

ADDENDUM I

**2003 AMENDMENT NO. 1
TO
MONTGOMERY TOWNSHIP
TRAFFIC CIRCULATION PLAN ELEMENT
PREPARED BY McDONOUGH & REA ASSOCIATES
APRIL 30, 2003**

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TRAFFIC CIRCULATION PLAN ELEMENT

MONTGOMERY TOWNSHIP

SOMERSET COUNTY

NEW JERSEY

PREPARED BY:

APRIL 29, 2003

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INTRODUCTION

The intersection of State Route 206 at Somerset County Route 518 is currently operating at unsatisfactory “levels of service” during peak morning and afternoon roadway hours. In addition to the unsatisfactory levels of service, the geometry of the intersection is insufficient to permit large trucks to make certain turns without encroaching upon opposing traffic lanes. Furthermore, existing driveways in the vicinity of the intersection experience operational problems.

The area of Montgomery Township surrounding the Route 206/Route 518 intersection contains significant tracts of undeveloped land and there have been numerous concepts for developing these tracts in the recent past. In response to these conditions, the Montgomery Transportation Advisory Committee (TAC) has established a traffic circulation study area in the vicinity of the Route 206/Route 518 intersection defined as follows:

- Bounded to the north by Orchard Road/Montgomery Road.
- Bounded to the east by the Borough of Rocky Hill Municipal boundary.
- Bounded to the south by Cherry Valley Road/Princeton Avenue.
- Bounded to the west by Cherry Hill Road and Opossum Road.

In 2002, two amendments to the Township’s Traffic Circulation Plan Element were adopted, Amendment No 4 focused on the Route 206/Cherry Valley Road/Princeton Avenue intersection, and Amendment No 2 focused on the Route 206/Route 518 intersection area. The purpose of 2003 Amendment No. 1 is to supercede those amendments. Maps appended to this narrative illustrate the limits of the study area and the new roadway links that are proposed.

EXISTING LEVELS OF SERVICE AND PROBLEM AREAS WITHIN 2003 AMENDMENT NO. 1 STUDY AREA

The Route 206/518 intersection is the focal point of the Amendment No. 2 study area. This intersection currently experiences level of service “F” conditions during peak hours due to a high level of traffic volume passing through the intersection north and south along Route 206 and east and west along Route 518. As a result of increasing traffic volumes, “peak hours” are expanding beyond normal peak hour periods (7 to 9 AM, 4 to 6 PM) to other hours of the day. The ability to process through volumes is further compromised by a significant number of left-turns at the intersection. Advance left-turn phases are provided for all four directions of travel; however, the amount of time allocated to the left-turn phases reduces the ability to process through traffic at the intersection.

The New Jersey Department of Transportation (NJDOT) has recently completed a retiming of the intersection at the request of the Township, which has extended the green time available to the left-turn phases in order to allow more left-turning traffic to be processed during each traffic signal cycle. Furthermore, radii improvements on the northeast and southwest corners are being designed and are anticipated to be constructed shortly.

Further improvements to the intersection in order to improve safety and capacity are required based on existing traffic conditions. Given the amount of undeveloped land in the vicinity and the inevitability of development of that land, it is imperative that a master plan for the intersection and surrounding roads be implemented in order to ensure that the future transportation needs for both vehicles and pedestrians are provided for.

Due to development on all four corners of the Route 206/518 intersection, a plan has been proposed to create new roadways in certain quadrants of the intersection to allow certain right-turns and left-turns to be removed from the intersection itself. By transferring right and left-turn demand to other newly created intersections outside of the main Route 206/518 intersection, additional through movements can be processed at the intersection without significant intersection widening. Additionally, the new roadways will enhance the overall safety of the intersection itself.

PROPOSED IMPROVEMENT PLAN FOR STUDY AREA

At the Route 206/518 intersection, several new roadways are proposed in the different quadrants of the intersection as follows:

NORTHWEST QUADRANT

In the northwest quadrant of the Route 206/518 intersection, 3 new roadways are proposed. Each roadway is proposed to be for 2-way traffic with a 30 foot wide cartway within a 50 foot right-of-way. Widening at the touchdown (intersection) points at Route 206/518 will likely require slightly larger right-of-way requirements.

An “inner-loop” roadway sometimes referred to as the “Tiger’s Tale” loop is proposed which will intersect Route 518 just west of the Amboy Bank property and intersect Route 206 just north of the Tiger’s Tale restaurant. The northwest quadrant “inner-loop” will serve the following functions:

- To divert southbound Route 206 right-turns to westbound Route 518 around the Route 206/518 intersection.
- To allow westbound Route 518 left-turns to Route 206 south to be diverted via a series of right-turns onto Route 206, thereby eliminating existing direct left-turns for this movement.
- By providing consolidated and shared access to the various properties in this quadrant thereby eliminating the need for multiple curb cuts on Route 206 and Route 518.