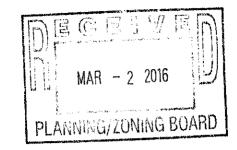


GARY W. DEAN, PE, PP ELIZABETH DOLAN, PE

792 CHIMNEY ROCK ROAD MARTINSVILLE, NJ 08836 732 469 0600 732 469 0663 FACSIMILE February 29, 2016

Montgomery Township Planning Board 2261 Route 206 North Belle Mead, NJ 08502



Re:

Princeton Audi

Block 34001, Lot 64 Cherry Valley Road

Township of Montgomery

Somerset County

Dear Board Members:

This letter has been prepared to address the traffic-related comments included in the January 27, 2016 Dewberry Engineers, Inc. letter. Additionally, information discussed at the technical review meeting on February 8, 2016 has been incorporated in this analysis as well.

As requested by Dewberry Engineers Inc., the trip generation associated with the proposed car dealership has been increased. Trip generation for a 46,000 square foot building was used in our initial Traffic Impact Assessment and has now been revised for a 66,175 square foot building. Table I below illustrates the trip generation used in this revised analysis.

Table I Projected Trip Generation- Revised Princeton Audi Service Center – 66,175 SF

Morning 1	Peak Hour	Evening I	Peak Hour
Enter	Exit	Enter	Exit
97	32	69	103

Our office also contacted the Montgomery Township Planning office to confirm if there are any approved projects in the area that should be considered in our revised analysis.

The following is a list of the projects and their status that was provided by the Planning office:

> Sunoco proposes a mini-mart at the Route 206/Princeton Avenue intersection. It is anticipated that this development will primarily generate pass-by traffic and will have minimal impact to the surrounding roadway network.

TRAFFIC ENGINEERING
PARKING STUDIES
HIGHWAY DESIGN
MUNICIPAL CONSULTING
DOT ACCESS PERMITS

- Montgomery Associates had proposed a commercial and residential development near Applegate Road. Based on discussions, this project will not be moving forward.
- ➤ Honda of Princeton proposed an expansion to its facilities along Route 206. Based on discussions the expansion has been approved and completed.
- A medical building was proposed near the Princeton Airport. However, based on our discussions with the Planning Board it will not be constructed.
- ➤ A 300,000 square foot retail center (Madison Marquette) is proposed to the north along Route 206.

Traffic associated with this development as well as the other area development included in the project's traffic report, has been added to the roadway network and is shown in attached Figure A.

- ➤ On the westerly side of Route 518, Sharbell is developing an approximately 200-unit residential development which is close to final "build out."
- ➤ A K. Hovnanian development is proposed along Orchard Road, with approximately 212 market units and 40 COAH apartments. Traffic from this development has been added to the roadway network and is included on Figure A.

Signage is requested at the site driveways which will direct traffic destined to US Route 206 southbound to make a left and use the Cherry Valley connector. Therefore, site generated traffic has been revised to account for this signage and the trip generation referenced above and is illustrated in Figure B.

The other area development in Figure A and the revised site generated traffic in Figure B has been added to the "no-build" volumes to create the revised "build" scenario in Figure C. The volumes in Figure C have been analyzed using the Highway Capacity Software and the results are shown in appended Figure D. As shown, all movements will operate at Level of Service "E" or better.

Also appended to this report is a Technical Appendix which includes traffic counts, figures and highway capacity software printouts.

At this time, we trust we have satisfied the comments in the Dewberry Engineers, Inc. review letter and we look forward to discussing these at a public hearing.



PRINCETON AUDI BLOCK 34001, LOT 64 CHERRY VALLEY ROAD TOWNSHIP OF MONTGOMERY, SOMERSET COUNTY

Please contact the undersigned with any questions regarding these findings.

Very truly yours,

DOLAN & DEAN CONSULTING ENGINEERS, LLC

GaryeW. Dean, P.E., P.P.

