

AMG

11-22-83

CL re:

- Traffic report by Nelson
- engineering feasibility report by olenik
- Architect report by Bubnowski

PSr. 26

AM000099E

**RAYMOND R. & ANN W. TROMBADORE**

A PROFESSIONAL CORPORATION  
 COUNSELLORS AT LAW  
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RAYMOND R. TROMBADORE

ANN WILKIN TROMBADORE  
OF COUNSEL

MARILYN RHYNE HERR

November 22, 1983

Honorable Eugene D. Serpentelli  
 Ocean County Court House  
 Washington Street  
 Court Room 1  
 Toms River, New Jersey 08753

RECEIVED

NOV 28 1983

EUGENE D. SERPENTELLI'S CHAMBERS

Re: Timber Properties v. Warren Township  
Docket No. L-67820-80, consolidated with  
AMG Realty Co. v. Warren Township  
Docket No. L-23277-80

Dear Judge Serpentelli:

I am having delivered to your chambers the following expert reports in connection with this matter:

1. Report of Robert A. Nelson, P.E., P.P., of The Traffic Engineering Group.
2. Report of Thomas J. Olenik, PH.D., N.J.P.E., of Semester Consultants, Inc.
3. Report of Theodore Bubnowski of Gilligan & Bubnowski, Architects, together with conceptual site plan.

In addition to these reports, we will also mark in evidence at the time of trial the reports previously submitted to Warren Township in our initial request for rezoning of the property of the plaintiff, Timber Properties. Reports were then prepared by Mr. Moskowitz, Mr. Nelson, Mr. Bubnowski and Mr. Jeskie. Mr. Jeskie is a Civil Engineer who is now in the employ of Warren Township and is not available to this plaintiff as an expert witness. Nevertheless, his earlier reports will be relevant in relationship to the relief initially sought by this plaintiff.

Respectfully yours,

  
 Raymond R. Trombadore

RRT/ljk

cc: All Counsel

# THE TRAFFIC ENGINEERING GROUP

A Professional Corporation

Deal Lake Building

Suite 1-G

560 Main Street

Loch Arbour, New Jersey 07711

(201) 531-7341

Robert A. Nelson, P.E., P.P.  
President

Reply to: P.O. Box 324  
Allenhurst, NJ 07711

November 17, 1983

David Weinberg, Esq.  
40 Stirling Road  
Watchung, New Jersey 07060

Re: Warren Township--Timber Properties

Dear Mr. Weinberg:

Pursuant to your request we have updated our traffic counts on Mountain View Road and on Liberty Corner Road and offer the following analysis of the traffic impact of the proposed 850-unit townhouse project; our original report dealt with a 252-unit project and the Chubb building had not been constructed at that time. The new traffic volume counts include traffic generated by Chubb.

In conducting our analysis, traffic volume directional counts were taken during the period of November 8-11, 1983 at the locations shown on the Counter Placement diagram, and peak hours were selected from those counts. The traffic movements were then diagramed on Plates I and IV. Traffic movements related solely to the proposed 850-unit townhouse project were developed and shown on Plates II and V; these movements assumed that no traffic would have an origin or destination at the Chubb facility in order to create a "worst case" condition for analysis purposes. Finally, existing traffic and project traffic volumes were combined on Plates III and VI to form a data base for the "Critical Lane" analysis of the operating levels of service of the signalized intersection of Liberty Corner Road and Mountain Avenue. Plate VII analyzes the present operating level of service without project traffic, and Plate VIII analyzes the level of service at the intersection with the fully developed project traffic added to existing traffic volumes.

Levels of service (LOS) are a method of describing operating conditions on a road, or in this case, at a traffic signal controlled intersection. They are described by letter designations of A thru E with LOS A being the best condition and E

being maximum capacity. Table I is a quantitative breakdown of these LOS showing volume/capacity (V/C) ratios and threshold or maximum volumes for each level.

TABLE I

<u>Level of Service</u>	<u>Maximum V/C Ratio</u>	<u>Maximum Volume</u>
A	0.71	1000
B	0.75	1200
C	0.81	1400
D	0.92	1600
E	1.00	1800

Level of service B is generally used as a design LOS for rural intersections.

The calculated LOS for present traffic conditions at the intersection is A for both morning and evening peak hours (Plate VII). When project traffic is added to the existing traffic as previously described, the morning peak hour LOS moves to the "B" range by 28 vehicles per hour. This is considered to be of no consequence in terms of a driver's ability to detect a difference from LOS A. The evening peak hour returns to LOS A.

