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Traffic Engineering, Transportation Planning & Design

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May 6, 2021

Mr. Joseph McElwee
Capitol Seniors Housing
1275 Pennsylvania Avenue
NW 2nd Floor
Washington, DC 20004

(via email: joe.mcelwee@cshpe.com)

Re: **Traffic Engineering Assessment Supplement
CSH Assisted Living – West Orange
West Orange Township, Essex County, NJ
SA Project No. 20178A**

Dear Joe:

In response to the April 14, 2021 review memorandum from Paul Grygiel, Shropshire Associates LLC has prepared this response letter to the Circulation and Parking comment. The comment requested additional information on driveway sight distance, site circulation and stacking along the driveway.

Driveway Sight Distance: In accordance with the American Association of State Highway Transportation Officials (AASHTO) recommendations, a driveway sight distance of 445' is shown on the site plans prepared by Dynamic Engineering. This distance assumes a 40 MPH design speed which exceeds the 35 MPH speed limit of Eagle Rock Road (CR 611). The AASHTO sight distance recommendations are generally followed by Essex County who have jurisdiction over the permitting of the driveway location and design. In addition, we will request that the County allow the installation of driveway ahead signage along westbound Eagle Rock Road in light of the horizontal and vertical curves along the roadway east of the site.

Site Circulation: Dynamic Engineering has developed vehicle circulation plans which demonstrate the ability of the proposed site plan to accommodate fire (Sheet 15), refuse (Sheet 16) and delivery (Sheet 17) trucks. Truck activity is minimal on the site with an average of less than one truck per day considering both refuse and delivery activity. Deliveries are accomplished with single unit trucks (SU30) as demonstrated on the Dynamic Engineering vehicle circulation plan.

Sight Driveway Stacking: The capacity analyses attached to our January 29, 2021 Traffic Engineering Assessment demonstrates that the 95% queue along the site driveway will be one vehicle. The minimal queuing is directly related to the limited exiting site vehicles during the weekday morning (7 vehicles) and afternoon (16 vehicles) peak hours. Of those totals, the exiting left-turns are projected at 4 vehicles during the morning peak hour and 10 vehicles during the afternoon peak hour. As left-turn site traffic has a higher level of impedance from through traffic along Eagle Rock Avenue, the limited number of exiting left-turn site trips minimizes the delay and queuing along the site driveway. The stacking distance along the site driveway will permit two vehicles without encroaching on the east-west cross circulation aisle. As stop control is proposed on each leg of the cross circulation aisle at the site driveway, there is additional stacking capability on-site for any unanticipated exiting queues that would exceed two vehicles.



Should you have any questions or require any additional information, please feel free to contact us.

Sincerely,
Shropshire Associates LLC

A handwritten signature in black ink, appearing to read 'David R. Shropshire'.

David R. Shropshire, P.E., P.P.
Professional Engineer
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DRS/jab

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