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5001 Louise Drive, Suite 201 • Mechanicsburg, PA 17055 • Phone 717-691-1340 • Fax 717-691-3470

Meeting Date: November 12, 2024 **Time:** 9:00 AM

Subject: Highway Occupancy Permit Application No. 320663, Cycle No. 4

Attendees: Marah Haddad (PennDOT), Nathaniel Mitchell (PennDOT), Jim Dimmerling (PennDOT consultant reviewer), Kent Baird (Palmer Township), Dave Hopkins (Easton City), Ian Preston (KCI), Zach Kaczmarek (KCI)

The following PennDOT Cycle 4 comments were discussed at the HOP Collaboration Meeting:

Access Configuration/Profile- Driveways/Local Roads

Comment: Revise the truck turning templates to utilize a WB-67 design vehicle.

Resolution: PennDOT/Dimmerling confirmed that KCI's approach – utilizing the maximum PA-legal semitrailer (WB-62 with the same 53' trailer length as a WB-67) is acceptable. See attached email for additional information.

Typical Sections

Comment: Revise the cross slope of the proposed shoulder to be as follows:

- a. If the rate of superelevation is greater than 6%, the shoulder on the low side of the superelevation should match the rate of superelevation. The high side of superelevation should have a cross slope of 2% with 4-feet of rounding provided on the shoulder.
- b. If the rate of superelevation is between 2% and 6% the shoulder cross slope should be 2% on the high side and 6% on the low side of the superelevation.
- c. If the rate of superelevation is less than 2% the shoulder cross slopes should be 6%.
- d. If the proposed shoulder is greater than 8 feet, the default slope should be 4% rather than 6%.

Comment: Provide superelevation calculations showing required superelevation and transitions that would be required based on the existing horizontal curves and speed limit within the limits of work.

Resolution: KCI confirmed that superelevation calculations would be provided in the Cycle 5 application package and confirmed with PennDOT staff that *Exhibit 4.2.3 3R Design Criteria*

from Publication 13 (DM-2) is applicable. PennDOT confirmed that the 3R design criteria is appropriate i.e., if existing super is deficient for a curve, the proposed design/improvements need to meet existing superelevation rates for the curve, not correct an existing deficiency.

Superelevation (7)	Existing*	Existing*
Min. Sight Distances	Existing* (7)	Existing* (7)
Roadway Tangent Cross Slopes (6)	Tangent: 2.0% (Desirable) 1.0% (Minimum). For existing cross slopes between 1.5% and 2.0%, do not reduce below existing. For existing cross slopes below 1.5%, increase to 1.5%. 2.0% should be considered where practicable. For retained cross slopes less than 2.0%, confirm adequate drainage.	Tangent: 2.0% (Desirable) Match Existing* (Minimum) May increase to 3% to address drainage issues
Shoulder Cross Slopes (5) (6)	Existing*; however, the algebraic difference between the lane/shoulder cross slopes should not exceed 8.0% For shoulder rounding details when superelevation is greater than 6.0%, see Exhibit 3.8.6	Existing*; however, the algebraic difference between the lane/shoulder cross slopes should not exceed 8.0% For shoulder rounding details when superelevation is greater than 6.0%, see Exhibit 3.8.6

Min Grades	Existing* (7)	Existing* (7)
Max Grades	Existing* (7)	Existing* (7)
Vertical Clearance	See Section 3.4.10	See Section 3.4.10
Vertical Curvature	Existing* (7)	Existing* (7)
Bridge Widths	See Chapter 5	See Chapter 5
Guide Rail	See Chapter 12	See Chapter 12
Clear Zone Widths	See Chapter 12	See Chapter 12

"If the existing exceeds Chapter 3 minimum criteria, then the proposed can be reduced below existing, but may not be reduced below Chapter 3 criteria. If the existing is below Chapter 3 maximum criteria, then the proposed may be increased above existing, but should not exceed the Chapter 3 criteria."

