

SITE ENGINEERING CONCEPTS, LLC

Consulting Engineering and Land Development Services

January 15, 2021

Steve Norcini, P.E.
Township Engineer
Radnor Township
Iven Ave
Wayne, PA 19087

**Re: Response to Traffic Engineering Review
Eagle Road and Radnor Road
Preliminary Subdivision and Land Development Plan
Revision #2**

Dear Steve,

On behalf of the CG Wayne, LLC, SITE Engineering Concepts is pleased to submit the enclosed revision to this preliminary application. Revision #2 addresses the comments in the December 28, 2020 review memo from Damon Drummond, P.E., PTOE, as follows:

SUBDIVISION AND LAND DEVELOPMENT ORDINANCE COMMENTS

Comment C.1. §255-20.B.(1)(m) – Show the existing streets adjacent to the site, including the curbline/ edge of pavement for the existing Beechtree Lane opposite the site to ensure proper alignment of the intersection. It appears that the roads may be offset. The proposed driveway may need to be adjusted to provide proper alignment through the intersection.

Response C.1. Additional survey data is being collected to verify road alignment.

Comment C.2. §255-21.B.(5)(a)[1] – As stated previously, label the proposed centerline with bearing distances. The label does not appear to be included on Sheet 13, as indicated in the response letter.

Response C.2. The bearings are now included on sheet 3.

Comment C.3. §255-21.B.(5)(c) & §255-27.D(3) – Update the typical section of the proposed cul-de-sac to include the cross grade to ensure it does not exceed 3%.

Response C.3. The grade of the cul-de-sac is 2% with a 0% cross slope to promote drainage to the inlet.

Comment C.4. §255-28.B – As stated previously, provide the available and proposed sight distance (both left and right) at each driveway for Lots 1-5 along Walnut Avenue, Lots 6 and 16 along Radnor Street Road, and Lot 20 along Eagle Road.

Response C.4. The additional sight lines are added to sheet 10.

Comment C.5. §255-37.H – Sidewalks and pedestrian paths shall not exceed a seven-percent grade. As stated previously, provide labels for sidewalk grades to confirm compliance with this section.

Response C.5. Proposed sidewalk along existing roadways follows the grade of the road per PADOT requirements. Additional grade and slopes are now included on Sheet 10.

Comment C.6. §255-47.C. – As a reminder, improvements shall be made to the existing street on which a subdivision or land development abuts. We note that the applicant indicates that the necessary road improvements will be discussed with Township. The following half widths for the roadways are required per this section:

	Right-of-Way/ Cartway
Eagle Road (Major Collector)	40 feet/ 24 feet
Radnor Street Road (Minor Collector)	30 feet/ 18 feet
Walnut Avenue (Local Street)	30 feet/ 14 feet.

Response C.6. Per discussion with Township staff, a 25 foot half ROW is added to Radnor Street Road. Staff confirmed the existing right-of-way for Eagle Road and Walnut Avenue are sufficient.

Comment C.7. §255-48 – Include the proposed location for a street name sign, “Stop”/”All-way” sign and “No Outlet” sign on the plans. In addition, the intersection of Radnor Street Road and Beechtree Lane is currently a 3-way stop condition. Due to the addition of the fourth leg, include a note on the plans that all the existing supplemental “3-way” signs located under the stop signs are to be replaced with “all-way” (R1-3P) signs on all approaches.

Response C.7. The sign locations are added to sheet 7. Details are added to Sheet 14.

D. GENERAL TRANSPORTATION COMMENTS

Comment D.1. As a reminder, PennDOT will require a Highway Occupancy Permit (HOP) for the driveway access to Eagle Road (S.R. 1042) from Lot 20. The Township requests the opportunity to review all HOP plans submissions to PennDOT; as well as be given the opportunity to attend all meetings with PennDOT and copied on all correspondence regarding same.

Response D.1. Acknowledged. The Township will be included in discussion and submissions to the PennDOT.

Comment D.2. Update the ADA ramp details to include widths in order to verify the slopes indicated. Additionally, although a maximum ramp slope of 8.33% is allowed, it is recommended to use a maximum design slope of 7.5% to account for construction tolerances to ensure the ramps will meet the maximum ADA slope requirements.

Response D.2. Widths are added and grades revised as suggested.

Comment D.3. As stated previously, provide an ADA connection at the intersection of Eagle Road/Radnor Street Road. Consider removing the existing steps and construct an ADA accessible walkway to the intersection. We note that the applicant indicates that ADA accommodations at this location will be discussed with PennDOT and the Township.

Response D.3. As discussed with Township Staff, the Eagle Road intersection is not part of this project. The Applicant has offered to extend the Walnut Lane sidewalk to Paul Road provided adequate right-of-way exists or can be obtained by Radnor Township and no Eagle Road intersection improvements are required.

Comment D.4. As stated previously, provide ADA compliant crossings at the intersection of Eagle Road and Radnor Chester Road crossing the eastern and northern leg of the intersection. The crossing improvement would include curb ramps, pedestrian signal heads and push buttons. We note that the applicant indicates that ADA requirements will be discussed with PennDOT and the Township.

Response D.4. See Response D.3.

Comment D.5. Provide 5-foot curb end tapers at the terminus of the proposed concrete curb along both Radnor Street Road and Walnut Avenue.

Response D.5. Tapers are added to the curb terminus.

Comment D.6. Confirm all the driveway grades shown on the plan (i.e. Lot 14).

Response D.6. Driveway grades are confirmed and labels added.

Comment D.7. There is an ADA ramp indicated at the eastern terminus of the sidewalk along Walnut Avenue. However, if there is no receiving ramp on the opposite side of the roadway (mid-block crossing), we recommend removal of the ramp.

Response D.7. There is no receiving ramp and the ramp is removed.

Comment D.8. The applicant should discuss with the Township the possibility of extending the pedestrian facilities to Paul Road and Fenimore Park.

Response D.8. Please see Response D.3.

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Comment D.9. On Sheet 10, the details for the ramp on the southeast corner of Radnor Street Road & Beechtree Lane shows a conflict between the ramp flare and the proposed Type C inlet top. The Type C inlet top cannot be located in the flare. Relocate the inlet to eliminate the conflict.

Response D.9. The inlet is relocated out of the flare.

Comment D.10. The emergency vehicle turning template does not show any information. Update the template to show that vehicles can access the driveway and move within the site.

Response D.10. The turning template layer is now shown in the viewport.

We trust these revisions satisfactorily address your comments. Should you have any questions and/or additional comments, please contact me at pspellman@site-engineers.com or 610.523.9002.

Sincerely,

A handwritten signature in blue ink, appearing to read "Patrick Spellman". The signature is stylized and cursive.

Patrick Spellman, P.E.