

**TOWNSHIP OF WEST WINDSOR
COUNTY OF MERCER, NEW JERSEY**

ORDINANCE NO. 2024-04

**AN ORDINANCE TO AMEND AND SUPPLEMENT
CHAPTER 168, "TRAFFIC AND PARKING," OF THE
REVISED GENERAL ORDINANCES
OF THE TOWNSHIP OF WEST WINDSOR**

1st Reading February 12, 2024
 2nd Reading & Public Hearing February 26, 2024
 Date Adopted February 26, 2024
 Date Effective March 15, 2024
 DOT APPROVAL RECEIVED _____
 Planning Board Approval _____

Date to Mayor February 27, 2024
 Date Signed February 27, 2024
 Date Resubmitted to Council _____
 Approved as to Form and Legality [Signature]
Township Attorney
Michael N. Fleiter

RECORD OF VOTE													
First Reading							Second Reading						
Council	Yes	No	NV	AB	Mov	Sec	Council	Yes	No	NV	AB	Mov	Sec
Gawas	✓				✓		Gawas	✓					
Geevers	✓						Geevers	✓					
Mandel	✓						Mandel	✓				✓	
Weiss	✓						Weiss	✓					✓
Whitfield	✓					✓	Whitefield	✓					

x-Indicates Vote AB-Absent NV-Not Voting Mov-Moved Sec-Seconded

[Signature]
 Hemant Marathe, Mayor

February 27, 2024
 Date

Rejected _____

Reconsidered by Council _____

Override Vote: YES _____ NO _____

[Signature]
 Gay M. Huber, Township Clerk

**TOWNSHIP OF WEST WINDSOR
MERCER COUNTY, NEW JERSEY**

ORDINANCE NO. 2024-04

**AN ORDINANCE TO AMEND AND SUPPLEMENT
CHAPTER 168, "TRAFFIC AND PARKING," OF THE
REVISED GENERAL ORDINANCES
OF THE TOWNSHIP OF WEST WINDSOR**

WHEREAS, Woodstone at West Windsor, LLC is the Developer of Woodmont Way at West Windsor, formerly known as Woodstone at West Windsor, a multi-family inclusionary development located on Emmons Drive and Canal Pointe Boulevard; and

WHEREAS, the Developer has submitted under Title 39 (N.J.S.A. 39:5A-1) a request for the enforcement of certain traffic regulations within the development and located on private property; and

WHEREAS, the Princeton Theological Seminary is the Owner of record for the property and has consented to the request for enforcement; and

WHEREAS, as a condition of the Development approval the Developer's Traffic Engineer has submitted a supplemental study recommending that the 4-way stop condition implemented at the intersection of Canal Pointe Boulevard, Emmons Drive and Wheeler Way be made permanent due to its improvement over the pre-development condition; and

WHEREAS, the Township's installation of bikelanes along Canal Pointe Boulevard in this area also requires the addition of this roadway to the No Parking Anytime Schedule XIV in Chapter 168; and

WHEREAS, the requests, recommendations and associated mapping have been reviewed by the Township Engineer and the Police Traffic Sergeant and they support the request for enforcement and the proposed Code amendments to Chapter 168.

NOW, THEREFORE, BE IT ORDAINED, by the West Windsor Township Council, County of Mercer, State of New Jersey, that the Code of West Windsor Township, be amended and supplemented as follows:

SECTION I.

CODE OF THE TOWNSHIP OF WEST WINDSOR, NEW JERSEY

PART II: GENERAL LEGISLATION

CHAPTER 168: TRAFFIC AND PARKING

ARTICLE V: TRAFFIC AND PARKING REGULATIONS ON PRIVATE PROPERTY

Section 168-37: Control of movement and parking on public and private property,

C. Regulation for the movement and the parking of traffic on all other private property in accordance with the provisions of N.J.S.A. 39:5A-1, the regulations of Subtitle 1 of Title 39 are hereby made applicable to the properties listed.

(1) Schedule A, is amended to add the following new underlined language:

Property	Regulation	Movement
<u>Woodmont Way</u> <u>At West Windsor</u>	<u>25 mph</u> <u>STOP signs</u> <u>Parking in designated areas</u> <u>between the painted lines</u> <u>No Parking anytime</u> <u>including hatched areas</u> <u>One Way</u> <u>Do Not Enter</u>	<u>As shown on sketch on file</u> <u>with Township Police</u> <u>Division</u>

SECTION II.

PART II: GENERAL LEGISLATION
CHAPTER 168: TRAFFIC AND PARKING
ARTICLE VII: Schedules

Section 168-59: Schedule IV: Stop Intersections, is to be amended to read as follows, with text underlined being added:

Intersection <u>Emmons Drive, Canal Pointe</u> <u>Boulevard and Wheeler Way</u>	Stop Sign On <u>Emmons Drive, Canal Pointe Boulevard</u> <u>and Wheeler Way</u>
--	--

SECTION III.

PART II: GENERAL LEGISLATION
CHAPTER 168: TRAFFIC AND PARKING
ARTICLE VII: Schedules

Section 168-69: Schedule XIV: No Parking Anytime, is to be amended with text underlined being added and text in [brackets] deleted as follows:

Name of Street	Sides	Location
<u>Canal Pointe Boulevard</u>	<u>Both</u>	<u>Entire length</u>
[Loetscher Place]	[Southeast]	[Entire length]

SECTION IV.

PART II: GENERAL LEGISLATION
CHAPTER 168: TRAFFIC AND PARKING
ARTICLE VII: Schedules

Section 168-81: Schedule XXVI: Handicapped Parking on All Other Private property, is amended to add the following new underlined language:

Property	Number of Spaces	Location
<u>Woodmont Way</u>	<u>16</u>	<u>As per sketch on file in Police Division</u>

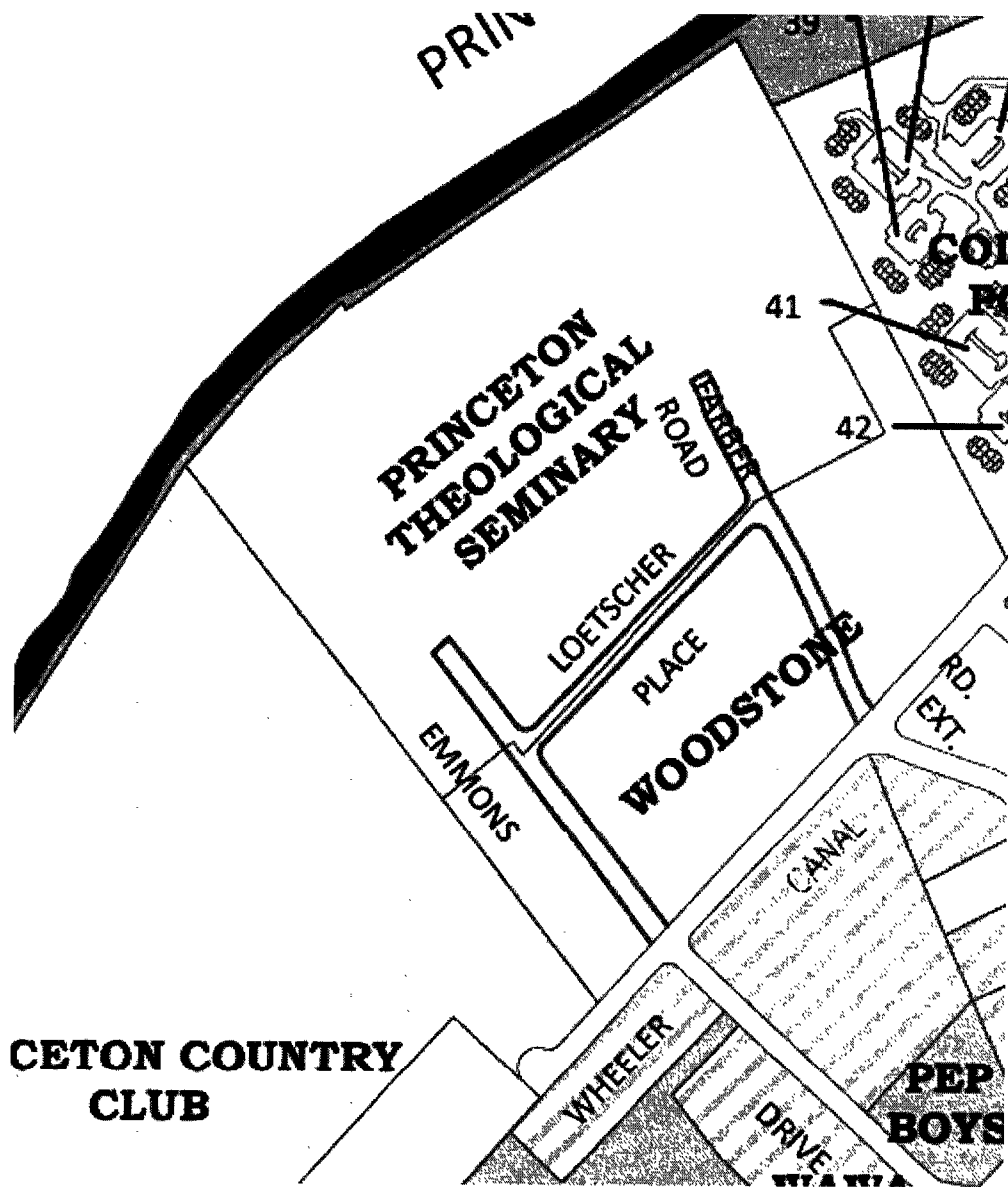
SECTION V.