Note: In lieu of the above criteria, the design analysis in Section 4.1, *HSM Analysis/ Benefit Cost Analysis*, may be considered where it can be applied.

Comment: Revise the cut slope treatment to provide 2 feet behind the shoulder graded at shoulder slope and a maximum cut slope of 3:1.

Resolution: KCI explained that for some areas of proposed roadway widening, particularly near the proposed SR 2017 culvert replacement, max cut slopes greater than 3:1 (but <2:1) may be utilized behind guiderail, or else the requested 2' (beyond shoulder at shoulder slope) may have to be reduced.

PennDOT acknowledged that depending on design constraints, cut slopes of up to 2:1 may be considered given the presence of guiderail and additional widening at shoulder slope. PennDOT will review the revised HOP plan and cross sections in the Cycle 5 submission.

Roadway Geometrics

Comment: Since the westbound SR 2017 travel lane is being transitioned 11-ft. at the approach to and departure from the eastbound left turn lane at the site driveway, the approach/departure lane transitions should be 385-feet ($L = W \times S$). Also, the eastbound left turn bay taper should be increased to 75-feet. Finally, as previously noted, adjust the Wood Avenue left turn storage at the proposed site driveway to end prior to the edge of driveway. As shown, the storage extends into the driveway intersection. Please revise accordingly.

Resolution: Marah and Jim explained that District 5-0 requires transition/shifting tapers of $L=WS$ when feasible, even for speeds 40 mph or less. KCI explained the constraints here (taper back to intersection of Hackett Ave) and reminded PennDOT that the left turn lane from Wood Ave to Hackett Ave is infeasible based on the US 22 bridge abutment.

PennDOT requested an email documenting the design constraints and the request to use $WS^2/60$, which was provided by KCI after the meeting.

PennDOT later confirmed (via email 11/15/2024) that in this instance (proposed left turn lane from Wood Ave/SR 2017 to primary site access driveway) given the constraints, a taper length of $L= WS^2/60$ is acceptable, which is the requirement according to PennDOT Publication 111 TC-8600 (see below). The email is provided after these meeting minutes for documentation.

OFFSET TABLE	
$L = \frac{WS^2}{60}$	FOR CONVENTIONAL ROADWAYS WHERE THE 85 TH PERCENTILE SPEED IS 40 MPH OR LESS
$L = WS$	FOR CONVENTIONAL ROADWAYS WHERE THE 85 TH PERCENTILE SPEED IS 45 MPH OR GREATER AND FOR ALL FREEWAYS AND EXPRESSWAYS
WHERE:	S = 85 TH PERCENTILE SPEED (MPH) W = OFFSET
X = 25' PER 30 TURNING V.P.H. THE MINIMUM IS 75'	

Pavement Markings

Comment: Remove the proposed W/24 stop lines shown at stop-controlled approaches.

Resolution: KCI asked if District 5-0's preference to remove all stop bars applied to driveways for which the stop bars are outside of PennDOT right-of-way. PennDOT confirmed that the preference is no stop bar pavement markings at all, only signs.

Ian Preston

From: Ian Preston
Sent: Tuesday, November 5, 2024 2:31 PM
To: MHADDAD
Cc: Robert Nuss; jdimmerling@dimmerlingconsulting.com
Subject: RE: [External Email] ePermitting - Highway Occupancy Permit, Bridge Occupancy License, or Supplement Application Returned For Revision - Application : 320,663

