

**Bright View Engineering**

*Moving you forward*

July 28, 2022

**VIA EMAIL (SSantiago@Morristwp.com)**

Sonia Santiago  
Township of Morris  
Planning & Zoning  
50 Woodland Avenue  
PO Box 7603  
Morristown, NJ 07961-7603

**Re: New York Red Bulls Training Complex**  
101 Columbia Road, Block 9101, Lots 4 & 5  
Morris Township, Morris County, New Jersey  
**Project No.: 212629**

Dear Ms. Santiago:

As requested, Bright View Engineering (BVE) has reviewed the following documentation pertaining to the above referenced project. Updated or additional documents are noted in **bold**.

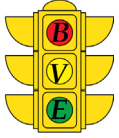
- “Preliminary and Final Major Site Plan Application for Red Bull New York Training Complex” prepared by Gensler, et al, **updated July 19, 2022, 118 sheets**
- “Traffic Assessment Study, New York Red Bulls Training Complex” prepared by Bowman Consulting Group, LTD, May 31, 2022
- “RBNY Training Complex Parking Assessment” prepared by WSP, dated June 1, 2022
- **“Traffic Response #1, New York Bulls Training Complex” prepared by Bowman Consulting Group, LTD, July 18, 2022**
- **“Memorandum to John T. Amorosa, PE re: Use Program Modifications – Traffic Assessment, New York Red Bulls Training Complex” prepared by Bowman Consulting Group, LTD, July 18, 2022**
- **“Comment response letter, New York Red Bulls Training Complex” prepared by WSP, dated July 20, 2022**
- **Additional Turning Path Exhibits, provided to BVE via email by WSP, dated July 25, 2022**

With regard to the above referenced documents, BVE offers the following comments. For ease of reference, original comments are provided in *italics* with updated commentary provided in regular text.

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## ***Site Plan***

- 1) The site plans show multiple gated entrances throughout the campus. Information / testimony should be provided regarding the intended operation of these gates including how they will be activated and how vehicles which are not granted access will return to the roadway network as turn around areas are not provided.*

The updated site plans include areas for turn arounds. Testimony is recommended regarding the intended operation and maintenance of these areas.

- 2) It appears deliveries will be accommodated via a subsurface loading dock. Information regarding the largest vehicle anticipated to utilize this space should be provided including vehicle turning templates illustrating how said vehicle will navigate into and out of the site.*

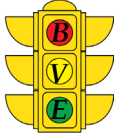
Based on information provided by WSP, it is this office's understanding that the largest vehicle typically anticipated to utilize the loading dock is an SU-30 delivery vehicle and the site plans will be revised to accommodate an SU-30. Testimony should be provided regarding how operations staff will address WB-50 deliveries in the unlikely event they occur.

- 3) Vehicle turning templates should be provided for the turnaround loop in the vicinity of Building A assuming all parking spaces illustrated on the loop are occupied.*

The requested vehicle template has been provided and it is this office's understanding that the driveway opening to this area is being revised to accommodate a charter bus. Operational testimony regarding how and when charter buses will access this area should be provided.

- 4) The site plan includes 'mid-block' crosswalks where the walking path crosses internal roadways. Sight lines shall be provided for these locations to confirm adequate vehicle stopping sight distance is available approaching the crosswalk. In lieu of in pavement pedestrian warning signs, we recommend static pedestrian warning signs (W11-2 & W16-7pL) be placed on the edge of the roadway. This will minimize conflicts caused by in pavement signs with snow removal operations.*

W11-2 & W16-7pL signs have been added where necessary. While this office is not opposed to the use of in-pavement warning signs in addition to the requested W11-2 signs, testimony should be provided clarifying maintenance of the in pavement signs as they can be damaged frequently.



- 5) *Additional detail should be provided regarding the size of the text provided on the internal directional signs to confirm they will be legible to drivers at the appropriate distance.*

Comment remains outstanding. It is this office's understanding that the details of the directional signs have not yet been developed.

