

June 15, 2023

EVTWP01005

Collin Fox, Interim Township Manager
East Vincent Township
262 Ridge Road
Spring City, PA 19475

**RE: Traffic Engineering Review
446 Stony Run Road – Bechtel Farm at Stony Run**

Dear Collin:

As requested, we have reviewed the following regarding the referenced submission:

- *“Preliminary Land Development Plans for East Vincent Subdivision”*, prepared by Edward B. Walsh & Associates, Inc., dated December 5, 2022; 54 sheets.
- *“Realigned Stony Run – Sight Distance Plans”*, prepared by Traffic Planning and Design, Inc., dated October 14, 2022; 3 sheets.
- *“Transportation Impact Assessment for Stony Run Road Residential Development”*, prepared by Traffic Planning and Design, Inc., dated August 2, 2022;
- Conditional Use and Subdivision and Land Development applications, and supplemental information.

The applicant, Artisan Construction Group, LLC, proposes a development (Tax Parcel Number 21-5-78 and 21-5-79) (58.86 acres) consisting of a southern section dedicated to the Township as passive open space, and a northern section consisting of an 86-lot subdivision of single-family housing. The subdivision is located at 46 Stony Run Road and access to the development is proposed via one driveway off West Bridge Street and one emergency access driveway.

We offer the following comments (***new comments in bold italics***):

1. SLDO 22-307(6)(E)(1) –As noted in the traffic study, the applicant is proposing improvements to the intersection of Stony Run Road (SR 1032) and West Bridge Street (SR 1039) consisting of multi-way-stop-control and realignment of the eastern leg of Stony Run Road. It is our understanding that the applicant is reviewing the feasibility of additional improvements to address sight distance along W. Bridge Street. Due to safety concerns related to this intersection, improvements should be further discussed with the Township and PennDOT.
The applicant presented a design to PennDOT that includes the realignment of Stony Run Road along with the multi-way STOP control and advance flashers to warn motorists of the STOP condition. Per an email from Fran Hanney (PennDOT District 6-0), PennDOT is willing to accept the proposed improvements. PennDOT acknowledges that re-profiling the roadway would be the ultimate solution, however that may require a capitally funded project due to right-of-way impacts and cost.

The applicant reviewed the feasibility of additional improvements to address safety issues and sight distance along West Bridge Street and provided plans with improvement options. We offer the following comments:

- a) Regarding the realignment of the westbound Stony Run Road approach to the intersection, it

appears there is sufficient right-of-way available to provide a more gradual realignment of the roadway. The design should be revised to increase the curve radius approaching the intersection.

Applicant will comply.

- b) Regarding the vertical reprofiling of West Bridge Street, neither of the improvement scenarios provide sufficient sight distance. Improvements necessary to achieve sufficient sight distance should be identified. Note, it is anticipated that these improvements may not be feasible within the existing right-of-way and could impact adjacent properties. The applicant, Township and PennDOT should continue to work toward improvements that meet sight distance requirements.

As noted above, PennDOT is supportive of a design that does not include reprofiling the roadway. Through the design of the proposed improvements, it is recommended that every reasonable opportunity to improve sight distance be considered.

- c) The improvement scenarios include overhead advance flashing STOP AHEAD signs. If STOP signs are placed on West Bridge Street, the applicant should identify the longest anticipated queue for vehicles stopped on West Bridge Street and the available sight distance to the stopped vehicles.

Anticipated queues are provided in Table 6 and sight distance was evaluated in the All-Way Stop Control (AWSC) Analysis section.

2. SLDO 22-410(7) – A number of proposed internal street intersections are located on or near horizontal curves. The applicant should demonstrate that sufficient clear sight distance is provided.

Outstanding. Sight distance lines should be added to the plan for stop-controlled movements at intersections demonstrating conformance with minimum sight distance requirements.

3. ADA ramps should be provided at all pedestrian crossing locations. On corners with multiple crossings, split ramps should be utilized as opposed to a single corner ramp. Construction details should be included on the plans.

Outstanding.

4. Given the number of proposed residential units, it is recommended that two points of access be considered as opposed to a single access and an emergency access.

Outstanding. **The applicant should clarify the limitations preventing a secondary access (sight distance, extensive grading, etc.). It is unclear why a second access is not proposed.**

5. It is recommended that crosswalks with appropriate signage be provided to cross Road C and Road D in the vicinity of the proposed open space area.

Outstanding. Crosswalks and appropriate signage should be added to cross Amos Lane and Arvilla Lane to access the proposed open space area.

6. The signage and striping plan should identify and label all signage and a street sign detail should be added to the detail sheet.

Outstanding.

If you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

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Michael W. Schneider, PE,
Township Traffic Engineer

cc: John Stine, Zoning and Code Enforcement
Darwin Schafer, Public Works
Patrick McKenna, Esq., Township Solicitor
Cindy VanHise, PE, Township Engineer
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