modifications/additions to the plan per these discussions, will be incorporated into future plan sets. It should be noted that a concrete sidewalk connection from the Trail to the Wawa, as well as bicycle parking has been added to the Land Development plans.

5. *Safety enhancements for the Schuylkill River Trail crossing on Grosstown Road must be evaluated and incorporated into the design. The applicant should propose appropriate enhancements. Upon submission of the TIS and a better understanding of how traffic volumes are expected to change on this section of Grosstown Road (north of the Wawa), along with proposed modifications if any at the intersection of Grosstown Road & Old Reading Pike, the County will assess the applicant's proposed safety enhancements and will coordinate with the applicant and the Township as needed to determine what must be included).*

Response: Any potential safety enhancements will be discussed with the Township and County, once a review of the Traffic Study has been completed. However, it is the Applicant's intent to work with the Township, PennDOT and the County to concentrate the offsite improvements associated with the proposed Wawa at the Trail crossing on Grosstown Road.

6. *Add the intersection of Grosstown Road & High Street to the TIS study area.*

Response: Will comply.

7. *Based on the submitted ATR data, the applicant must conduct weekday counts from 6am-9am and 3pm-6pm to ensure that peak traffic is captured in the data collection for the Transportation Impact Study (TIS). The Saturday counts may be conducted from 11am-1pm as proposed. At the intersection of Grosstown Road & Old Reading Pike, conduct the weekday count continuously from at least 6am-6pm to allow for proper evaluation of various potential intersection control alternatives as needed.*

Response: Will comply.

8. *Complete a Multiway Stop Control at Intersections Engineering and Traffic Study (PennDOT TE-102 form) for Grosstown Road & Old Reading Pike.*

Response: Will comply – TPD provided a preliminary All-Way Stop Control evaluation and alternatives analysis within the TIS.

9. *In addition to the all-way stop analysis, evaluate if the stop controls at Grosstown Road & Old Reading Pike should be flipped to Old Reading Pike rather than Grosstown Road (i.e., evaluate as a two-way stop control intersection, but with the major street changed from Old Reading Pike to Grosstown Road). The County may consider this option if appropriate sight distances and warning/regulatory traffic control devices are provided, and if the Township and PennDOT concur. The TIS must recommend an intersection control strategy based on these engineering studies along with the capacity analyses. Please note that as per Title 67, Chapter 212, PennDOT is ultimately responsible for approving the traffic control at intersections of local highways and State-designated highways, including the local highway approaches.*

Response: Will Comply – This alternative analysis is included in the TIS. The volumes on Grosstown Road approaches are significantly higher than the Old Reading Pike approaches, so this improvement option appears viable. This improvement is recommended in the TIS and has been discussed with the County and PennDOT as part of the coordination meeting that occurred on October 19th, 2023.

10. *Evaluate the need for auxiliary turn lanes at Grosstown Road & Old Reading Pike (in addition to evaluating them at the site access driveways).*

Response: Based on the Meeting held between the Applicant, the County, and PennDOT, the TIS illustrates there are a significant surplus in available gaps on Grosstown Road for left-turn movements into the site. In addition, the driveway operates the similar with and without the left-turn lane. Therefore, this lane is not being recommended. Meeting Minutes are included in Appendix A of the TIS.

11. *Note that a signal warrant analysis will be needed for the intersection of Grosstown Road & Old Reading Pike if there are operational deficiencies with the unsignalized intersection under future with development volumes.*

Response: So noted/Will comply.

12. *Coordinate with the municipality to determine any other nearby projects that should be accounted for in the future year scenarios.*

Response: Will Comply – See Appendix A. Based on this coordination, one (1) long-term development and planned roadway improvement was identified. However, it was determined that these projects would not occur within the timeframe of this project.

13. *Redesign the site to increase the throat length of the site access on Old Reading Pike. As currently proposed on the Concept Plan, we are concerned that traffic leaving the site from the Wawa store (west of the gas pumps) and from east of the gas pumps would converge very close the access and may block entering traffic that wishes to go straight towards the store potentially causing entrance congestion that could affect Old Reading Pike.*

Response: Will Comply to the extent feasible.