In the event that any portion of this Ordinance is found to be invalid for any reason by any Court of competent jurisdiction, such judgment shall be limited in its effect only to the portion of the Ordinance actually adjudged to be invalid, and the remaining portions of this Ordinance shall be deemed severable therefrom and shall not be affected.

SECTION VI.

This ordinance shall take effect upon final passage and publication in accordance with the law.

INTRODUCTION: February 12, 2024
PUBLIC HEARING: February 26, 2024
ADOPTION: February 26, 2024
MAYORAL APPROVAL: February 27, 2024
EFFECTIVE DATE: March 18, 2024



Location Map – Woodstone Title 39 Request

TOWNSHIP OF WEST WINDSOR

*Community Development Department
Division of Engineering*

MEMORANDUM

TO: Gay M. Huber
Municipal Clerk

FROM: Francis A. Guzik, PE, CME
Director of Community Development / Township Engineer

DATE: January 18, 2024
Revised February 7, 2024

SUBJECT: Title 39 Enforcement Request
Woodstone at West Windsor
PB17-08

Woodstone at West Windsor, LLC have requested the provisions of Title 39 be made applicable to the project currently known as Woodmont Way at West Windsor. The project was reviewed and approved by the Planning Board under project PB17-08, at which time the project's signage, striping, parking and circulation elements were reviewed and approved by the Board's Professional Traffic Engineer and Timothy M. Lynch, Chief of Fire & Emergency Services of the West Windsor Township Fire and Emergency Services Division. I have reviewed the proposed Exhibit to the Title 39 request (to be kept on file at the Township Police Division) and find it accurately depicts the requirements of the Planning Board approval as it applies to traffic operations on the private property. The Exhibit has also been reviewed with the Police Traffic Sergeant and approved.

Additionally, the Developer was required to implement changes to the STOP intersection of Emmons Drive with Canal Pointe Boulevard and Wheeler Way at the start of construction. The Developer's Traffic Engineer has provided an assessment of the function of the now-existing condition and finds it to be improved over the pre-development condition. Therefore, it is recommended by their Engineer as well as this office that the current 4-way STOP intersection be made permanent and enforceable. This change also requires an amendment to Chapter 168.

Finally, with the Township's implementation of the road diet along Canal Pointe Boulevard several years ago, there were installed bicycle lanes and No Parking signage along the roadway. A change to Chapter 168 is required to reflect this current No Parking provision along this roadway.

I have prepared a draft Ordinance for these amendments to Township Code Chapter 168 "Traffic" for consideration by the Township Council.

Should you have any questions or comments, please do not hesitate to contact me.

FG

Enclosures

Cc: Marlena Schmid, Business Administrator
Robert Garofalo, Police Chief
Kevin Loretucci, Police Traffic Sergeant

APPLICATION TO HAVE NJ MOTOR VEHICLE STATUTES MADE APPLICABLE TO
PRIVATE PROPERTY

FROM: Woodstone at West Windsor,
LLC 100 Passaic Avenue, Suite
240, Fairfield, NJ 07004

Princeton Theological Seminary
64 Mercer Street, P.O. Box 821
Princeton, NJ 08540

TO: Francis A. Guzik, PE, CME
271 Clarksville Road
PO Box 38
West Windsor, NJ 08550

Police Chief, WWTPD
Robert Garofalo
20 Municipal Drive
West Windsor, New Jersey 08520

LIST OF PROVISIONS REQUESTED TO BE ENFORCED:

In accordance with the provisions of N.J.S.A. 39:5A-1 and § 168-37(c) of the West Windsor Township Code (the "Code"), the following provisions shall be applicable as shown on the Title 39 Exhibit:

- Posted speed limit on site is **25 MPH**
- On street parking space location shall comply with NJ Title 39 standards, as shown on the Title 39 Exhibit.
- Stop signs.
- Two areas designated with One-Way signs
- No parking pavement hatching

By authority of N.J.S.A. 39:5A-1, application is hereby made by Woodstone at West Windsor, LLC, together with Princeton Theological Seminary, requesting that the provision of Subtitle I of Title 39 of the revised statutes shall be made applicable to the semipublic roadways, driveways, parking areas and other areas used for vehicular traffic on the enclosed map of site plan and known as:

**WOODSTONE AT WEST WINDSOR/PRINCETON THEOLOGICAL SEMINARY
TRACT BLOCK 7, LOTS 61.021 and 61.022**


[SIGNATURE PAGE TO FOLLOW]

WOODSTONE AT WEST WINDSOR, LLC


Authorized Signature

7-31-2023
Date

PRINCETON THEOLOGICAL SEMINARY


Authorized Signature

8.7.23
Date

Shropshire Associates LLC

SBE Certified

Traffic Engineering, Transportation Planning & Design

277 White Horse Pike, Suite 203, Atco, NJ 08004
P: 609-714-0400 F: 609-714-9944 www.sallc.org

David R. Shropshire, PE, PP
A Andrew Feranda, PE, PTOE, CME
Randal C. Barranger, PE
Nathan B. Mosley, PE, CME

January 10, 2024

Mr. Francis Guzik, P.E.
Township Engineer
West Windsor Township
271 Clarksville Road
West Windsor Township, NJ 08550

(5 copies UPS and email: fguzik@westwindsortwp.com)

Re: **Traffic Engineering Assessment
Woodstone West Windsor - Intersection Evaluation
Wheeler Way and Emmons Drive
West Windsor Township, Mercer County, NJ
SA Project No. 22049**

Dear Mr. Guzik:

In response to your request and in support of the outstanding West Windsor Township Planning Board, Shropshire Associates prepared a Traffic Engineering Assessment to evaluate the existing intersection of Wheeler Way and Emmons Drive in West Windsor Township, Mercer County, NJ. The purpose of this assessment is to analyze if the implementation of a four-way stop allowed the study location to operate safely and efficiently. The existing intersection is currently stop-controlled along all four approaches.

The originally proposed development is now built-out and fully occupied. The now built-out development consists of a total of 443 residential dwelling units contained in a total of twelve (12) buildings. Access to the development is provided via the extension of Emmons Drive, as well as the extension of Meadow Road.