Therefore, on the basis of this analysis, we find that the adjacent roadway network can readily accommodate the additional traffic movements associated with the proposed 850-unit project without any significant change in present traffic operating conditions.

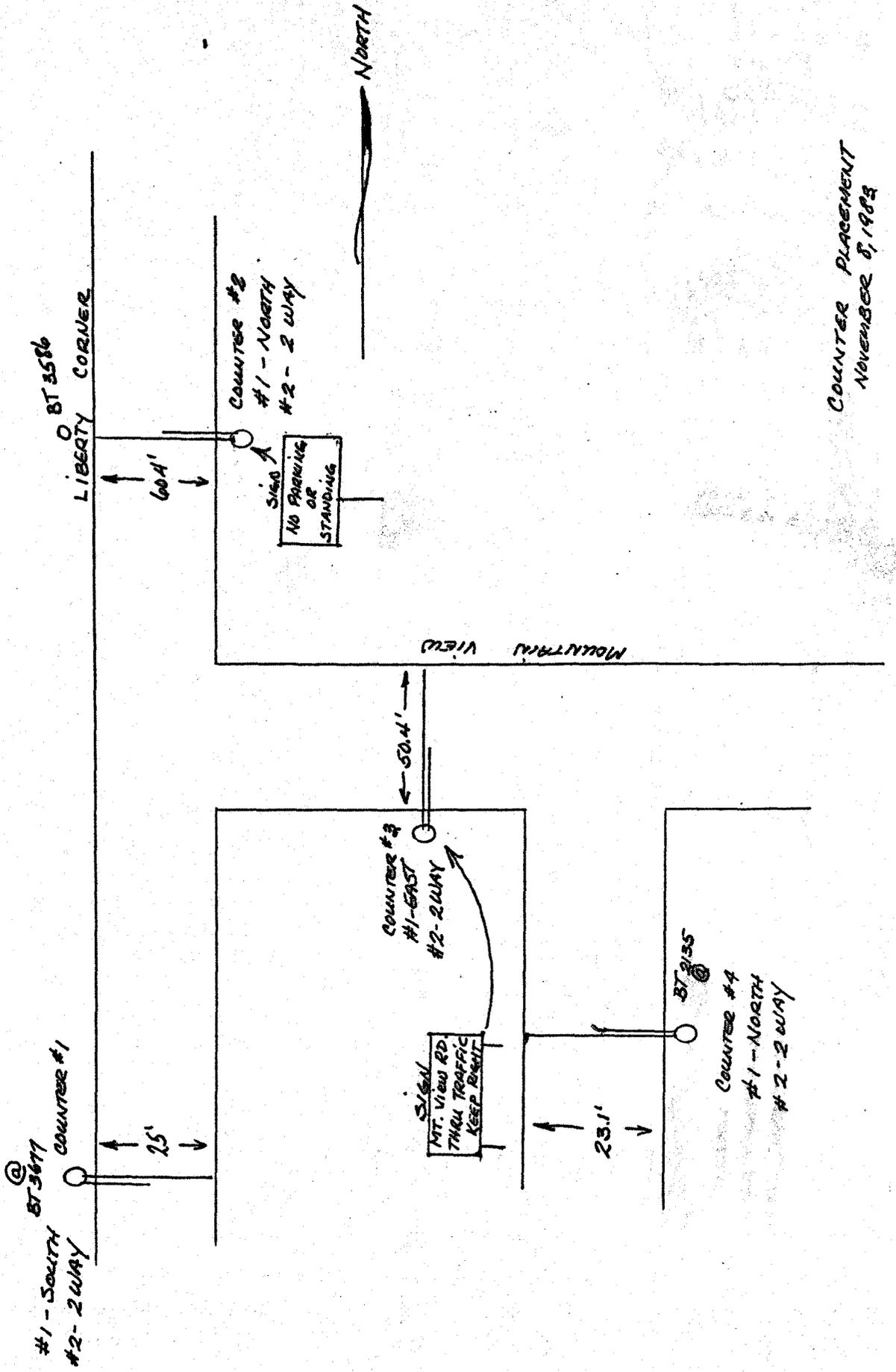
Respectfully submitted,



Robert A. Nelson, P.E., P.P.  
President

RAN/rs

Attachments



COUNTER PLACEMENT  
NOVEMBER 8, 1988

P.O. Box 324, Allenhurst, N.J. 07711  
 MUNICIPALITY WARREN TWP.  
 LOCATION LIBERTY CORNER Loc#1