14. *Locate the site access on Old Reading Pike as far as possible from the intersection with Grosstown*

Road while ensuring that sight distance requirements are met.

Response: Will Comply, as the access has been located as far east as possible.

15. *Provide truck turning templates for ingress and egress movements at both site accesses and within the site for the largest vehicle allowed on site.*

Response: Will comply. These truck turning templates are included on the Land Development plans and will be provided to the County for review as part of the future HOP submission.

16. *As noted in the Scoping Application, evaluate sight distance at the site access on Old Reading Pike and ensure that at minimum Safe Stopping Sight Distance is provided.*

Response: Will comply.

17. *Final approval of the access and design details will be subject to the applicant's submission and the County's review of the TIS and HOP plans.*

Response: So noted.

We hope that these responses are helpful. If you require any additional information, please feel free to contact us.

Sincerely,

TRAFFIC PLANNING AND DESIGN, INC.



Matthew I. Hammond, P.E.
Executive Vice President

mhammond@trafficpd.com

Attachment: 02/24/2023 MontCO Scoping Review

cc: West Pottsgrove Township
PennDOT District 6-0
Project Team (via Email)
TPD File



February 24, 2023

Michael Cooley
The Provco Group
795 East Lancaster Avenue, Suite 200
Villanova, PA 19085

Re: **WAWA - Grosstown Road & Old Reading Pike**
Application for Highway Occupancy Permit (No. 23002) – 1st Review (Scoping)
West Pottsgrove Township, Montgomery County, PA

Dear Mr. Cooley:

On behalf of Montgomery County, McCormick Taylor has completed a review of the HOP materials submitted as part of anticipated Permit No. 23002. The documents reviewed by McCormick Taylor include the following:

- Montgomery County Roads and Bridges Application for Preliminary Traffic Impact Study/Scoping Review/Meeting Request, Application No. 23002;
- Concept Plan for Proposed Wawa Food Market at 617 Old Reading Pike, prepared by Bohler Engineering, last revised October , 2022;
- PennDOT Scoping Application S0620220123 and Attachments prepared by Bohler Engineering and Traffic Planning and Design, dated January 5, 2023

Project Overview

The project is located on the northwest corner of Grosstown Road (Local/Township Road) & Old Reading Pike (County Road) in West Pottsgrove Township, Montgomery County, PA. The site is currently occupied by open/wooded space and a single-family home with an auxiliary structure. The proposed development includes a Wawa convenience store (6,049 SF) with a gas station (16 fueling positions). The applicant intends to add one driveway on Grosstown Road and one driveway on Old Reading Pike.

Review Comments

The intent of this review is to assess compliance with the Montgomery County Roads & Bridges Department's engineering-related requirements and practices associated with Highway Occupancy Permit reviews.

1. Reference the County HOP application number (23002) on the HOP Plan set.
2. The applicant must provide written evidence that West Pottsgrove Township has had the opportunity to comment on the proposed land development plans and the TIS. A copy of the most recent municipal engineering review, less than one year old, would satisfy this requirement.
3. Note that Grosstown Road between Old Reading Pike and High Street is a Local Road, owned by West Pottsgrove Township. That portion of Grosstown Road is not a State Route as indicated in the Scoping Application. Grosstown Road south of Old Reading Pike is State Route 4045 and Grosstown Road north of High Street is State Route 4042. As such, West Pottsgrove Township

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must be consulted regarding the TIS as well as the design and operation of the proposed Grosstown Road site access, and PennDOT must be involved with any aspects of the TIS and possible roadway and/or intersection improvements that could affect the portions of Grosstown Road owned by PennDOT.