It is worth noting that the intersection was previously stop-controlled along just the northbound and southbound Wheeler Way approaches and as a condition of the Township Planning Board approval, stop controls were added along the eastbound and westbound Emmons Drive approaches. Our office analyzed the existing four-way stop-controlled conditions, previous two-way stop-controlled conditions along the northbound and southbound Wheeler Way approaches, and previously proposed two-way stop-controlled conditions along the eastbound and westbound Emmons Drive approaches.

Existing Conditions

A field reconnaissance was conducted to determine the features of the adjacent roadway network within the study area. A description of the roadways and intersection that comprise the study area for this report is provided below.

In the vicinity of the site, **Wheeler Way** is a two-lane undivided local roadway that is classified as an Urban Local and is under the jurisdiction of West Windsor Township. Wheeler Way has an approximate cartway width of 34', containing two (2) 12' travel lanes and 5' shoulders. Wheeler Way has a posted speed limit of 35 MPH and for the purpose of this assessment, Wheeler Way is assumed to extend in a general north-south direction.



In the vicinity of the site, **Emmons Drive** is a two-lane undivided local roadway that is under the jurisdiction of West Windsor Township. The roadway has an approximate cartway width of 34'. Emmons Drive has a posted speed limit of 25 MPH and for the purpose of this assessment, Emmons Drive is assumed to extend in a general east-west direction.

The four-legged **Wheeler Way and Emmons Drive** intersection is stop-controlled along all four approaches. All approaches consist of a single shared lane providing for all permitted movements.

Traffic Volume Data

To determine the amount of traffic on the adjacent roadway network, manual turning movement counts (MTMC) were conducted at the study intersection on Tuesday, August 22, 2023 during the weekday AM (7:00 AM to 9:00 AM) and PM (2:00 PM to 6:00 PM) peak periods. A summary of the traffic counts can be found in the appendix to this assessment and the existing volumes are illustrated on Figure 1.

In addition, queuing data was recorded during both the weekday AM and weekday PM peak periods at the study intersection along all four stop-controlled approaches. Queue length and the time were recorded, any time the queue on any approach was two vehicles or more. The queuing data can be found in the appendix to this assessment.

Operational Analysis

In order to measure the quality of the traffic flow for the adjacent roadways and intersections, capacity analyses for the study intersections have been completed based upon the methods outlined in the *Highway Capacity Manual*. Capacity analysis is a procedure used to estimate the ability of the roadway network to carry traffic. Capacity analyses are performed based on a Level of Service methodology. Level of Service (LOS) is a qualitative measure that characterizes the operational conditions of a roadway or intersection based on the perceptions by motorists and passengers. Levels of Service are defined for each type of facility (i.e. freeways, highways, signalized intersections, unsignalized intersections). These Levels of Service range from LOS A to LOS F, with a LOS A representing the best operating conditions and a LOS F representing the worst operating conditions.

The determination for the Level of Service for an unsignalized intersection is based upon the average control delay associated with each minor movement (i.e. yielding left-turn movements from the major roads and stop-controlled movements from the minor approaches). The Level of Service criteria for signalized and unsignalized intersections is summarized below in Table 1.

Level of Service	Unsignalized Delay (sec)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50



The existing and future operating conditions at the study intersections were evaluated using the above-described methodology and the latest Synchro computer simulation modeling software. The existing, former, and inverse levels of service are illustrated on Figures 2, 3 and 4; with the detailed printouts and capacity analyses worksheets attached for your review. A detailed description of the intersections' operating conditions is provided below.

Wheeler Way and Emmons Drive Intersection

Under existing conditions, all stop-controlled approaches operate at a LOS A during both the weekday AM and weekday PM peak hours, with the exception of the southbound Wheeler Way stop-controlled approach, which operates at a LOS B during the weekday PM peak hour.

Under the previous configuration, the northbound Wheeler Way stop-controlled approach operates at a LOS B during both the weekday AM and weekday PM peak hours. The southbound Wheeler Way stop-controlled approach operates at a LOS B during the weekday AM peak hour and LOS C during the weekday PM peak hour. Both the eastbound and westbound Emmons Drive conflicting left-turn movements operate at a LOS A during both the weekday AM and weekday PM peak hours.

Under the reversed configuration, the eastbound Emmons Drive stop-controlled approach operates at a LOS B during the weekday AM peak hour and LOS C during the weekday PM peak hour. The westbound Emmons Drive stop-controlled approach operates at a LOS A during the weekday AM peak hour and LOS B during the weekday PM peak hour. Both the northbound and southbound Wheeler Way conflicting left-turn movements operate at a LOS A during both the weekday AM and weekday PM peak hours.

Queuing Data

As noted above, observations and queuing counts were done at the existing Wheeler Way and Emmons Drive study intersection. The queuing was observed along all four stop-controlled approaches and recorded any time the queue was two vehicles or more, as well as the time.

Based upon these observations, the maximum queue length recorded during the weekday AM peak hour was three (3) vehicles along the southbound Wheeler Way approach, which occurred at 8:50 AM. The maximum queue length recorded during the weekday PM peak hour was four (4) vehicles along the southbound Wheeler Way approach, which occurred at both 5:13 PM and 5:38 PM. In addition, the westbound Emmons Drive approach queue length reached a maximum of three (3) vehicles at 3:14 PM, 5:03 PM, and 5:58 PM.

Conclusion

Therefore, it is our opinion and recommendation to maintain the existing four-way stop-controls at the existing Wheeler Way and Emmons Drive intersection. This is based on the improved levels of service when compared to the previous configuration and the reversed configuration and minimal observed queue lengths during both the weekday AM and weekday PM peak periods.



Should you have any questions please feel free to contact us.

Sincerely,
Shropshire Associates LLC

A handwritten signature in black ink, appearing to read 'Nathan B. Mosley', written over a circular stamp or seal.

Nathan B. Mosley, P.E., C.M.E.

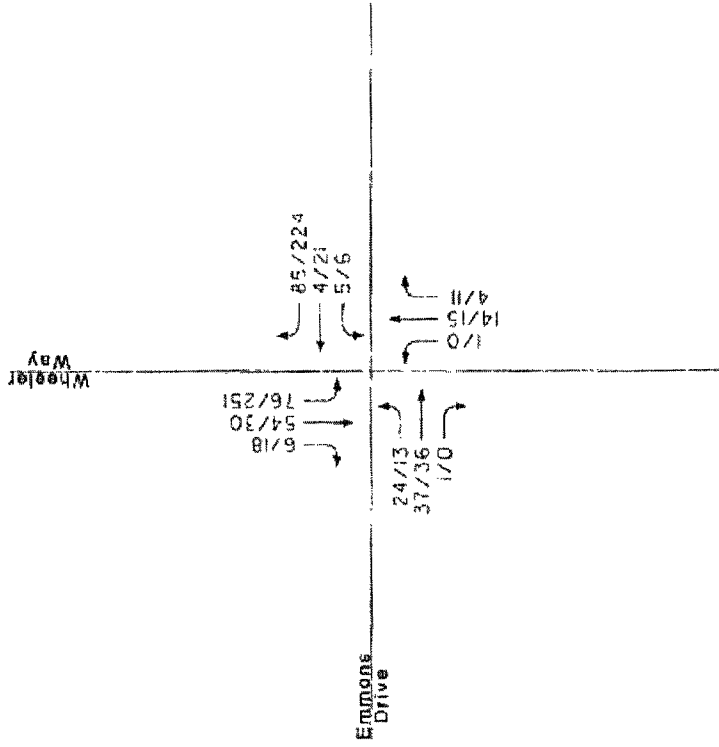
Professional Engineer
N.J. License No. 48698
NBM/hab
Attachments

cc:	Steven Varneckas	(via email: steven.varneckas@woodmontproperties.com)
	Anthony Sarcone	(via email: anthony.sarcone@woodmontproperties.com)
	Steven Klenk	(via email: steven.klenk@woodmontproperties.com)
	Howard Irwin	(via email: howard.irwin@woodmontproperties.com)
	Sam Surtees	(via email: ssurtees@westwindsortwp.com)
	John Taylor	(via email: jtaylor@westwindsortwp.com)