DJP/Irc

cc: Robert Heibell, P.E. <u>rheibell@vcea.org</u>
Josh Kalafer <u>JKalafer@princetonauto.com</u>



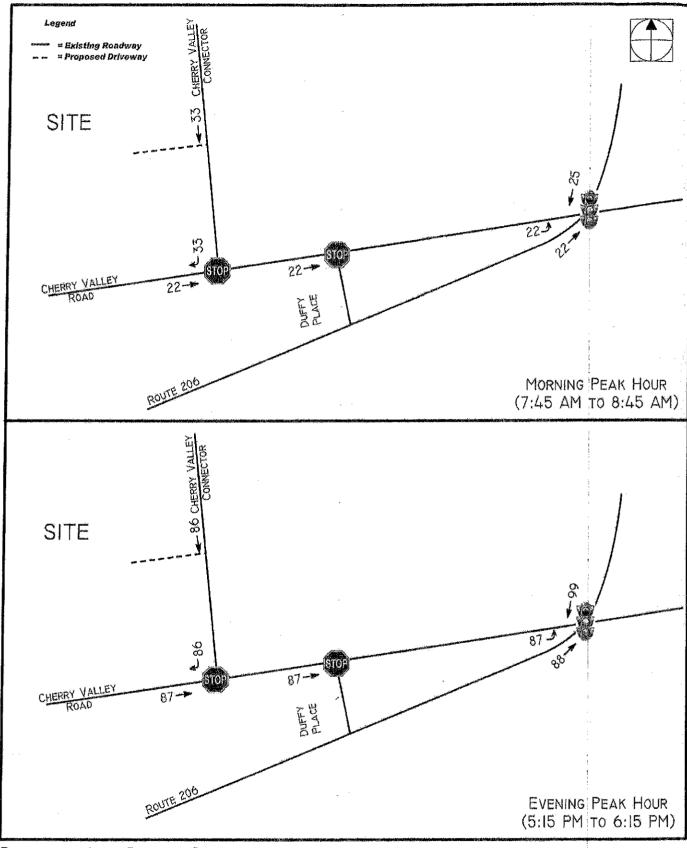


FIGURE A