Marah –

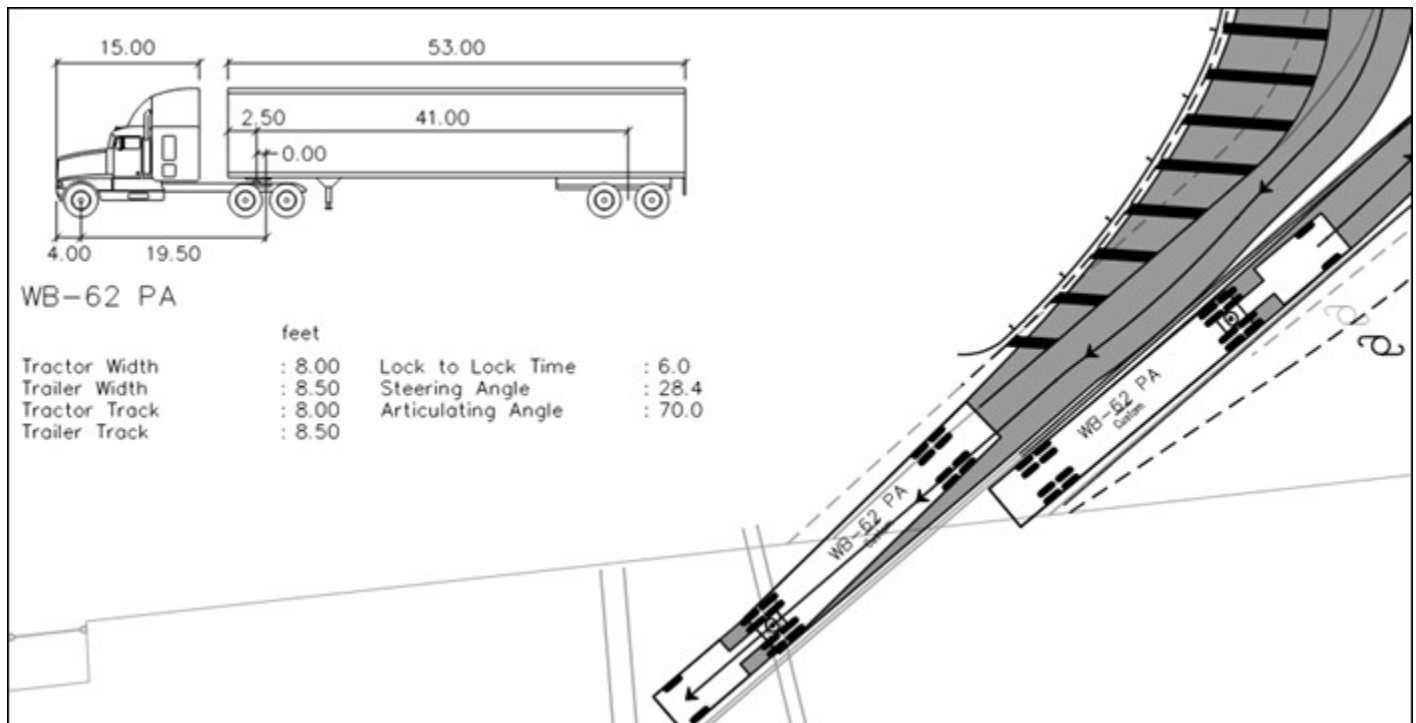
One comment that we require clarification on from PennDOT's Cycle 4 review prior to our resubmission of this application:

Access Configuration/Profile- Driveways/Local Roads

1. *Revise the truck turning templates to utilize a WB-67 design vehicle*

Below is an excerpt from our plans showing the semitrailer that we utilize for truck turns. It is a modified WB-62 with the same trailer length as a WB-67. See below documentation from PA Code and additional explanation. KCI uses this design vehicle on all HOP projects in PA at this point that involve semitrailers up to the legal maximum, including warehouse developments. We have used this on recent HOP projects in Districts 4-0, 6-0, 8-0 and 12-0. Most Districts seem to require this now as the max design vehicle for a HOP.

Please confirm that we are OK to keep our modified "WB-62 PA" as the design vehicle, or if District 5-0 is requiring that we design for a non-street legal vehicle (WB-67). Our design vehicle uses the same trailer length (53') as the WB-67 (the original WB-62 has a 48' trailer).