Shropshire Associates LLC

277 White Horse Pike - Suite 203, Atco, NJ 08004
 P: 609.714.0400 F: 609.714.9944 www.salic.org

FIGURE 1
 EXISTING VOLUMES



Woodstone West Windsor - Intersection Evaluation

West Windsor Township, Mercer County, NJ

January 2024

AM/PM PEAK HOUR

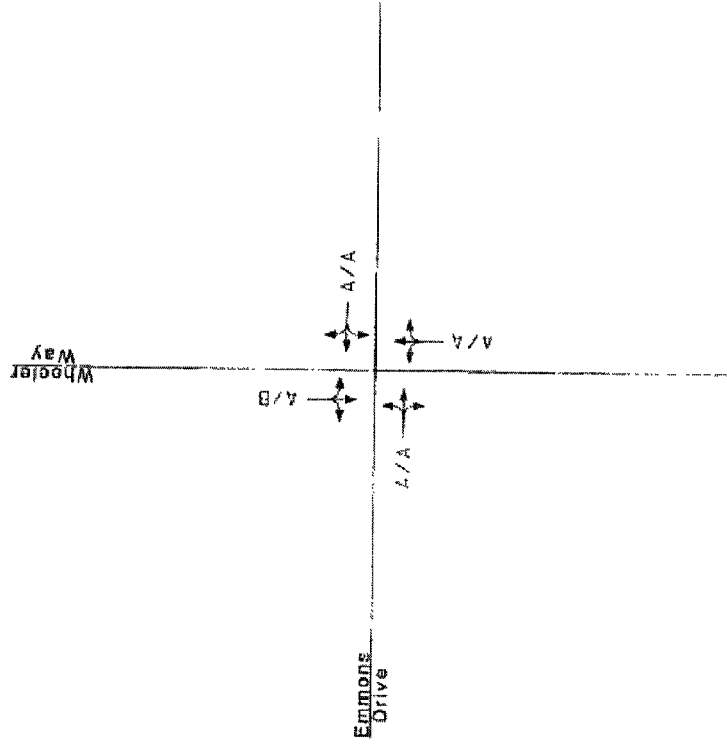
SA Project No. 22049

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FIGURE 2
EXISTING LEVELS OF SERVICE



Woodstone West Windsor - Intersection Evaluation

West Windsor Township, Mercer County, NJ

January 2024

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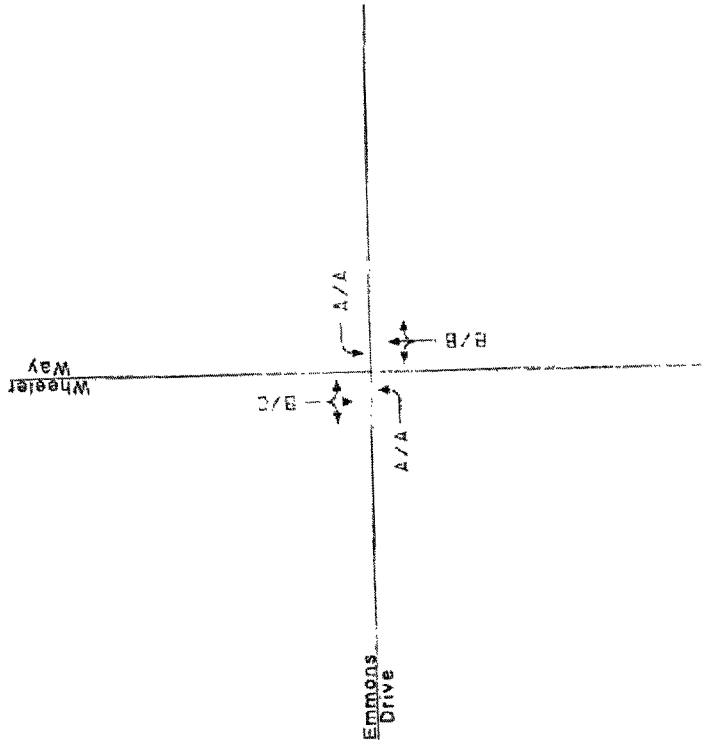
AM/PM PEAK HOUR

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FIGURE 3
FORMER LEVELS OF SERVICE



Woodstone West Windsor - Intersection Evaluation

West Windsor Township, Mercer County, NJ
January 2024

AM/PM PEAK HOUR

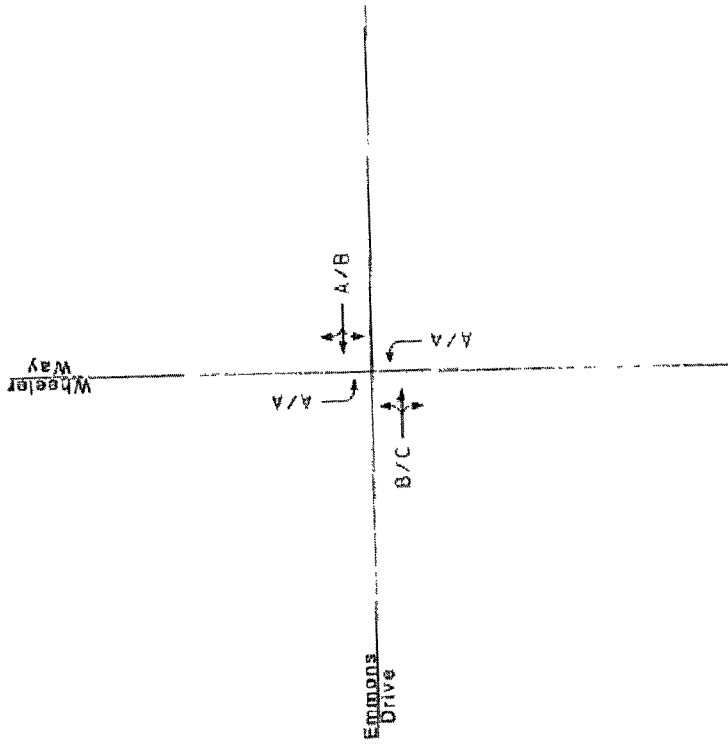
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Shropshire Associates LLC

