

May 23, 2014

Ms. Terry H. Woodman
Township Manager
East Whiteland Township
209 Conestoga Road
Frazer, PA 19355-1699

RE: Cockerham Tract – Townhouse Development
East Whiteland Township, Chester County
McMahon Project No. 814120.11

PRINCIPALS
Joseph W. McMahon, P.E.
Joseph J. DeSantis, P.E., PTOE
John S. DePalma
William T. Steffens
Casey A. Moore, P.E.
Gary R. McNaughton, P.E., PTOE

ASSOCIATES
John J. Mitchell, P.E.
Christopher J. Williams, P.E.
R. Trent Ebersole, P.E.
Matthew M. Kozsuch, P.E.

Dear Ms. Woodman:

McMahon Associates, Inc. has conducted a traffic review of the proposed development of the Cockerham Tract for 51 townhouses. This review is based on the traffic study prepared by Heinrich & Klein Associates, Inc. dated April 10, 2014 and the preliminary land development plans prepared by Commonwealth Engineers, Inc. dated April 30, 2014. The property consists of 25.731 acres of land located on the west side of Planebrook Road and south of U.S. Route 202. Access to the site is proposed via an unsignalized access road intersection with Planebrook Road located approximately 175 feet south of Fairway Drive.

According to the traffic study, and based on trip generation projections from the Institute of Transportation Engineers publication, *Trip Generation, Ninth Edition*, the proposed townhomes will generate 360 daily trips, 30 total trips during the weekday morning commuter peak hour and 35 total trips during the weekday afternoon peak hour.

Based on our review of the traffic study only, we offer the following comments for the Township's consideration.

1. According to the traffic study, the site access intersection will operate at acceptable level-of-service C or better during the peak hours. Furthermore, a gap study completed at the proposed site access intersection reveal there are more than adequate gaps in the Planebrook Road traffic stream to accommodate the anticipated site traffic.
2. According to the traffic study, the results of a speed study reveal the 85th percentile speed of traffic along Planebrook Road is 42 and 43 miles per hour. The posted speed limit is 35 miles per hour. According to the traffic study, the available sight distances at the proposed site access intersection exceed PennDOT's minimum and desirable sight distance requirements.

Ms. Terry H. Woodman

May 23, 2014

Page 2

3. According to the traffic study, a separate left-turn lane northbound and a separate right-turn deceleration lane southbound are not warranted along Planebrook Road for access into the site.
4. We understand all of the development's roads are proposed as private streets. Section 175-31 of the SALDO allows private driveways with a minimum width of 20 feet. The entrance road intersecting Planebrook Road is proposed as 20 feet wide, and beyond the internal traffic circle, the internal streets are 24 feet wide. It should be considered to design all internal streets as 24 feet wide.
5. The entrance road intersection radii are 25 feet at Planebrook Road. We recommend 35-foot radii. Truck turning templates should be used to verify the design of the access intersection.
6. The internal traffic circle is not designed as a true roundabout, which may be acceptable since the internal roads are proposed as private streets. If there is a chance the Township may accept dedication of the roads in the future, then we would recommend modifying the design of the traffic circle as a true roundabout.
7. All pedestrian facilities must be ADA compliant, including the use of curb ramps and/or detectable warning surfaces where the trail/sidewalks intersect with the streets. Additional detail should be provided for any pedestrian crossing locations, including for example the use of pedestrian crossing warning signs at the mid-block crossing along Road A.

If there are any questions regarding any of the above comments, please do not hesitate to contact our office.

Sincerely,



Christopher J. Williams, P.E.

Vice President & General Manager – Exton

CJW/ab