

MidAtlantic

Engineering Partners

August 31, 2020

APR-184

Via Hand Delivery

Arora and Associates, P.C.
Princeton Pike Corporate Center
1200 Lenox Drive, Suite 200
Lawrenceville, NJ 08648

Attn: Mr. James L. Kochenour, PE, PP

**Reference: Heritage at West Windsor
PB 19-08
Preliminary / Final Major Site Plan and Subdivision
Block 28; Lots 15 & 21
Township of West Windsor, Mercer County, New Jersey**

Dear Mr. Kochenour:

In reply to your review memo dated August 3rd, please find the following responses, where one is warranted. With the exception of Comment #3 below, please refer to the separate response letter from Shropshire Associates regarding Comments #1 - #6, where a response is warranted.

- 3. Based on a review of the provision of Code Section 200-189.3, R-5D District, and Mr. Chris Jepson's memo of May 6, 2019, the proposed development will "max out" the development potential of this property. (It is noted that there is a "flag" connection to CR 571 to west of Lot 18 whose future access potential is to be determined. It is further not that "flag" connection encompasses a wetlands area).*

The applicant has confirmed that no development can be placed on this site.

The applicant is to confirm that the flag connection cannot and will not be used for any future site access.

Confirmed – the flag connection cannot and will not be used for any future site access. We do note, for the record, that a dirt farm path exists within the farmed wetlands that provides access to Princeton Hightstown Road (C.R. 571). This access will remain but will only be utilized for recreational purposes and farming related use, should the northern portion of the site continue to be farmed.

- 12. From the geometric design parameters which were used, it appears as if the proposed residential roadways Road A and Road B were designed as neighborhood streets with 30' wide travel ways and 25' corner radii at their intersections with Roads C, D, E, F, and G. At the intersection of Roads A/B with the access drive from CR 535, 15' corner radii were previously proposed, however are now proposed at 25'. Roads C, D, E, F, and G are each proposed to have 25' wide travel ways. Support for this width is to be provided since the 25' width is a non-standard RSIS roadway width, and the character of these five roadways appear to exhibit little difference from that of Roads A and B (direct access to/from housing units and common-area parking along them) except that they may each carry less traffic than Roads A and B.*

The “sharpest” of the horizontal curves along Road B (the one at the beginning of the residential area along Road B) has been designed with a conforming centerline radius of 102’.

The tangent length between the reverse curves along Road B is greater than 50’ which conforms to RSIS standards.

With a 4’ wide bike lane along both sides of Roads A and B, no parking prohibitions are to be enacted along both sides of these roads. Consideration is also to be given to establishing no parking provisions along both sides of Roads C, D, E, F, and G.

Also, the provisions of Title 39 are to be enacted for this development.

‘No Parking Fire Lane’ signs have been added along both sides of Roads C, D, E, F & G. The applicant has no objection to Title 39 enforcement.

13. *Fire truck turning templates were provided by the Applicant, as well as trash truck / SU-30 truck turning templates. The truck turning templates for trash / SU-30 trucks (showing two potential travel paths into, through and out of the site) are acceptable.*

Additional information is to be provided for the fire truck such as access through both of the site’s proposed cul-de-sacs.

The fire truck turning templates have been supplemented to depict successful maneuvers at both of the site’s proposed cul-de-sacs.

15. *Since this development will be residential and in consideration of Road A and B being long linear streets it was recommended that raised pedestrian crosswalks be provided at certain crossings of Roads A and B. Where crosswalks are provided along Roads A and B (at street intersections and at mid-block locations) PEDESTRIAN sign assemblies will be provided consisting of W11-2 signs and W16-7P (L or R) plaques. These sign assemblies are not needed at the two site driveway intersections with CR 535 and CR 571.*

It is recommended that along Road A, speed tables be installed at its intersections with Road C and Road E.

The requested sign assemblies have been removed from the intersection with each County Road. Speed tables have been provided along Road A at its intersections with Roads C & E; accordingly, the previously provided speed table at the intersection of Roads A & D has been removed.

17. *Keep Right signs have been provided at both ends of the dividing island along the CR 535 access drive. It is noted that R1-6a signs are shown at both ends of this island. These signs can be removed since pedestrian traffic would be expected at these intersection locations.*

The R1-6a signs have been removed from both ends of the boulevard island.

18. *The previous memo requested the Applicant show and call-out the appropriate signing for the proposed handicap accessible spaces. Such signing has been provided noting that the R7-8Va signs are to be designated as R7-8P (Van Accessible) and the signs currently labeled as R7-8P are*

to have this designation removed and be called out as "Penalty Plate". These sign call-out revisions are to be made to the sign designations shown in the Handicap Parking Stall Striping detail.

The Handicap Parking Stall Striping detail has been revised as requested.

20. *The Applicant has shown STOP signs and stoplines (24" white) at the site's two access points with CR571 and CR 535. All internal stop lines will be 12" wide. Epoxy striping has been specified for all stoplines. On Sheet 5 of 38, the stop line across the site driveway at CR 535 is to be set back 4' from the proposed crosswalk.*

The stop line at CR 535 has been moved to 4' in advance of the corresponding crosswalk.

26. *Additional Signing Comment*

- a. *The Chevron Alignment signs, W1-8 (L or R) can be eliminated. There are no curves within this development where this type of sign would be needed.*

The Chevron signs have been removed.

- b. *The Dead End sign (W14-1) is to be installed at the entrance to Road G, not at its terminus. Landscaping at its end point will serve to alert a motorist that the road ends.*

The Dead-End sign has been moved to the entrance of Road G.

- c. *Along the west side of Road B, just off of CR 571 there is a PEDESTRIAN sign assembly which can be removed.*

This PEDESTRIAN sign assembly has been removed.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

MidAtlantic Engineering Partners, LLC



Michael V. Weseloski, P.E.