277 White Horse Pike - Suite 203, Atco, NJ 08004
P: 609.714.0400 F: 609.714.5844 www.sallc.org

FIGURE 4
FUTURE LEVELS OF SERVICE



Woodstone West Windsor - Intersection Evaluation

West Windsor Township, Mercer County, NJ
January 2024

AM/PM PEAK HOUR

SA Project No. 22049

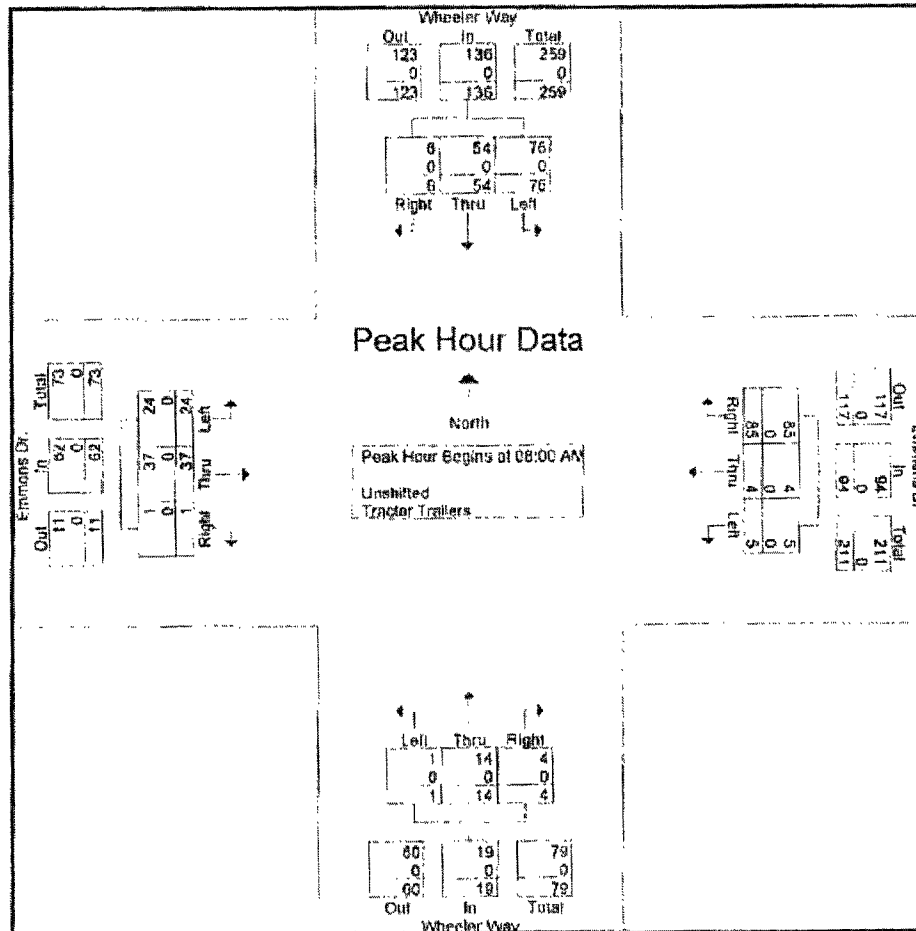
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Shropshire Associates LLC
 277 Whitehorse Pike, Suite 203
 Atco, NJ 08004

N/S Route: Wheeler Way
 E/W Route: Emmons Drive
 West Windsor Township/Mercer County/NJ
 Tuesday/Clear/SJ/D4-3730

File Name : 22049001
 Site Code : 22049001
 Start Date : 8/22/2023
 Page No : 2

Start Time	Wheeler Way Southbound				Emmons Dr. Westbound				Wheeler Way Northbound				Emmons Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	4	14	20	24	2	2	28	0	0	0	0	0	10	4	14	62
08:15 AM	1	11	19	31	18	1	0	19	0	0	0	0	1	11	6	18	68
08:30 AM	0	8	15	23	17	0	1	18	2	1	0	3	0	9	5	14	58
08:45 AM	3	31	28	62	26	1	2	29	2	13	1	16	0	7	9	16	123
Total Volume	6	54	76	136	85	4	5	94	4	14	1	19	1	37	24	62	311
% App. Total	4.4	39.7	55.9		80.4	4.3	5.3		21.1	73.7	5.3		1.6	59.7	38.7		
PHF	500	435	679	548	817	500	625	810	500	269	250	297	250	841	667	861	632
Unshifted	6	54	76	136	85	4	5	94	4	14	1	19	1	37	24	62	311
% Unshifted	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

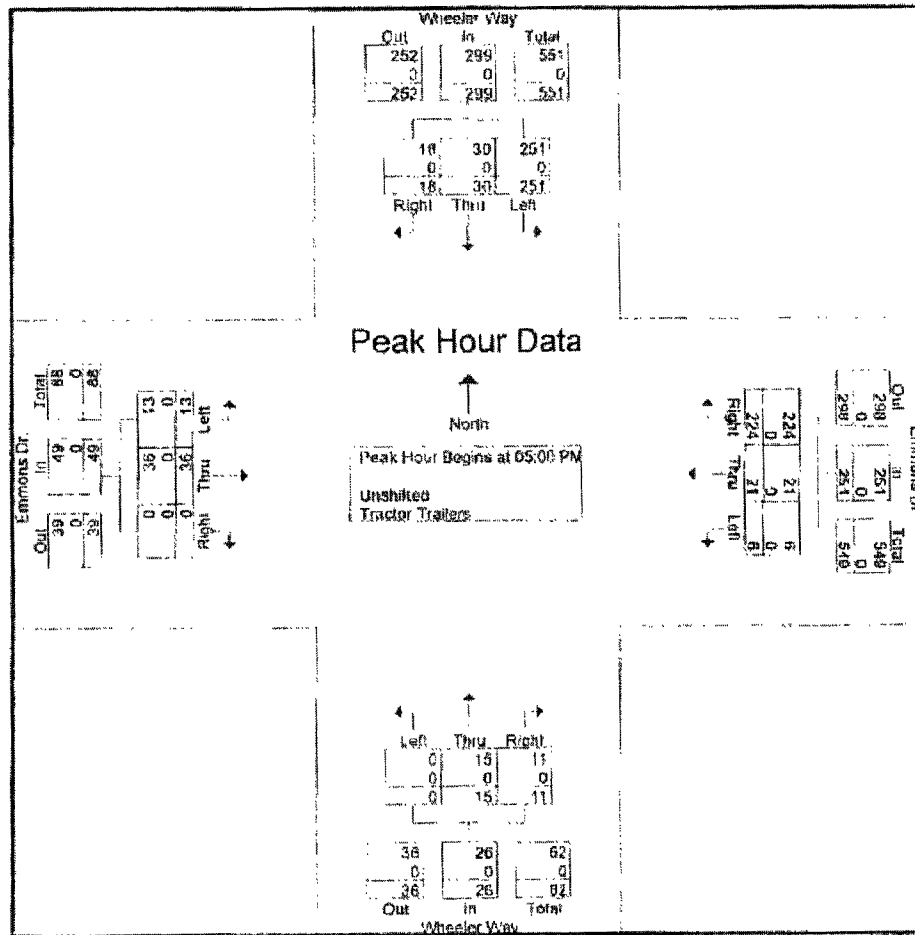


Shropshire Associates LLC
 277 Whitehorse Pike, Suite 203
 Atco, NJ 08004

N/S Route: Wheeler Way
 E/W Route: Emmons Drive
 West Windsor Township/Mercer County/NJ
 Tuesday/Clear/SJ/D4-3730

File Name : 22049001
 Site Code : 22049001
 Start Date : 8/22/2023
 Page No : 3

Start Time	Wheeler Way Southbound				Emmons Dr. Westbound				Wheeler Way Northbound				Emmons Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	13	94	110	52	5	6	63	2	4	0	6	0	7	1	8	187
05:15 PM	7	10	49	66	71	7	0	78	1	5	0	6	0	9	4	13	193
05:30 PM	5	3	50	58	44	4	0	48	4	4	0	8	0	5	2	7	121
05:45 PM	3	4	58	65	57	5	0	62	4	2	0	6	0	15	6	21	154
Total Volume	18	30	251	299	224	21	6	251	11	15	0	26	0	36	13	49	625
% App. Total	6	10	83.9		89.2	6.4	2.4		42.3	57.7	0		0	73.5	26.5		
PHF	643	577	868	680	789	750	250	804	688	750	000	813	000	600	542	583	836
Unshifted	18	30	251	299	224	21	6	251	11	15	0	26	0	36	13	49	625
% Unshifted	100	100	100	100	100	100	100	100	100	100	0	100	0	100	100	100	100
Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Mile Posts: 0.000 - 1.610

CANAL POINTE BLVD (North to South)



Date last inventoried: March 2014

SRI = 11131144

Secondary Direction	
Primary Direction	
Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	
Interstate Route	
US Route	
NJ Route	
County Road	
Interchange Number	
Controlled Interchange	
Traffic Signal	
Traffic Monitoring Sign	
Road Underpass	
Road Overpass	
Driveway Sign	
Sheet Name	
Jurisdiction	
Functional Class	
Federal Aid - NIS %	
Control Section	
Speed Limit	
Number of Lanes	
Med. Type	
Med. Width	
Payment	
Shoulder	
Traffic Volume	
Traffic Sign. ID	
Structure No	
Changed View	