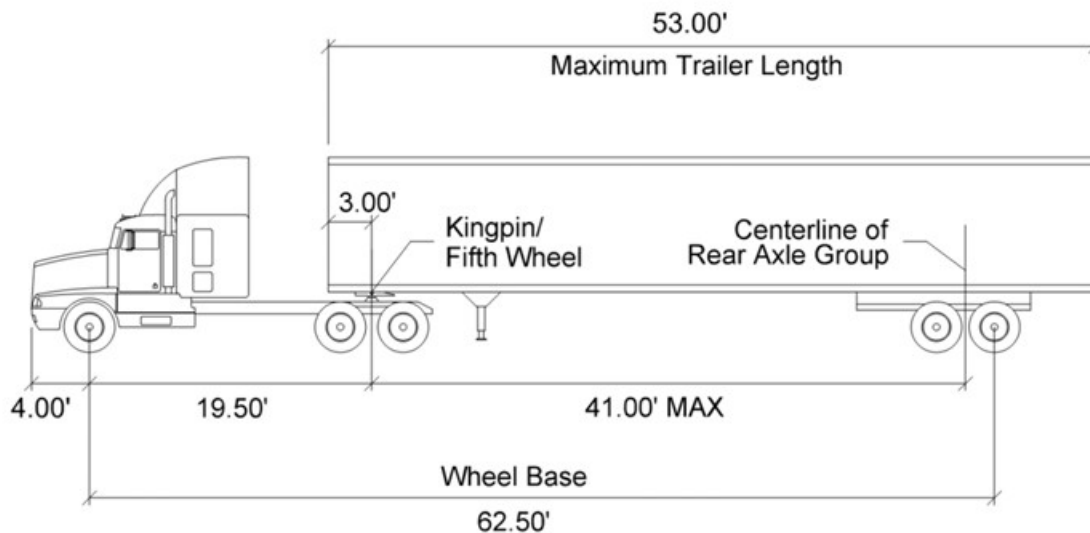
Pennsylvania Vehicle Code

PA Title 75 Chapter 49 § 4923-b.1 Combinations -

*(1) The length of a single trailer being towed by a truck or truck tractor shall not exceed **53 feet**. Truck or truck tractors towing trailers equipped with a kingpin shall not be operated when the distance between the kingpin and the center line of the rear axle or rear axle group exceeds **41 feet** or, in the case of a trailer used exclusively or primarily to transport vehicles in connection with motor sports competition events, does not exceed 46 feet.*

i.e., the trailer is **53 feet**, but the distance between the kingpin and centerline of the rear may not exceed **41 feet**. Below is the modified WB-62 PA that KCI uses for all semitrailer turning movement design. This is the largest legal semitrailer in Pennsylvania. A WB-67 would have a distance between kingpin and centerline of rear axles of 45.5' and is not street legal in PA.

Modified WB-62



Thanks in advance for the clarification.

- Ian
724-316-8280

Ian Preston, PE
Project Engineer



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ian.preston@kci.com

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From: ePermitting Help <penndotepermittinghelp@pa.gov>
Sent: Tuesday, October 29, 2024 8:48 AM
To: David.Salinas@scannellproperties.com
Cc: RA-PDESPROD@pa.gov; Ian Preston <Ian.Preston@kci.com>; Robert Nuss <Robert.Nuss@kci.com>; c-dreinert@pa.gov; jdimmerling@dimmerlingconsulting.com; MHADDAD <MHADDAD@PA.GOV>; MHADDAD <MHADDAD@PA.GOV>; mlongenbac@pa.gov
Subject: [External Email] ePermitting - Highway Occupancy Permit, Bridge Occupancy License, or Supplement Application Returned For Revision - Application : 320,663

Application: 320663		Cycle: 4		Returned For Revisions	
Applicant Name:	Easton Wood Avenue PropCo, LLC	District:	05	Permit Group:	HOP
Business Partner ID:		County:	Northampton	Permit Type:	Driveway
Paper Application No:		Municipality:	PALMER , EASTON , WILSON	Permit Sub type:	Low Volume (51 to 1,500 ADT)

We have completed our review and are returning your application for a permit, license, or supplement. Details of our response are available online. If you wish to pursue a permit, license, or supplement, you can revise and resubmit your application.