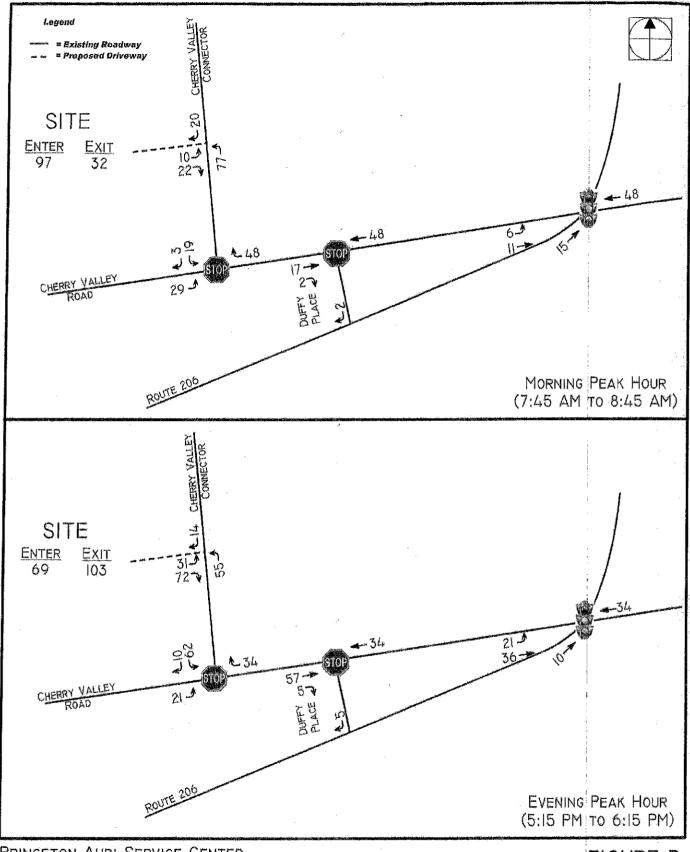


FIGURE B



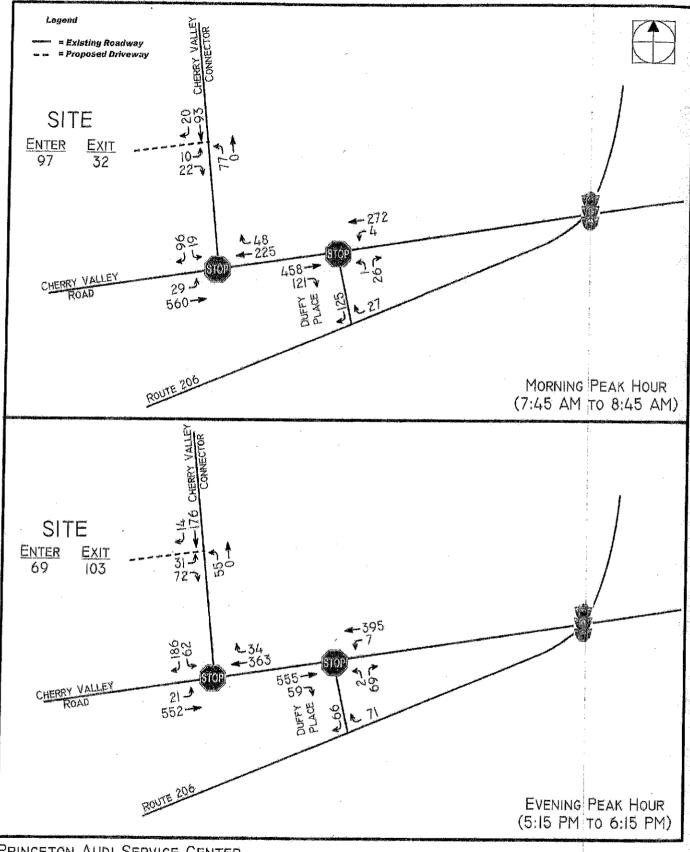


FIGURE C



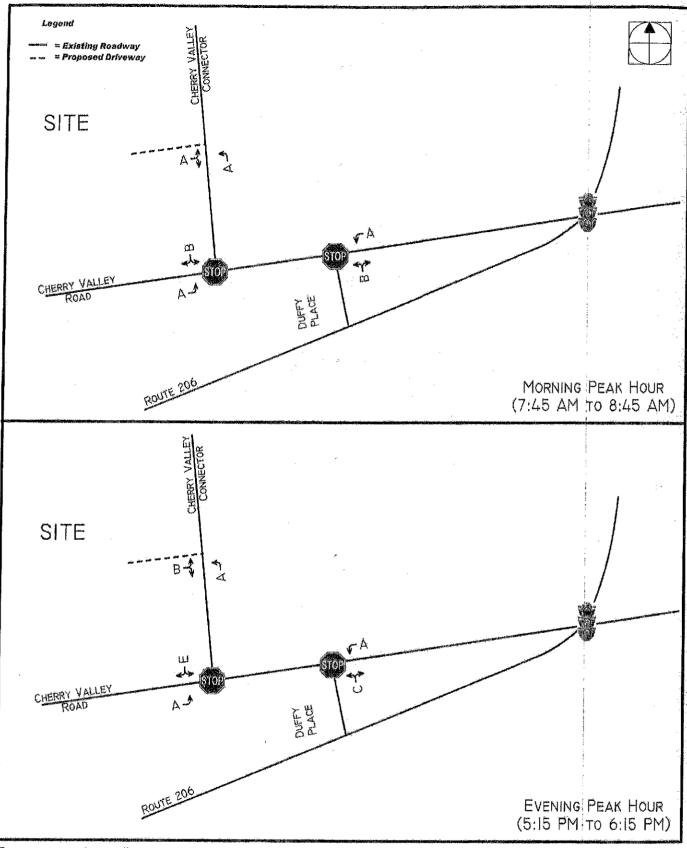
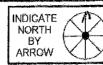