HCM 2010 AWSC
3: Wheeler Way & Emmons Drive

Existing AM
01/10/2024

Intersection Delay, s/veh 8.6
Intersection LOS A

	NW	SW	SE	NE	EW	EW	EW	EW	EW	EW	EW	
Lane Configurations	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	
Traffic Vol, veh/h	24	37	1	5	4	85	1	14	4	76	54	8
Future Vol, veh/h	24	37	1	5	4	85	1	14	4	76	54	6
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	59	2	8	6	135	2	22	6	121	86	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

	NW	SW	SE	NE
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	7.9	7.8	9.3
HCM LOS	A	A	A	A

Vol Left, %	5%	5%	39%	56%
Vol Thru, %	74%	4%	60%	40%
Vol Right, %	21%	90%	2%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	94	62	136
LT Vol	1	5	24	76
Through Vol	14	4	37	54
RT Vol	4	85	1	6
Lane Flow Rate	30	149	98	215
Geometry Grp	1	1	1	1
Degree of Util (X)	0.038	0.169	0.129	0.274
Departure Headway (Hd)	4.586	4.072	4.711	4.565
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	779	682	762	788
Service Time	2.622	2.095	2.738	2.592
HCM Lane V/C Ratio	0.039	0.169	0.129	0.274
HCM Control Delay	7.8	7.9	8.4	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-ile Q	0.1	0.6	0.4	1.1

HCM 2010 AWSC
3: Wheeler Way & Emmons Drive

Existing PM
01/10/2024

Intersection Delay, s/veh 11
Intersection LOS B

	SE	SW	NE	NW	SE	SW	NE	NW	SE	SW	NE	NW
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	13	36	0	6	21	224	0	15	11	251	30	18
Future Vol, veh/h	13	36	0	6	21	224	0	15	11	251	30	18
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	43	0	7	25	267	0	18	13	299	36	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	SW	NE	NW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	10	8.2	12.5
HCM LOS	A	A	A	B

Lane	SE	SW	NE	NW
Vol Left, %	0%	2%	27%	84%
Vol Thru, %	58%	8%	73%	10%
Vol Right, %	42%	69%	0%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	251	49	299
LT Vol	0	6	13	251
Through Vol	15	21	36	30
RT Vol	11	224	0	18
Lane Flow Rate	31	299	58	356
Geometry Grp	1	1	1	1
Degree of Util (X)	0.042	0.367	0.086	0.482
Departure Headway (Hd)	4.925	4.418	5.286	4.874
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	717	810	672	733
Service Time	3.02	2.47	3.364	2.943
HCM Lane V/C Ratio	0.043	0.369	0.086	0.486
HCM Control Delay	8.2	10	8.9	12.5
HCM Lane LOS	A	A	A	B
HCM 95th-ile Q	0.1	1.7	0.3	2.6

Int Delay, s/veh 8.5

Lane Configurations	↕		↕		↕		↕					
Traffic Vol, veh/h	13	36	0	6	21	224	0	15	11	251	30	18
Future Vol, veh/h	13	36	0	6	21	224	0	15	11	251	30	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	43	0	7	25	267	0	18	13	289	36	21

Conflicting Flow All	292	0	0	43	0	0	274	379	43	262	246	159
Stage 1	-	-	-	-	-	-	73	73	-	173	173	-
Stage 2	-	-	-	-	-	-	201	306	-	89	73	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1281	-	-	1579	-	-	683	558	1033	695	660	892
Stage 1	-	-	-	-	-	-	942	838	-	834	760	-
Stage 2	-	-	-	-	-	-	805	665	-	923	838	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1281	-	-	1579	-	-	630	547	1033	660	649	892
Mov Cap-2 Maneuver	-	-	-	-	-	-	630	547	-	660	649	-
Stage 1	-	-	-	-	-	-	931	828	-	824	758	-
Stage 2	-	-	-	-	-	-	745	662	-	881	828	-

HCM Control Delay, s 2.1 0.2 10.5 16.3
HCM LOS B C

Capacity (veh/h)	683	1579	-	-	1281	-	-	669
HCM Lane V/C Ratio	0.045	0.005	-	-	0.012	-	-	0.532
HCM Control Delay (s)	10.5	7.3	0	-	7.8	0	-	16.3
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	3.2

Int Delay, s/veh 7.6

Lane Configurations	↕		↕		↕		↕					
Traffic Vol, veh/h	24	37	1	5	4	85	1	14	4	76	54	6
Future Vol, veh/h	24	37	1	5	4	85	1	14	4	76	54	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	59	2	8	6	135	2	22	6	121	86	10

Conflicting Flow All	433	365	91	393	367	25	96	0	0	28	0	0
Stage 1	333	333	-	29	29	-	-	-	-	-	-	-
Stage 2	100	32	-	364	338	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	8.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	537	566	972	570	565	1057	1510	-	-	1599	-	-
Stage 1	685	647	-	993	875	-	-	-	-	-	-	-
Stage 2	911	872	-	859	644	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	436	520	972	488	519	1057	1510	-	-	1599	-	-
Mov Cap-2 Maneuver	436	520	-	488	519	-	-	-	-	-	-	-
Stage 1	684	595	-	992	874	-	-	-	-	-	-	-
Stage 2	788	871	-	546	592	-	-	-	-	-	-	-

HCM Control Delay, s 14.3 9.5 0.4 4.2
HCM LOS B A

Capacity (veh/h)	1510	-	-	958	487	1599	-	-
HCM Lane V/C Ratio	0.001	-	-	0.156	0.202	0.075	-	-
HCM Control Delay (s)	7.4	0	-	9.5	14.3	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.7	0.2	-	-

