

ACCURATE ENGINEERING, PC

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Franklin Township Planning Board
475 DeMott Lane
Somerset, NJ 08873

Re: Traffic Impact Analysis
11 Bunker Hill Road - Block 11.06, Lot 11.01
3523 Route 27 - Block 120.01, Lot 16.01
Franklin Township, Somerset County, New Jersey

Dear Board Members:

Accurate Engineering, PC has prepared this Traffic Impact Analysis to examine the potential traffic impacts of the proposed residential subdivision of eight (8) new single family homes on the adjacent roadway network. The project is located at 11 Bunker Hill Road and 3523 Route 27 in Franklin Township as shown on Sheet 16.02 and 23 of the official tax map of the Township of Franklin, Somerset County, New Jersey. The property is located in the R-10B (Residential) zone district and contains a total tract area of approximately 4.03 acres. Access to the property is provided via a proposed new cul-de-sac to be constructed in conjunction with the single family homes, and will connect to Bunker Hill Road across from Vetter Drive.

Existing Conditions

Bunker Hill Road (County Road 632) is a two lane roadway under the jurisdiction of Somerset County. Along the site frontage, the roadway provides a single lane of travel in each direction and a posted speed limit of 45 MPH. In addition there is a posted weight limit of 5 tons.

Route 27 is classified as an Urban Principal Arterial roadway with a general east-west orientation and is under the jurisdiction of the New Jersey Department of Transportation. Along the site frontage, the roadway provides a single lane of travel in each direction and a posted speed limit of 50 mph.

Trip Generation

Trip generation projections for the proposed eight (8) single family home development were prepared utilizing the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition. Trip generation rates associated with Land Use 210, Single-Family Detached Housing. Table 1 provides the weekday morning and weekday evening trip generation volumes associated with the proposed development.:

Table 1
Site Generated Traffic
Eight (8) Single Family Homes
(ITE Land Use Code 210: Single Family Detached Housing)

Single Family Housing Development	AM PEAK HOUR			PM PEAK HOUR		
	In	Out	Total	In	Out	Total
Distribution	0.25	0.75	1	0.64	0.36	1
8 Single Family Houses	1	5	6	5	3	8

As shown in Table 1, the proposed development is expected to generate 6 new trips during the weekday morning peak hour and 8 new trips during the weekday evening peak hour. Based on

Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 100 vehicle trips would likely not change the level of service of the adjacent roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. The site-generated traffic would be distributed to multiple access points, reducing the site-generated traffic impact at any single approach along the roadway network. As such, the proposed development is not anticipated to significantly impact the operations of the adjacent roadway network.

Driveway Access Analysis

Each of the eight (8) proposed homes will have a driveway connected to the newly constructed cul-de-sac.

Conclusion

This report was prepared to examine the potential traffic impact of the proposed single-family homes on the adjacent roadway network. The analysis findings, which have been based on industry standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The site driveways and on-site layout have been designed to provide for effective access to and from the subject property. Therefore, no adverse or detrimental impact on traffic flow conditions in the area are anticipated for the proposed eight (8) single-family homes.

If you have any questions or concerns regarding this matter, please do not hesitate to contact this office.

Very truly yours,
Accurate Engineering, PC



Frank T. Antisell, P.E., P.P.