### ***Traffic Impact Study***

- 6) *Traffic counts for the project were conducted in February, 2022. This office has reviewed the traffic counts and finds them to be generally acceptable.*

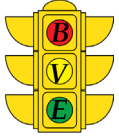
No response necessary.

- 7) *Additional justification for the employee distribution approaching the site eastbound on Columbia Road is required. This office has concerns that 8% underestimates vehicle traffic from that direction since this is the most direct route from points south on I-287 into and out of the site.*

Addressed. Zip code data relating to the anticipated employees on site has been provided and is acceptable to this office.

- 8) *We recommend improvement options be explored at the intersection of Columbia Road & the West Service Drive to accommodate a westbound left turn lane into the site. While not required based strictly on Level of Service, this office has concerns that reopening the driveway without a dedicated left turn lane could result in an increase in crashes at the intersection.*

The response letter provided by Bowman Consulting indicates that widening for a dedicated left turn lane is not feasible within the available Right of Way. Testimony regarding the constraints at this intersection should be provided for the benefit of the board.



- 9) *We have noted a number of minor numerical discrepancies between the volume figures and Synchro reports, mostly 10 vehicles or less. While we do not believe these minor discrepancies alter the conclusions in the TIS, we recommend the applicant's traffic engineer review any discrepancies and confirm his conclusions in testimony. For instance, the applicant's traffic engineer should confirm via testimony that the 2022 existing evening peak hour westbound through movement of 1,737 is a typographical error as it is inconsistent with the remainder of the volumes on Madison Avenue.*

Addressed. Bowman Consulting has confirmed the typographical errors do not change the conclusions drawn in the report.

- 10) *The LOS summary table indicates that the southbound left turn at Columbia Turnpike & Normandy Parkway during PM build condition operates at a delay of 8,938 seconds. The applicant's traffic engineer should confirm if this is a typographical error and identify the correct delay for the board.*

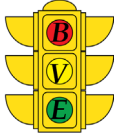
Addressed. Bowman Consulting has confirmed the typographical errors do not change the conclusions drawn in the report.

- 11) *The overall levels of service at the intersection of Columbia Turnpike & Normandy Parkway indicate a slight reduction in overall delay with the addition of the site traffic. Testimony should be provided explaining how an increase in volume can result in a decrease in overall intersection delay.*

Addressed. Bowman Consulting has provided justification for this condition to this office's satisfaction.

- 12) *This office is in general agreement with the timing changes proposed to mitigate both existing delays and the traffic from the proposed development.*

No response necessary.



### ***Parking Study***

13) *The parking study estimates a total maximum parking demand of 340 spaces whereas a total of 381 spaces are proposed. While we recommend testimony be provided to support the proposed parking layout, this office is in general agreement with the parking plan for the project. Testimony should include how the various parking lots will be accessed and if staff will be provided to direct motorists to various parking areas for any of the activities planned on site.*

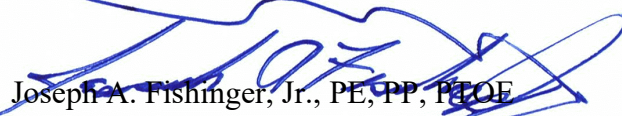
No response necessary. We continue to recommend the requested testimony be provided.

### **Additional Commentary on Updated Documentation**

14) The July 18<sup>th</sup> memorandum from Bowman Consulting references a potential scenario where the corporate offices are not relocated to the proposed facility and the space provided is repurposed to provide additional amenity space associated with other uses on site. The Bowman memorandum concludes that this will result in a net reduction in trip generation as opposed to the previous approval. This office is in agreement with that statement. We recommend testimony be provided regarding the intended use of the space in question for the benefit of the board.

I trust this information assists the Board in their consideration of this application. I will be present at the Committee and Planning Board meetings to address any questions or concerns the Board may have. I can be contact at 908-421-4674 or via email at JFishinger@BVEngr.com.

Sincerely,  
Bright View Engineering



Joseph A. Fishinger, Jr., PE, PP, PTOE  
Director of Traffic Engineering

<https://bvengr.sharepoint.com/sites/bvengr/proj/212629-ColumbiaRdArena/3-Correspondence/BVERview2.docx>