[Click here to access the Application Response Letter](#)

Or, after logging on, enter the application number listed above. You will be routed to the Application Information window. On that window, please click on the Response Letter link to view the details of our response.

PENNDOT EPERMIT - PLEASE DO NOT REPLY TO THIS EMAIL

Ian Preston

From: Haddad, Marah <mhaddad@pa.gov>
Sent: Friday, November 15, 2024 9:30 AM
To: Ian Preston; James P. Dimmerling
Cc: Mitchell, Nathaniel; Robert Nuss; Zachary Kaczmarek; Boyer, Brian (District 5)
Subject: [External Email] Re: [External] HOP Collaboration Meeting Request - EPS Application No. 320663
Attachments: image002.png; image003.jpg; image005.png; image006.png; image007.png; image008.png; image009.png

From IT@KCI.COM 410-316-7820 *** This is an External Email from outside of KCI.

Good morning Ian,

We had a discussion internally and for this situation we have agreed to precede with the proposed taper $L=WS^2/60$

Thank you,

Marah Haddad | District Permit Manager for Lehigh and Northampton Counties

PA Department of Transportation

Engineering District 5-0

1002 Hamilton Street | Allentown PA 18101

Phone: 610.871.4467 | Fax: 610.871.4127

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From: Ian Preston <Ian.Preston@kci.com>
Sent: Friday, November 15, 2024 9:09:36 AM
To: Haddad, Marah <mhaddad@pa.gov>; James P. Dimmerling <jdimmerling@dimmerlingconsulting.com>
Cc: Mitchell, Nathaniel <namitchell@pa.gov>; Robert Nuss <robert.nuss@kci.com>; Zachary Kaczmarek <Zachary.Kaczmarek@kci.com>; Boyer, Brian (District 5) <BRIBOYER@pa.gov>
Subject: RE: [External] HOP Collaboration Meeting Request - EPS Application No. 320663

Marah and Jim –

Any chance we can get a ruling on the taper lengths as discussed on Tuesday and summarized in the email below by CoB today?

This is a critical item that impacts our proposed horizontal geometry and would result in significant design complications. As a reminder, we are not seeking a design exception as we're in compliance with PennDOT/MUTCD standards, just not District 5-0's preference for $L=WS$ as basis for all tapers (regardless of speed).

Infeasible based on geotech + existing slopes off of Wood Ave balanced against the Department's request for the widened full-depth shoulders in lieu of the adjacent infeasible left turn lane. Even if it were feasible, KCI's determination is that a longer $L=WS$ taper would be undesirable here based on the proximity of the intersection of Hackett Ave (longer taper increases the distance that a left turning vehicle from Wood to Hackett would need to make, which could invite higher speeds and reduced critical gap acceptance).

KCI is doing everything that we can to keep this project on track for HOP conditional approval (not necessarily permit issuance based on the culvert replacement) around April 2025. We will work with District 5-0 to thoroughly address all technical comments to make that happen but that will likely require a HOP collaboration meeting after the next cycle and fairly quick rulings on items like this where we have clearly laid out the constraints but need concurrence from District 5-0 to proceed and avoid costly redesign.

Thanks in advance + we look forward to continuing our coordination with the Department on this important project.

- Ian

724-316-8280

Ian Preston, PE

Project Engineer

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[cid:image003.jpg@01DB373E.154A4310]

From: Ian Preston

Sent: Tuesday, November 12, 2024 1:41 PM

To: MHADDAD <MHADDAD@PA.GOV>; 'James P. Dimmerling' <jdimmerling@dimmerlingconsulting.com>

Cc: Mitchell, Nathaniel <NAMITCHELL@PA.GOV>; Robert Nuss <Robert.Nuss@kci.com>; Zachary Kaczmarek <Zachary.Kaczmarek@kci.com>; 'Boyer, Brian (District 5)' <BRIBOYER@pa.gov>

Subject: RE: [External] HOP Collaboration Meeting Request - EPS Application No. 320663

Marah and Jim –

The other follow-up item from this morning's meeting is confirmation of the required taper lengths for the Wood Ave (SR 2017) left turn lane to the proposed primary site access driveway. Jim requested during the call that KCI follow up with an email summary and District 5-0 would make a determination ASAP so that we're not risking significant geometric revisions after another round of EPS review/comments.