FIGURE D



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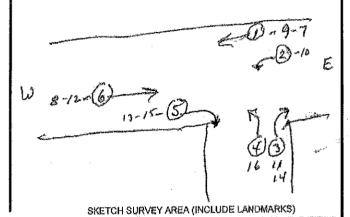
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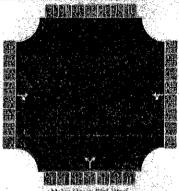
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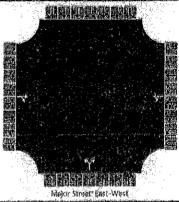




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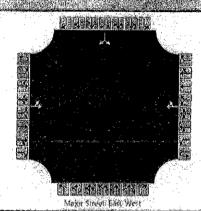
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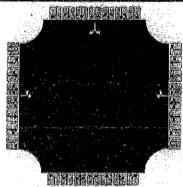
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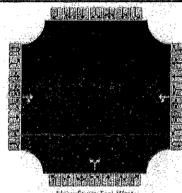
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Date Performed	2-11-2016	East/West Street	cherry
Analysis Year	2017	North/South Street	connector
Time Ánalyzed	pm build	Peak Hour Factor	0.79
Intersection Orientation	i jąs(+West	Analysis Time Period (lirs)	6.25
Project Description			
anes	2		



Vehicle Volumes and Adju	istmer	its						K.A.					(i line)				
Approach		East	bound	e (a lega nego a é		Wes	bound			Norti	bound			South	ithbound		
Movement	ΞŪ.	L	jar.	/4R	N)	191032	1		inus.	15,	lizī,	R.	ΔÚ2.	14. E	i. j	R	
Priority	10	1	2	3	4∪	4	5	6		7	8	9		10	11	1.2	
Number of Lanes	0	0	1	0	ō,	o,	_1.	ø		0	Ô	Ō		0	0	0	
Configuration		ĽT .						TR				E valiant at the			LR		
Volume (veh/h)		21	552_				363	34	初事作	9.65 (6)		900 C		62	: G-19	186	
Percent Heavy Vehicles		3												3		3	
Proportion Time Blocked		20 (20)			5 (12 c)		95.4									416	
Right Turn Channelized		٨	10	-		1	lo .			þ	lo			٨	lo	14	
Median Type			Sieria. Grand			jurk del G		Undi	vided								
Median Storage									i.								
Delay, Queue Length, and	Level.	of Sei	vice			# (r)											
Flow Rate (veh/h)		726													313		
Cāpacity		1056	100					S. B. State		10 TO	And social	5 22 250 3 22 250		Angelei (A	884	E.S.M	
v/c Ratio		0.69												t ain	0.82		
95% Queue Length		0.1				an take		Suit de		(E-13)	in Carlein	2.450.000			7,3		
Control Delay (s/veh)		8.5	esmis interestic			,				i de Camillado	eministracjie III. Sai				44.7		
Level of Service (LOS)		A	i ja	8, 28c (3h	T. S. S.	e a produce	1946 (1946) 1846 (1946)	沙电	287,63		37.137.23	324	ais. M	4.159.61	6 (A)		
Approach Delay (s/veh)	de la distrib	0.	7			Later and Access	المستواصية							44	.7	Later Const	
Approach LOS			(inthela)	7.03.7.	No. of the			78 TE (F	NACO.	15/18/9(JL)) Ali		- 17 E	

HCS 2010 Two-Way Stop Control Summary Report Site Information **General Information** Analyst dĵp Intersection dd Agency/Co. Jurisdiction Date Performed 2-11-2016 East/West Street cherry valley Analysis Year 2017 North/South Street duffy Time Analyzed amb Peak Hour Factor 0.81 Analysis Time Period (hrs) 0.25 Intersection Orientation East-West Project Description

Lanes



Major Street Basi West

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i vonic		IMAG:#	3 M. O. M	HISTMAN	
E-17-10-11-11-11-11-11-11-11-11-11-11-11-11-	A COLUMN TO SERVER TO SERV	* B. B. T. N. L. P. C. S. B. B.	A COLL BUILDING	justmer	110
TEACHER STORY OF THE	A THE RESERVE OF THE PARTY OF THE PARTY.	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Charles and Section 2.	200	2.0