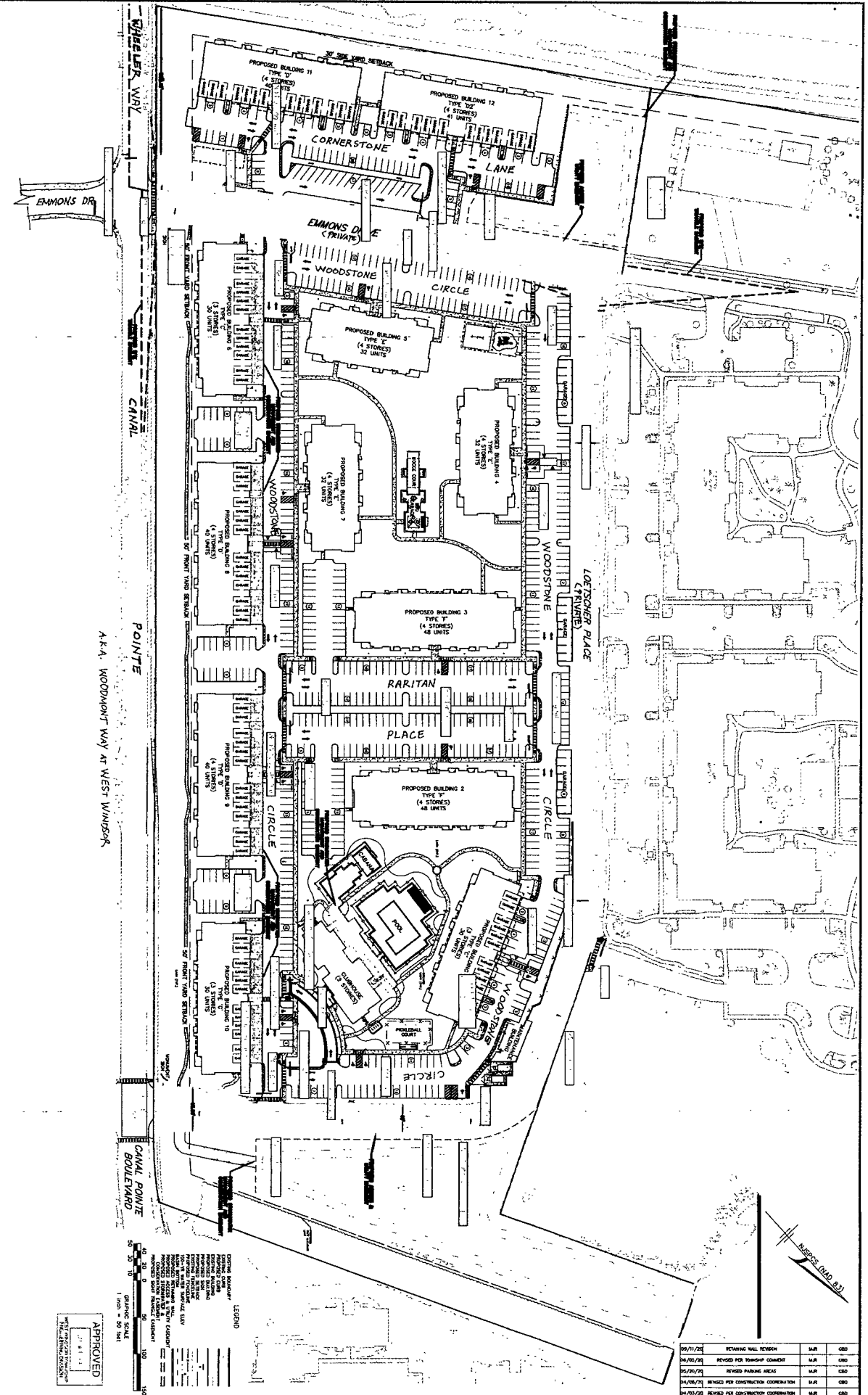
Int Delay, s/veh 9.7

Lane Configurations	↕		↕		↕		↕					
Traffic Vol, veh/h	13	36	0	6	21	224	0	15	11	251	30	18
Future Vol, veh/h	13	36	0	6	21	224	0	15	11	251	30	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	43	0	7	25	267	0	18	13	299	36	21

Conflicting Flow All	816	676	47	691	680	25	57	0	0	31	0	0
Stage 1	645	645	-	25	25	-	-	-	-	-	-	-
Stage 2	171	31	-	666	655	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	298	378	1028	362	376	1057	1560	-	-	1595	-	-
Stage 1	464	471	-	998	878	-	-	-	-	-	-	-
Stage 2	836	873	-	452	466	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	178	305	1028	276	303	1057	1560	-	-	1595	-	-
Mov Cap-2 Maneuver	178	305	-	276	303	-	-	-	-	-	-	-
Stage 1	464	380	-	998	878	-	-	-	-	-	-	-
Stage 2	607	873	-	323	376	-	-	-	-	-	-	-

HCM Control Delay, s 23.2 11.8 0 6.5
HCM LOS C B

Capacity (veh/h)	1560	-	-	828	256	1595	-	-
HCM Lane V/C Ratio	-	-	-	0.361	0.228	0.187	-	-
HCM Control Delay (s)	0	-	-	11.8	23.2	7.8	0	-
HCM Lane LOS	A	-	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.7	0.9	0.7	-	-



A.K.A. WOODMONT WAY AT WEST WINDSOR

APPROVED
 27' x 11'
 1" = 50'

LEGEND
 PROPOSED BUILDING 1 (4 STORES) 22 UNITS
 PROPOSED BUILDING 2 (4 STORES) 48 UNITS
 PROPOSED BUILDING 3 (4 STORES) 48 UNITS
 PROPOSED BUILDING 4 (4 STORES) 48 UNITS
 PROPOSED BUILDING 5 (4 STORES) 22 UNITS
 PROPOSED BUILDING 6 (4 STORES) 48 UNITS
 PROPOSED BUILDING 7 (4 STORES) 48 UNITS
 PROPOSED BUILDING 8 (4 STORES) 48 UNITS
 PROPOSED BUILDING 9 (4 STORES) 48 UNITS
 PROPOSED BUILDING 10 (4 STORES) 48 UNITS
 PROPOSED BUILDING 11 (4 STORES) 22 UNITS
 PROPOSED BUILDING 12 (4 STORES) 48 UNITS

PRELIMINARY/FINAL MAJOR SITE PLAN
 WOODSTONE AT WEST WINDSOR
 BLOCK 7, LOT 61.02
 OVERALL LAYOUT PLAN

SITUATED IN
 WEST WINDSOR TOWNSHIP, MERCER COUNTY, NEW JERSEY

Gregory B. Domalewski, P.E.
 PROFESSIONAL ENGINEER
 P.E. No. 35420

DATE:	08/08/17	HORIZONTAL SCALE:	1" = 50'	VERTICAL SCALE:	N/A
PROJECT NO.:	PAP-151	DRAWING NAME:			
DRAWN BY:		LAB	CHECKED BY:	JUL	RELEASED BY:
DATE:		08/08/17	DATE:		

08/11/22	REVISIONS	REVISIONS	DATE	REVISIONS	DATE	BY	CHKD
08/11/22	REVISIONS	REVISIONS	DATE	REVISIONS	DATE	BY	CHKD
08/11/22	REVISIONS	REVISIONS	DATE	REVISIONS	DATE	BY	CHKD
08/11/22	REVISIONS	REVISIONS	DATE	REVISIONS	DATE	BY	CHKD
08/11/22	REVISIONS	REVISIONS	DATE	REVISIONS	DATE	BY	CHKD
08/11/22	REVISIONS	REVISIONS	DATE	REVISIONS	DATE	BY	CHKD
08/11/22	REVISIONS	REVISIONS	DATE	REVISIONS	DATE	BY	CHKD
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08/11/22	REVISIONS	REVISIONS	DATE	REVISIONS	DATE	BY	CHKD
08/11/22	REVISIONS	REVISIONS	DATE	REVISIONS	DATE	BY	CHKD

3 of 32

Professional Engineer Seal for Gregory B. Domalewski, P.E. No. 35420, State of New Jersey.

BISGAIER HOFF

Attorneys At Law A Limited Liability Company

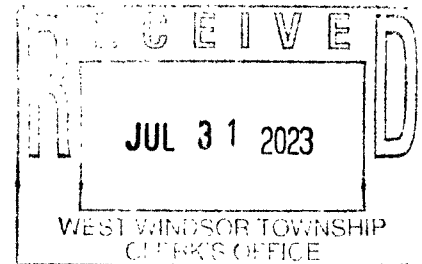
Richard J. Hoff, Jr.
Member of the NJ & PA Bar
E-mail: rhoff@bisgaierhoff.com
Direct Dial : (856) 375-2803
Main Phone : (856) 795-0150

July 27, 2023

VIA CERTIFIED MAIL RRR and
ORDINARY MAIL

Gay Huber, R.M.C
Township of West Windsor
271 Clarksville Road
West Windsor, NJ 08550

**Re: Request for Motor Vehicle and Traffic Regulation
The Reserve – Block 37, Lots 6&7 (the “Development”)**



Dear Ms. Huber:

Our office represents Toll NJ I, LLC (“Developer”), with reference to the above captioned property. As the Township of West Windsor (“Township”) is aware, the above captioned Development is proposed to be constructed. Per the applicable conditions of approval for the Development, please accept this letter as Developer’s request pursuant to N.J.S.A. 39-5A-1 that the provisions of Subtitle 1 of Section 39 of New Jersey’s Revised Statute be enforced by the Township as to all applicable roadways within the Development. The applicable roadways are as depicted on the “Title 39 - Exhibit The Reserve” prepared by ESE Consultants dated July 26, 2023, attached hereto as Exhibit “A” and by the Township Planning Board by Resolution dated January 12, 2022.

The name and address of the entity making the foregoing request is as follows:

Toll NJ I, LLC
1220 State Route 31- North
Lebanon, NJ 08833

Should you have any further questions regarding the above, please do not hesitate to contact our office.