PennDOT requirement for shifting taper length in TC-8600 is adopted from the MUTCD, and $L = WS^2/60$ is the required taper length for speeds of 40 mph or less (this is posted at 35 mph):

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1. KCI was informed that District 5-0 uses $L = WS$ as the basis for all shifting/transition taper lengths regardless of speed, but $WS^2/60$ may be considered as the minimum when dictated by constraints. In this instance, $WS^2/60 = 225'$ vs. $WS = 385'$.

1. Roadway/Geometrics Comment #1 is as follows:

Since the westbound SR 2017 travel lane is being transitioned 11-ft. at the approach to and departure from the eastbound left turn lane at the site driveway, the approach/departure lane transitions should be 385-feet ($L = W \times S$). Also, the eastbound left turn bay taper should be increased to 75-feet. Finally, as previously noted, adjust the Wood Avenue left turn storage at the proposed site driveway to end prior to the edge of driveway. As shown, the storage extends into the driveway intersection. Please revise accordingly.

1. KCI asked if the 75' bay taper request is a D5 minimum. Jim stated that this was rounded up from $L/6$ based on $L=WS = 385'$.

1. Jim agreed with KCI's explanation that the start of the left turn storage to the proposed site driveway was already revised appropriately in the previous submission. i.e., the start of left turn storage is the projected edge of the 16' egress driveway lane to the SR 2017 baseline. No further adjustment to the start of the left turn storage is required to address the comment.

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1. KCI explained that increasing the taper to 385' is infeasible here because of the requested 8'+ shoulder that is being provided in lieu of the infeasible LTL from Wood Ave to Hackett Ave. The widened full-depth shoulder was previously requested by D5 and will allow drivers to bypass a vehicle waiting to turn left to Hackett. KCI proposes 9' shoulder in the current design but this already puts us into significant cut that may require wall for slope stabilization (even if 2:1 were allowed).

Given the geotech challenge and constraint of the US 22 bridge to the south, KCI's position is that a $WS^2/60$ taper according to PennDOT & MUTCD guidance is appropriate in this context, regardless of District 5-0's preference on shifting taper lengths. We also propose to maintain a bay taper of 38' for this left turn lane based on $L=225'/6$ (on the previous plan the dimension shown is only 34' but didn't extend to the correct spot; it will be corrected).

Additional extension of the taper through the intersection also increases the distance that a left turning vehicle must cover to clear oncoming traffic which may encourage higher speeds or require larger gaps in oncoming traffic to accommodate which could result in additional delay.

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[cid:image008.png@01DB373E.154A4310]

Please provide concurrence or additional comment as needed based on the above summary. We appreciate resolution of this comment and concurrence on our approach prior to our formal resubmission of the application in EPS.

I'm available to discuss as needed if you have any additional questions on this comment and KCI's design.

- Ian

724-316-8280

Ian Preston, PE

Project Engineer

[cid:image002.png@01DB373E.154A4310]

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[cid:image003.jpg@01DB373E.154A4310]

From: Ian Preston

Sent: Tuesday, November 12, 2024 10:09 AM

To: Dave Hopkins <DHopkins@easton-pa.gov<mailto:DHopkins@easton-pa.gov>>; MHADDAD <MHADDAD@PA.GOV<mailto:MHADDAD@PA.GOV>>; Boyer, Brian (District 5)