4. It is likely that users of the Schuylkill River Trail will use the proposed Wawa as a defacto “rest stop.” Therefore, the applicant should construct an ADA-accessible shared-use path connection from the proposed Wawa convenience store to the northeast corner of the parcel where it connects with the trailhead parking lot to facilitate access to/from the trail. Additionally, adequate bicycle parking must be provided on-site.
 5. Safety enhancements for the Schuylkill River Trail crossing on Grosstown Road must be evaluated and incorporated into the design. The applicant should propose appropriate enhancements. Upon submission of the TIS and a better understanding of how traffic volumes are expected to change on this section of Grosstown Road (north of the Wawa), along with proposed modifications if any at the intersection of Grosstown Road & Old Reading Pike, the County will assess the applicant’s proposed safety enhancements and will coordinate with the applicant and the Township as needed to determine what must be included.
 6. Add the intersection of Grosstown Road & High Street to the TIS study area.
 7. Based on the submitted ATR data, the applicant must conduct weekday counts from 6am-9am and 3pm-6pm to ensure that peak traffic is captured in the data collection for the Transportation Impact Study (TIS). The Saturday counts may be conducted from 11am-1pm as proposed. At the intersection of Grosstown Road & Old Reading Pike, conduct the weekday count continuously from at least 6am-6pm to allow for proper evaluation of various potential intersection control alternatives as needed.
 8. Complete a Multiway Stop Control at Intersections Engineering and Traffic Study (PennDOT TE-102 form) for Grosstown Road & Old Reading Pike.
 9. In addition to the all-way stop analysis, evaluate if the stop controls at Grosstown Road & Old Reading Pike should be flipped to Old Reading Pike rather than Grosstown Road (i.e., evaluate as a two-way stop control intersection, but with the major street changed from Old Reading Pike to Grosstown Road). The County may consider this option if appropriate sight distances and warning/regulatory traffic control devices are provided, and if the Township and PennDOT concur. The TIS must recommend an intersection control strategy based on these engineering studies along with the capacity analyses. Please note that as per Title 67, Chapter 212, PennDOT is ultimately responsible for approving the traffic control at intersections of local highways and State-designated highways, including the local highway approaches.
 10. Evaluate the need for auxiliary turn lanes at Grosstown Road & Old Reading Pike (in addition to evaluating them at the site access driveways).
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11. Note that a signal warrant analysis will be needed for the intersection of Grosstown Road & Old Reading Pike if there are operational deficiencies with the unsignalized intersection under future with development volumes.
12. Coordinate with the municipality to determine any other nearby projects that should be accounted for in the future year scenarios.
13. Redesign the site to increase the throat length of the site access on Old Reading Pike. As currently proposed on the Concept Plan, we are concerned that traffic leaving the site from the Wawa store (west of the gas pumps) and from east of the gas pumps would converge very close the access and may block entering traffic that wishes to go straight towards the store potentially causing entrance congestion that could affect Old Reading Pike.
14. Locate the site access on Old Reading Pike as far as possible from the intersection with Grosstown Road while ensuring that sight distance requirements are met.
15. Provide truck turning templates for ingress and egress movements at both site accesses and within the site for the largest vehicle allowed on site.
16. As noted in the Scoping Application, evaluate sight distance at the site access on Old Reading Pike and ensure that at minimum Safe Stopping Sight Distance is provided.
17. Final approval of the access and design details will be subject to the applicant's submission and the County's review of the TIS and HOP plans.

Upon resubmission, the applicant's engineer must provide a response letter that describes how each of these comments has been addressed.

Additional comments may follow upon review of the resubmitted application. If you have any questions about the technical aspects of this review, or if you are uncertain about how to address any comments, please feel free to contact me or Andrew Parker at (610) 640-3500.

Sincerely,

A handwritten signature in black ink that reads "Susan M. Guisinger-Colón".

Susan M. Guisinger-Colón, PE, LEED AP
Deputy Director

SGC/ajp



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cc: Thomas O'Brien, Montgomery County Roads & Bridges Department
Bill Burger, Superintendent, Montgomery County Roads & Bridges Department
Lisa Herbst, Montgomery County Roads & Bridges Department
Morgan Rousher, Montgomery County Roads & Bridges Department
Deborah Roesener, West Pottsgrove Township Manager
Matthew Hammond, Traffic Planning and Design, Inc.
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