

April 15, 2021

Mr. Barry Luber, Township Manager
Warrington Township
852 Easton Road
Warrington, PA 18976

RE: Submission and Response to Comments
Warrington Easton, LLC
Easton Road (S.R. 0611) Access Review
Warrington Township, Bucks County, PA
McMahon Project No. 817306.

Dear Mr. Luber:

On behalf of the applicant, McMahon Associates, Inc. (McMahon) is submitting the following items for review associated with the proposed Easton Road Wawa Redevelopment Project located in the southwest quadrant of the intersection of Easton Road (S.R. 0611) and Maple Avenue in Warrington Township, Bucks County:

- 1) *Transportation Impact Study for Easton Road (S.R. 0611) Wawa Redevelopment Project*, prepared by McMahon Associates, Inc., dated April 15, 2021;
- 2) *Supplemental Safety Attachment*;
- 3) *Conditional Use Plan*, prepared by Maser Consulting, P.C., dated December 22, 2020; and
- 4) Corresponding Synchro files.

Note that the project was put on hold for most of 2020 as a result of COVID-19 as Wawa evaluated its program. According to the latest Site Plan prepared by Maser Consulting, P.C., the existing 3,300 square-foot Wawa convenience store will be replaced by a new 5,585 square-foot convenience store, and 12 fueling positions (6 pump islands) will also be provided. The existing Wawa is served by one full-movement site access along Maple Avenue, a right-in/right-out only site access along Easton Road (S.R. 0611), and a full-movement site access along Kansas Road. The store size is consistent from the prior submission, but access changes have been made to address comments and concerns by the review engineers, as well as to maintain circulation to/from the site.

The major change to the prior plan is with the planned modernization, the existing site access along Maple Avenue will be closed and replaced with a new right-out only access will be provided along Maple Avenue. Along Easton Road (S.R. 0611), the existing right-in/right-out only site access for the Wawa and the existing left-in/right-in/right-out only site access for the Chickie's and Pete's parcel will both be closed. In their place, a new shared site access will then be provided for both properties along Easton Road (S.R. 0611) and located approximately 415 feet south of Maple Avenue. This new site access will be restricted to left-in/right-in/right-out only movements. Along Kansas Road, the existing full-movement site access will be relocated approximately 20 feet to the south to better align with Elm Avenue.

McMahon Associates, Inc. offers the following responses based upon comments received from the Township's traffic review consultant for this project, Traffic Planning and Design, Inc., which were dated April 14, 2020:

Left Turn Lane on Northbound Easton Road (SR 0611)

Comment #1: Consideration should be given to providing a dedicated left turn lane for northbound Easton Road left turn movements into the shared Wawa/Chickie's and Pete's driveway. In our opinion, the dedicated left turn lane would eliminate the potential for conflicts between northbound traffic turning left into the Wawa/Chickie's and Pete's driveway and southbound traffic turning left into the properties on the eastern side of Easton Road. If a dedicated left turn lane is provided for the shared Wawa/Chickie's and Pete's driveway, left turn movements should be restricted from entering the driveways on the eastern side of Easton Road. Consideration should also be given to restricting left turn egress movements from the driveways on the eastern side of Easton Road due to difficulty making this movement. For example, the traffic study indicates that the driveway for the nail salon currently operates at level of service (LOS) F with one vehicle exiting the driveway. It is also important to note that egress movements are currently restricted from the nail salon driveway.

Response: As discussed and coordinated with the Township Engineer and traffic review consultant, the striping will remain as is for the two-way center left-turn lane, unless required otherwise by PennDOT.

Comment #2: Permission may be required from all property owners affected by a dedicated left turn lane. The Township should consider discussing the dedicated left turn lane with the affected property owners to determine if there would be adverse impacts on their businesses. These impacts will need to be weighed against the benefits of a dedicated left turn lane.

Response: The center two-way left-turn striping is to be maintained so this should not be an issue.

Comment #3: The Township and Applicant should continue to discuss the driveway configuration with PennDOT. PennDOT will ultimately need to approve the driveway design and issue a Highway Occupancy Permit for the proposed access.

Response: A highway occupancy permit will be submitted for the modifications to the driveway, which will be reviewed by PennDOT. The Department has been reviewing the transportation impact study concurrently with the Township's review of the same.

Eastern Wawa Driveway

Comment #1: Ideally, the intersection spacing between Easton Road and the internal intersection should be increased. However, it does not appear possible to relocate the internal intersection with the current site configuration. Therefore, if the internal intersection must remain where it is currently shown on the plan, TPD recommends restricting the eastern Wawa access to permit entering movements only. The eastern Wawa driveway should be narrower, properly signed, and reconfigured to help enforce one-way traffic flow. Eliminating exiting movements from the Wawa driveway will reduce conflicts within the internal intersection. In addition, restricting left turn egress movements from the Wawa driveway will address the issue of the internal intersection becoming blocked by traffic exiting the Wawa driveway if queues for the egress movement onto Easton Road extend back into the internal intersection.

Response: The internal traffic flow for the eastern Wawa driveway has been reconfigured from two-way to one-way ingress movements only with restrictive signing, and designed to accommodate truck turning movements, and a new right-turn only egress access is provided along Maple Avenue.

Comment #2: *The internal intersection traffic volumes and operational analyses should be included in the traffic study.*

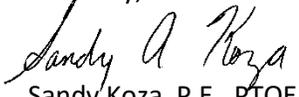
Response: A supplemental analysis with the internal intersection for the two-way operations was previously provided, which is referenced in Appendix A. There were no issues with the driveway spacing based upon the two-way operations. However, the introduction of the Maple Avenue right-turn egress driveway in addition to the change to making the eastern internal driveway to Wawa a one-way ingress will also help to reduce the internal queue in this area as egress traffic volumes onto Easton Road (S.R. 0611) would be reduced.

Comment #3: *A median should be considered for the shared Wawa/Chickie's and Pete's access which extends from the channelization island to internal intersection to prevent vehicles entering the Chickie's and Pete's access from crossing into the oncoming travel lane.*

Response: The internal configuration has been revised so that the flow of traffic is one-way ingress only for the Wawa. The median island has not been extended.

We trust that you will find the enclosed submission package in order. If there are any questions concerning this submission or if you require additional information, please contact me at the earliest convenience. Thank you in advance for your cooperation.

Sincerely,


Sandy Koza, P.E., PTOE
Project Manager

cc: Thomas F. Zarko, P.E., CKS Engineers, Inc.
Gerald T. Baker, P.E., Traffic Planning and Design, Inc.
Erika Reed, Warrington Easton, LLC
Richard Dreher, Warrington Easton, LLC
Julie Von Spreckelsen, Esquire, Eastburn & Gray
Lena Balorda-Barone, P.E., Maser Consulting