

Bright View Engineering
Moving you forward

April 13, 2023

VIA (E-MAIL CChrusz@twp.montgomery.nj.us)

Ms. Cheryl Chrusz
Planning Coordinator
Montgomery Township Planning Department
100 Community Drive
Skillman, New Jersey, 08558

**Re: Harlingen Village Square
Proposed Residential Development
Block 6001, Lots 33, 34, 34.01, 35, 35.01 & 36
US Route 206 Northbound
Bright View Project No.: 232752**

Dear Ms. Chrusz:

Bright View Engineering has had the opportunity to review the following documentation with regard to the above referenced project:

- Site Plans entitled “Preliminary and Final Major Site Plan and Final Construction Plans prepared for Harlingen Village Square” prepared by Van Cleef Engineering Associates, LLC, revised March 10, 2023, 36 Sheets
- Architectural Plans entitled “Harlingen Village Square Townhomes” prepared by Holiday Architects Inc, Revised February 17, 2023, 22 sheets

Project Summary

The proposed project consists of the construction of 36 townhouses and 18 apartments for a total of 54 residential units to be located on the east side of US Route 206. Access to the site is proposed via a single boulevard style full movement residential street connecting to US Route 206 approximately 1,100 feet south of Montfort Drive.

With regard to the above referenced documents, Bright View Engineering offers the following comments:

70 South Orange Avenue, Suite 109
Livingston, New Jersey 07039

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BrightViewEngineering.com

P.O. Box 99
Roseland, NJ 07068



Site Plan

- 1) Clarification is required regarding the crosswalk configuration at the southbound leg of the intersection of Road A and Road B. We recommend the crosswalk be placed parallel to Road A in line with the proposed sidewalk. The stop bar and stop sign should be relocated accordingly.
- 2) Consideration should be given to relocating the crosswalk on Road B in the vicinity of the dog run area. As depicted, the crossing is a mid-block crosswalk which requires an ordinance from the Township council. Also, it does not appear that adequate stopping site distance is available approaching the crosswalk.
- 3) Clarification is required regarding the line of sight depictions on the plans. It is unclear from the plans provided where the provided sight lines originate and what they represent. Sight triangles shall be determined based on AASHTO requirements, measured from a point 14.5' behind the edge of traveled way at each intersection.
- 4) The architectural plans indicate studies in some units. Additional information regarding the ability of these rooms to be converted to additional bedrooms should be provided to the Board.
- 5) The site plans indicate that the two-car garage / driveway combination counts as 3.5 parking spaces per RSIS. While this office is in general agreement with this calculation, we note that subsection 5.21-4.14d3 of RSIS requires that the driveway be 20 feet wide to count as 3.5 total spaces. It appears some of the driveways are only 18 feet wide.
- 6) The applicant should provide testimony regarding compliance with the recently enacted EV Parking regulations.
- 7) The common area parking spaces provided for the townhouse units appear to require revisions as the spaces are not proximate to all units. For instance, it is unclear what visitor parking spaces are proximate to building 7.
- 8) Subsection 5.21-4.14f of RSIS requires that on street parking spaces are 23' long whereas 22' feet is provided.
- 9) Please provide the width of Roads A and B. This information is not readily apparent from the site plans.
- 10) Large wheelbase turning templates should be provided, including access to the trash enclosure at the end of the apartment building parking lot. Will a garbage truck be required to back into or out of the parking area to access the dumpster enclosure?
- 11) While this office ultimately defers to the Township Fire Department, we recommend an emergency access connection between the apartment parking lot and the southern terminus of Road B be provided.
- 12) We recommend ADA ramps be included where the sidewalk meets the parking lot at the apartment buildings.
- 13) Additional information / testimony regarding the handling of US mail should be provided. If an outdoor central mailbox location is proposed, it shall be shown on the plans.

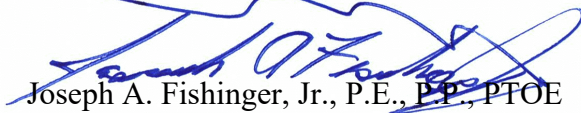


Traffic Impacts

- 1) As depicted, the site will require an Access Permit from the New Jersey Department of Transportation. Information / testimony regarding the status of any applications filed with the NJDOT should be provided to the board.
- 2) The project has requested a waiver from the township requirements to provide a traffic impact study. Based on NJDOT HAPS rates, the proposed 54 unit residential development will generate 24 trips during the weekday morning peak hour and 37 trips during the weekday evening peak hour. ITE 11th edition trip generation estimates are slightly lower than the NJDOT HAPS rates.
- 3) Using the trip generation rates cited above and historical volume data from NJDOT for US Route 206, this office has determined left and right turns out of the proposed site access will operate at a Level of Service 'D' during both the weekday morning and weekday evening peak hours. Based on this analysis, this office recommends the waiver for a traffic impact study be granted. Technical backup in support of these calculations are attached.

I trust this information will assist the board in its review of this application. If you have any questions, please feel free to contact me at 908-547-5045 or via email at JFishinger@BVEngr.com.

Sincerely,
Bright View Engineering


Joseph A. Fishinger, Jr., P.E., P.P., PTOE
Director of Traffic Engineering




attachments

[https://bvengr.sharepoint.com/sites/bvengr/proj/232752-Montgomery-HarlingenVillage/3-Correspondence/Review Letter 1.docx](https://bvengr.sharepoint.com/sites/bvengr/proj/232752-Montgomery-HarlingenVillage/3-Correspondence/Review%20Letter%201.docx)

HCM 6th TWSC




3: Harlingen Village Square & US 206

04/12/2023

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	9	655	3	3	964
Future Vol, veh/h	9	9	655	3	3	964
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	10	712	3	3	1048
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1768	714	0	0	715	0
Stage 1	714	-	-	-	-	-
Stage 2	1054	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	92	431	-	-	885	-
Stage 1	485	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	91	431	-	-	885	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	32.6	0	0			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	150	885	-	
HCM Lane V/C Ratio	-	-	0.13	0.004	-	
HCM Control Delay (s)	-	-	32.6	9.1	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

HCM 6th TWSC
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04/12/2023

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	7	839	12	12	686
Future Vol, veh/h	7	7	839	12	12	686
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	8	912	13	13	746
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1691	919	0	0	925	0
Stage 1	919	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	103	329	-	-	739	-
Stage 1	389	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	329	-	-	739	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	389	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	31.1	0	0.2			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	153	739	-	
HCM Lane V/C Ratio	-	-	0.099	0.018	-	
HCM Control Delay (s)	-	-	31.1	10	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	