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November 27, 2020

Franklin Township Planning Board c/o Peter Lanfrit  
475 Demott Lane  
Somerset, NJ 08873

Re: Traffic Impact Analysis  
360 Franklin Boulevard  
Block 286, Lot 14.02  
Franklin Township, Somerset County, New Jersey

Dear Board Members:

Van Cleef Engineering Associates has prepared this Traffic Impact Analysis in connection with plans prepared for a residential subdivision that will add five (5) new single family homes. The subject properties are located north of Viking Avenue and south of Belmont Street, as shown in Figure 1, Site Location Map (attached). The proposed single family homes will be located along a proposed new cul-de-sac to be constructed in conjunction with the single family homes, and will connect Belmont at the existing intersection with Rodgers Avenue. A portion of the cul-de-sac shall be constructed within the existing township right-of-way between lots 6.01 and 7 in Block 286.

#### Existing Traffic & Roadway Conditions

Belmont Street is a two lane roadway with a single lane of travel in each direction and a posted speed limit of 30 MPH at the location of the proposed cul-de-sac intersection with Belmont Street. There are single family dwellings on south side of Belmont Street. There is vacant land owned by Franklin Township on the north side of Belmont Street and west of Rodgers Avenue and the Eternal Life Christian Center on the east side of Rodgers Avenue and fronting Belmont Street. This section of Belmont Street at the proposed new cul-de-sac intersection is straight horizontally and sloping down to the east.

The proposed cul-de-sac intersection with Belmont Street is directly opposite the existing Rodgers Avenue intersection.

#### Trip Generation Analysis

Site generated traffic for the proposed five (5) additional single family homes has been calculated based on data published by the Institute of Transportation Engineers (ITE) in the "Trip Generation" manual, 10<sup>th</sup> Edition under Land Use 2010, Single-Family Detached Housing. Table 1 shows additional weekday AM and PM peak hour traffic that will be generated by the homes, based on ITE criteria:

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**Table 1**  
**Site Generated Traffic**  
**Five (5) Single Family Homes**

	Vehicle Trips		
	Enter	Exit	Total
Weekday AM Peak Hour	1	3	4
Weekday PM Peak Hour	4	1	5

It should be noted that the trip estimates shown in Table 1 represent the amount of traffic that is generated during the highest one-hour period and that the total amount of traffic generated by the homes will occur over a period of several hours during the course of a weekday morning or evening.

Driveway Access Analysis

Each of the five (5) proposed homes will have a driveway connected to the newly constructed cul-de-sac (Rodgers Avenue). Belmont Street at the project site contains no turns and slopes consistently down to the east, thus, providing for good lines of sight and visibility at the existing/proposed Rodgers Avenue and Belmont Street intersection. The nearest existing residential driveway to the existing proposed Rodgers Avenue and Belmont Street intersection is approximately 70 feet to the west away from the intersection.

Conclusion

Based on our review of the plans it is concluded that there is adequate roadway capacity and sight distances proposed for the proposed homes. The proposed intersection of Belmont Street and Rodgers Avenue can accommodate the low number of additional peak hour turning movements that will be generated by five (5) single family homes. The addition of cul-de-sac connection to Belmont Street directly at the existing Rodgers Avenue intersection is a desirable intersection configuration. Therefore, no adverse or detrimental impact on traffic flow conditions in the area are anticipated for the proposed five (5) single family dwellings.

Sincerely,



Michael K. Ford, PE  
 Principal/Branch Manager

cc: Mohomed Gouda, Forefront Contracting  
 Peter U. Lanfrit, Esq.