Approach	Fastbound					West	oound			North	bound		Southbound					
Movement	J. W.		, T	ß.	Ų		E L	, R	Ü		Ţ	R	U	J.	Ť	R		
Priority	10	1	2	3	, 4U	4	- 9	6		7	8	9		10	11	12		
Number of Lanes	်ဝ	ď	- 1	Ô	0	Ö	1	10	44. (4.)	0.	0	0		0	Ò	0		
Configuration	1		Section of the Control	TR		LT					LR							
Volume (veh/h)			458	121,		4 1	2//2			1.		26		975.92 () - 12 (2)	a de la			
Percent Heavy Vehicles						3 ,				3		3						
Proportion Time Blocked	ik ja Luotos					and City	e Kanakara d	SETTO S	(A. %.)	0.8507275		anti-	202 - 354			in and		
Right Turn Channelized		٨	o			N	б			N	o			۸	lo			
Median Type						VIDAUL CONTRACTOR CONTRACTOR												

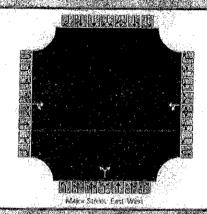
Median Storage

Delay, Queue Length, and Level of Service

	10.00					77		Separate Property	a tali kaca	40044 S					
Flow Rate (veh/h)					341		in a second			33					
Capacity					881		100		314	468				226.75	il el ja
v/c Ratio					0,39					0.07					
95% Queue Length	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	t i	1000	400.24	0.0	200 San				0.2		15.25g at 21	2 % 20	14.1.2	
Control Delay (s/veh)					9.1					13.4					
Level of Service (LOS)	i sji				A				. N	/6//g/60:	Salar Loop Loop			5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Approach Delay (s/veh)					0.	2			13	.4					
Approach/LQ\$	pine (a)	rissa, agus	5-12-73.E	i sayat		. Yerisiya	P. G. A.		l	**************************************		, 164 a. i	Territoria	dia yang	11111

	HCS 2010 Two-W	ay Stop Control Summary	y Report	
General Information		Site Information		100
Analyst	djp .	Intersection		
Agency/Co.	dd	Jurisdiction:		-
Date Performed	2-11-2016	East/West Street	cherry valley	(China Nama)
Analysis Year	2017	North/South Street	duffy	VIII.
Time Analyzed	pm b	Peak Hour Factor	0.79	
Intersection Orientation	East-West	Analysis Time Perlod (hrs)	0.25	
Project Description				

Lanes



Vehicle Volumes and Adjustments

Approach		Eastl	bound			West	bound.		The same of the sa	Norti	bound	A CONTRACTOR OF THE PARTY OF TH	Southbound					
Movement	Ü	L	Ţ	T K	1920) 1940)	197	100	R	i u		i eUse	l k	U	T.L.	T	k		
Priority	10	1	2	3	4U	a	5	6		7	8	9		10	11	12		
Number of Lanes A	0	0	id#	Q.	(0)	0	144	200		£40±3	- 0	ð .		0 🖫	⁄.∕b″	Ö		
Configuration	minum etwiku mobile			TR	mmx2m2-42ch	LT					LR				Ministration of the latest			
Voluma (veh/h)	Gewese Move	24. S20	555	-59		10	395			2		69		@1451.W				
Percent Heavy Vehicles						3	*****			3		3						
Proportion Time Blocked								7 fol 1		\$198.40A								
Right Turn Channelized		N	lo		Symbol di	N	Ö		a Kalisa tilpi. I	la caractería. N	0 0			N	0	late street		
Median Type	6-42-27A 26-23-37	APPLICATION OF THE PARTY.	residence in Africa.	in and a		ekipida ekiplika Para		- Jundi	vided :	remorte disciplina		Participant of the same		jo s		4		
Median Storage					in and the second second	**************************************	-	4) 444	بنيت أنبا البواليب عُم						erika (diberaja)	***************************************		