Very truly yours,

BISGAIER HOFF, LLC

Richard J. Hoff, Jr.

cc: Sam Surtees, Manager of Land Use (via email only w/encl.)
Toll NJ I, LLC (via email only w/encl.)

tabbies

EXHIBIT

A

- NOTES:**
1. ONE-STREET PARKING NOT PERMITTED.
 2. POSTED SPEED LIMIT ON SITE IS 25 MPH.

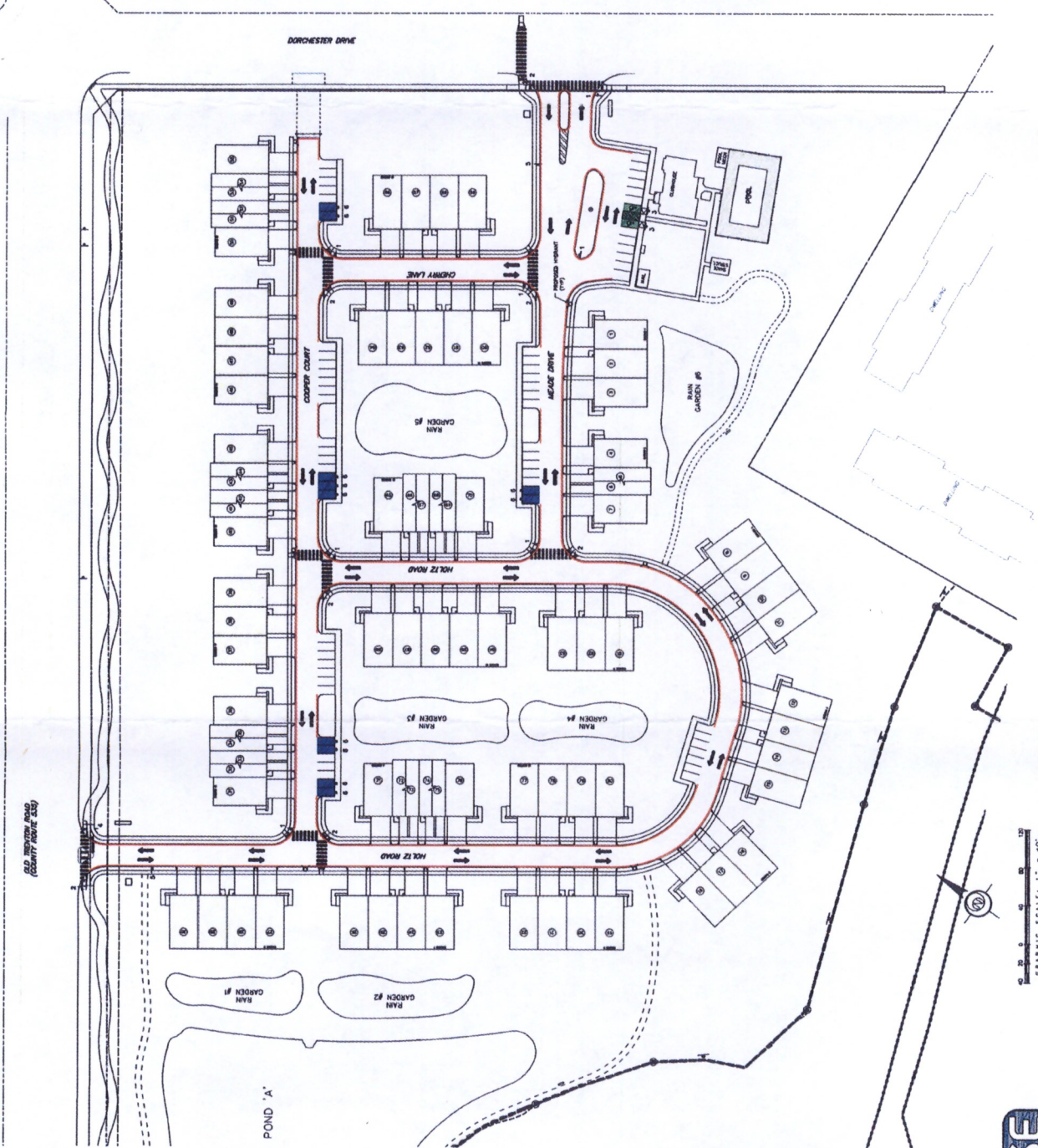
LEGEND

- 1. DRIVEWAY
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- 99. DRIVEWAY
- 100. DRIVEWAY

TITLE 39 - EXHIBIT

THE RESERVE

TOWNSHIP OF WEST WINDSOR, WINDSOR COUNTY, NEW JERSEY



AFFIDAVIT

STATE OF NEW JERSEY :
: SS
COUNTY OF MERCER :
AFFIDAVIT OF PUBLICATION

I, Gay M. Huber, Municipal Clerk of the Township of West Windsor in the County of Mercer, being duly sworn according to law, depose and say that the notice which is attached hereto is exactly as it was published on February 16, 2024 in the Princeton Packet, a semi-weekly newspaper of general circulation, printed in the State of New Jersey and having its publication office at 300 Witherspoon Street, Princeton, New Jersey.

NOTICE OF PENDING ORDINANCE

ORDINANCE NO. 2024-04

AN ORDINANCE TO AMEND AND SUPPLEMENT
CHAPTER 168, "TRAFFIC AND PARKING," OF THE
REVISED GENERAL ORDINANCES
OF THE TOWNSHIP OF WEST WINDSOR

The ordinance published herewith was introduced and passed upon first reading at a meeting of the governing body of the Township of West Windsor, in the County of Mercer, State of New Jersey, held on February 12, 2024. It will be further considered for final passage, after public hearing thereon, at a meeting of the governing body to be held in the West Windsor Township Municipal Building, 271 Clarksville Road, in the Township on February 26, 2024 at 7:00 o'clock P.M., and during the weeks prior to and up to and including the date of such meeting, copies of said ordinance will be made available at the Clerk's office to the members of the general public who shall request the same.

Gay M. Huber
Township Clerk
Township of West Windsor
1x, PP, 2/16/24, Fee:\$19.51

Gay M. Huber
Gay M. Huber, Township Clerk

Sworn and subscribed to
before me this 5th day
of March, 2024

Allison D. Sheehan
Notary Public of New Jersey

Adv. Fee: \$19.51
PD: 2/16/24

ALLISON D. SHEEHAN
Notary Public, State of New Jersey
Comm. # 50085844
My Commission Expires 7/10/2028

AFFIDAVIT

STATE OF NEW JERSEY :
: SS
COUNTY OF MERCER :
AFFIDAVIT OF PUBLICATION

I, Gay M. Huber, Municipal Clerk of the Township of West Windsor in the County of Mercer, being duly sworn according to law, depose and say that the notice which is attached hereto is exactly as it was published on March 1, 2024 in the Princeton Packet, a semi-weekly newspaper of general circulation, printed in the State of New Jersey and having its publication office at 300 Witherspoon Street, Princeton, New Jersey.

NOTICE

Notice is hereby given that the following ordinance entitled:

ORDINANCE NO. 2024-04

AN ORDINANCE TO AMEND AND SUPPLEMENT CHAPTER 168, "TRAFFIC AND PARKING," OF THE REVISED GENERAL ORDINANCES OF THE TOWNSHIP OF WEST WINDSOR

was duly approved and adopted on Second and Final reading at a regular meeting of the West Windsor Township Council held on February 26, 2024 and was approved by Mayor Hemant Marathe on February 27, 2024. This Ordinance shall become effective on March 18, 2024.

Gay M. Huber
Township Clerk
West Windsor Township
1x, PP: 3/1/24, Fee: \$16.92

Gay M. Huber
Gay M. Huber, Township Clerk

Sworn and subscribed to
before me this 5th day
of March, 2024

Allison D. Sheehan
Notary Public of New Jersey

Adv. Fee: \$16.92
PD: 3/1/24

ALLISON D. SHEEHAN
Notary Public, State of New Jersey
Comm. # 50085844
My Commission Expires 7/10/2028