<BRIBOYER@pa.gov<mailto:BRIBOYER@pa.gov>>; James P. Dimmerling

<jdimmerling@dimmerlingconsulting.com<mailto:jdimmerling@dimmerlingconsulting.com>>

Cc: Mitchell, Nathaniel <NAMITCHELL@PA.GOV<mailto:NAMITCHELL@PA.GOV>>; PD, HOP Collaboration Workshop <RA-PDHOPCOLLABWRKSHP@pa.gov<mailto:RA-PDHOPCOLLABWRKSHP@pa.gov>>; Robert Nuss

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<Zachary.Kaczmarek@kci.com<mailto:Zachary.Kaczmarek@kci.com>>; Kent Baird
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<boroughsecretary@wilsonborough.org<mailto:boroughsecretary@wilsonborough.org>>; Mark Hammerstone
<mhammerstone@easton-pa.gov<mailto:mhammerstone@easton-pa.gov>>
Subject: RE: [External] HOP Collaboration Meeting Request - EPS Application No. 320663

Thanks, Dave –

We appreciate the feedback but will not be incorporating your proposed concept into the design at the intersection of Wood Ave & Hackett Ave for the following reasons:

- * The island is required to separate the left and right lanes on Hackett at Wood to improve sight distance for side-by-side vehicles on the stop-controlled approach.
- * Dual stop-controlled lanes is generally not PennDOT's preference (because of sight distance; hence the need for the island), but this doesn't meet signal warrants and the separate left & right lane is required to meet municipal + PennDOT LOS mitigation requirements. We are also doing a post-dev traffic signal count and warrant analysis to verify that the intersection does not meet signal warrants after the warehouse is open.
- * Adding the Wood Ave WB right turn lane and corresponding pavement markings along with our proposed widening on Hackett improves the 'T' alignment of the intersection, which should help address the perceived driver confusion regarding the through/right movement that you noted.
- * This intersection is in Wilson Borough, not City of Easton. Wilson Borough's engineer (T&M Associates) has reviewed the proposed improvements at this intersection in the TIS and HOP plan. Also, this is the intersection of two PennDOT roadways, not local streets.

Thanks to all for taking the time to discuss PennDOT HOP and municipal TIS review comments regarding the proposed improvements this morning.

- Ian

724-316-8280

Ian Preston, PE

Project Engineer

[cid:image002.png@01DB373E.154A4310]

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[cid:image003.jpg@01DB373E.154A4310]

From: Dave Hopkins <DHopkins@easton-pa.gov<mailto:DHopkins@easton-pa.gov>>
Sent: Tuesday, November 12, 2024 9:46 AM
To: MHADDAD <MHADDAD@PA.GOV<mailto:MHADDAD@PA.GOV>>; Ian Preston
<Ian.Preston@kci.com<mailto:Ian.Preston@kci.com>>; Boyer, Brian (District 5)
<BRIBOYER@pa.gov<mailto:BRIBOYER@pa.gov>>; James P. Dimmerling
<jdimmerling@dimmerlingconsulting.com<mailto:jdimmerling@dimmerlingconsulting.com>>
Cc: Mitchell, Nathaniel <NAMITCHELL@PA.GOV<mailto:NAMITCHELL@PA.GOV>>; PD, HOP Collaboration Workshop <RA-PDHOPCOLLABWRKSHP@pa.gov<mailto:RA-PDHOPCOLLABWRKSHP@pa.gov>>; Robert Nuss
<Robert.Nuss@kci.com<mailto:Robert.Nuss@kci.com>>; Zachary Kaczmarek
<Zachary.Kaczmarek@kci.com<mailto:Zachary.Kaczmarek@kci.com>>; Kent Baird
<KBaird@palmertwp.com<mailto:KBaird@palmertwp.com>>; Borough Secretary
<boroughsecretary@wilsonborough.org<mailto:boroughsecretary@wilsonborough.org>>; Mark Hammerstone
<mhammerstone@easton-pa.gov<mailto:mhammerstone@easton-pa.gov>>
Subject: [External Email] RE: [External] HOP Collaboration Meeting Request - EPS Application No. 320663

From IT@KCI.COM<mailto:IT@KCI.COM> 410-316-7820 *** This is an External Email from outside of KCI.