Delay, Queue Length, and Level of Service

				a je tre							100					
Flow Rate (veh/h)	na n					509					90					
Capacity (1997)				1,016	Section 1	833	2.0		美国的	A	399	10-21-10	Application .	e e e e e e e e e e e e e e e e e e e	Walley .	1.000
v/c Ratio						0.61	AND DESCRIPTIONS	ining state and with the			- 0.23				e destruction in the last of	
95% Queue Length	3-4 GW 3-3	Ø. √/\ \ \\		(1) (4) 7)		0,0		70 (1955) 7 (1955)			0.9	To William Salata	ingerster. T. d	almining of participal		
Control Delay (s/veh)			***************************************			9,4					16.6		S	Parameter successive	rocerti de circo	
l.evel of Service (LOS)	45 (8) (4) 24				ra.	A.	A. MILLS D. K.		,_4,72	4	C	4,200		397		T TOWN
Approach Delay (s/veh)			samend satisfied in 1995	A Control of the Cont	eginekettelekelüsele ilist	0.	3			16	6	-		.		
Approach LOS	*			建设设	CCARACTOR COMMON	- 14	Andrew Control	273	tinii uu pulivedi	(ypople agency.	rajdow caravom (r			иженира

HCS 2010 Two-Way Stop Control Summary Report Site Information **General Information** Intersection dip Analyst Jurisdiction. dd Agency/Co dway East/West Street 2-11-2016 Date Performed connector North/South Street 2017 Analysis Year 0.81 Peak Hour Factor am b Time Analyzed Analysis Time Period (hrs) 0.25 North-South Intersection Orientation Project Description Lanes DINALDICANDA GIO Vehicle Volumes and Adjustments Southbound Northbound Westbound Eastbound Approach Ū. Ĺ. Ť. R鑒 R L T R U Ť R Ú Movement 6 4Ú 3 8 9 1U 1 3 7 12 Priority 10 11 0 0 0 0 ·0 1 ð. Ö, Ŏ. o: Number of Lanes Ö. Ŏ Ó. TK LT LR Configuration 20 93 0 77 10 22 Volume (veh/h) 3 3 3 Percent Heavy Vehicles Proportion Time Blocked No No No Νo Right Turn Channelized Undivided Median Type Median Storage Delay, Queue Length, and Level of Service Flow Rate (veh/h) 1435 804 Capacity 0.07 0.05 v/c Ratio 0.2 0.2 95% Queue Length 7.7 9.7 Control Delay (s/veh) ۸ Level of Service (LOS) Ā 7.7

Approach Delay (s/veh)

Approach LOS

9.7

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HCS 2010 Two-Way Stop Control Summary Report Site Information **General Information** Intersection djp Analyst Jurisdiction dd Agency/Co. dway East/West Street 2-11-2016 Date Performed North/South Street connector 2017 Airalysis Year 0.79 Peak Hour Factor Time Analyzed pm b Analysis Time Period (hrs) 0.25 Intersection Orientation North-South **Project Description** Lanes Major Silvert North South Vehicle Volumes and Adjustments Northbound Southbound Eastbound Westbound Approach Ŕ Ř Ř IJ Ú. T Ŕ L Movement 6 2 3 4U 7 8 9 10 1 Priority 10 11 12 1 0 Ó 1 Ō., Ŏ. Ô Ö 0 0 Ö 0 Ô 0 Number of Lanes LT TR Configuration LR 55 ð 176 14 72 31 Volume (veh/h) 3 Percent Heavy Vehicles 3 Proportion Time Blocked Νo Νö Νö Right Turn Channelized No Undivided Median Type Median Storage Delay, Queue Length, and Level of Service Flow Rate (veh/h) 1318 727 1 Capacity 0.18 0.05 v/c Ratio 0.6 0.2 95% Queue Length 7.9 11.0 Control Delay (s/veh)

Level of Service (LOS)

Approach Delay (s/veh)

Approach LOS

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