Ian – thank you for the presentation today. I wanted to add another comment for consideration even though the subject matter is not in our jurisdiction (but I drive it frequently). The proposed island on Hackett Avenue that divides the RHT and LHT lanes seems confusing. Given that the biggest issue at this intersection is the confusion about whether the WB movement on Wood will turn right or continue straight, we think that the island should be placed so as to divide NB and

SB traffic on Hackett vs. dividing the LHT and RHT. We like the proposed RHT lane on WB Wood Avenue and moving the median would further define this movement

Thanks

Dave

David Hopkins

Director of Public Services

City of Easton

123 S 3rd St Easton, PA 18042

610-250-6683

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-----Original Appointment-----

From: Haddad, Marah <mhaddad@pa.gov<mailto:mhaddad@pa.gov>>

Sent: Thursday, November 7, 2024 3:29 PM

To: Ian Preston; Boyer, Brian (District 5); James P. Dimmerling

Cc: Mitchell, Nathaniel; PD, HOP Collaboration Workshop; Robert Nuss; Zachary Kaczmarek; Kent Baird; Borough Secretary; Mark Hammerstone; Dave Hopkins
Subject: [External] HOP Collaboration Meeting Request - EPS Application No. 320663
When: Tuesday, November 12, 2024 9:00 AM-9:20 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

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Meeting ID: 283 911 506 320

Passcode: 3Vdgmi

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Phone conference ID: 401 109 64#

For organizers: Meeting options<https://teams.microsoft.com/meetingOptions/?organizerId=cd999719-772d-4d56-8db4-a56ddf4711ab&tenantId=418e2841-0128-4dd5-9b6c-47fc5a9a1bde&threadId=19_meeting_MjdlODExYzAtZTEwZi00NzViLWJmNjktOWEzOTcyMTRlZTE4@thread.v2&messageId=0&language=en-US> | Reset dial-in PIN<<https://dialin.teams.microsoft.com/usp/pstnconferencing>>

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From: Ian Preston <Ian.Preston@kci.com<mailto:Ian.Preston@kci.com>>
Sent: Thursday, November 7, 2024 3:10 PM
To: Haddad, Marah <mhaddad@pa.gov<mailto:mhaddad@pa.gov>>
Cc: Mitchell, Nathaniel <namitchell@pa.gov<mailto:namitchell@pa.gov>>; PD, HOP Collaboration Workshop <RA-PDHOPCOLLABWRKSHP@pa.gov<mailto:RA-PDHOPCOLLABWRKSHP@pa.gov>>; Robert Nuss <robert.nuss@kci.com<mailto:robert.nuss@kci.com>>; Zachary Kaczmarek <Zachary.Kaczmarek@kci.com<mailto:Zachary.Kaczmarek@kci.com>>
Subject: [External] HOP Collaboration Meeting Request - EPS Application No. 320663

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Marah –

KCI is requesting an HOP Collaboration Meeting at District 5-0's earliest convenience to discuss a handful of comments from the Department's Cycle 4 application review for the following:

Application No.: EPS Application No.
320663<https://www.epermitting.penndot.gov/EPS/application/Controller?action=appl~ShowAppl&APPLICATION_ID=320,663&CYCLE_NUM=4>.

Applicant/Owner: Easton Wood Avenue PropCo, LLC

Municipality: Wilson Borough, Palmer Township, Easton City

County: Northampton

We look forward to a meeting invite (I believe these are currently scheduled for Tuesdays in District 5-0) + thanks in advance for taking the time to discuss the Department's Cycle 4 comments so that KCI can adequately address in our resubmission of the application.

- Ian

724-316-8280

Ian Preston, PE

Project Engineer

[cid:image002.png@01DB373E.154A4310]

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