4-5 P.M. 427 VEHICLES  
 AADT \_\_\_\_\_ AWDT 3847  
 ADT \_\_\_\_\_ AWET \_\_\_\_\_

TRAFFIC VOLUME SUMMARY — PROJECT NO. \_\_\_\_\_ YEAR 19 83

DATE	MON /	TUES 11/8	WED 11/9	THURS 11/10	FRI 11/11	SAT /	SUN /
TIME \ DIR.	2-WAY	2-WAY SB NB	2-WAY SB NB	2-WAY SB NB	2-WAY SB NB	2-WAY	2-WAY
00-01			22 14 8	33 25 8	28 18 10		
01-02			9 9 0	13 9 4	8 6 2		
02-03			5 3 2	3 3 0	6 5 1		
03-04			2 1 1	3 1 2	6 4 2		
04-05			11 5 6	6 2 4	4 3 1		
05-06			21 6 15	25 8 17	11 3 8		
06-07			140 26 114	121 20 101	84 16 68		
07-08			535 127 408	455 93 362	345 71 274		
08-09			425 111 314	386 103 283	307 87 220		
09-10			157 68 89	176 78 98	166 73 93		
10-11			141 72 69	157 69 88	132 61 71		
11-12 N			157 84 73	174 111 63	141 76 65		
12-13			192 104 88	215 104 111	175 101 74		
13-14			183 77 106	201 94 107			
14-15		202 112 90	188 90 98	189 105 84			
15-16		292 172 120	294 159 135	264 165 99			
16-17		427 294 133	393 274 119	349 263 86			
17-18		394 283 111	408 316 92	319 239 80			
18-19		233 163 70	246 159 87	243 164 79			
19-20		148 85 63	149 88 61	130 83 47			
20-21		99 65 34	87 53 34	88 63 25			
21-22		71 50 21	95 70 25	61 48 13			
22-23		65 46 19	68 46 22	56 33 23			
23-24 M		63 41 22	55 40 15	44 34 10			
TOTAL		→ → →	3983 2002 1981	3711 1917 1794			



P.O. Box 324, Allenhurst, N.J. 07711

MUNICIPALITY WARREN TWP.

LOCATION MOUNTAIN VIEW ROAD Loc. #3

4-5 P.M. 714 VEHICLES

AADT \_\_\_\_\_ AWDT 3661

ADT \_\_\_\_\_ AWET \_\_\_\_\_

YEAR 19 83

TRAFFIC VOLUME SUMMARY — PROJECT NO. \_\_\_\_\_

DATE	MON /		TUES 11/8			WED 11/9			THURS 11/10			FRI 11/11			SAT /		SUN /		
	TIME \ DIR.	2-WAY	2-WAY	EB	WB	2-WAY	EB	WB	2-WAY	EB	WB	2-WAY	EB	WB	2-WAY		2-WAY		
00-01						27	18	9	29	21	8	25	16	9					
01-02						21	10	11	19	7	12	19	8	11					
02-03						3	2	1	3	1	2	14	7	7					
03-04						4	2	2	1	1	0	8	3	5					
04-05						6	3	3	2	1	1	6	3	3					
05-06						5	3	2	6	2	4	5	2	3					
06-07						19	13	6	13	9	4	11	7	4					
07-08						123	95	28	137	104	33	122	99	23					
08-09						591	497	94	534	457	77	507	443	64					
09-10						569	474	95	542	449	93	516	427	89					
10-11						128	71	57	115	75	40	128	73	55					
11-12 N						78	35	43	90	39	51	92	38	54					
12-13						129	44	85	140	55	85	134	46	88					
13-14						179	69	110	184	80	104	161	67	94					
14-15						157	108	49	158	91	67								
15-16						115	50	65	111	55	56	144	59	85					
16-17						714	73	641	387	70	317	368	55	313					
17-18						343	43	300	535	50	485	540	48	492					
18-19						184	72	112	313	58	255	267	52	215					
19-20						115	48	67	147	71	76	123	52	71					
20-21						60	31	29	71	27	44	63	24	39					
21-22						41	18	23	48	18	30	43	22	21					
22-23						34	18	16	38	18	20	31	20	11					
23-24 M						26	10	16	47	26	21	35	23	12					
TOTAL						→	→	→	3736	1837	1899	3587	1747	1840					

P.O. Box 324, Allenhurst, N.J. 07711

MUNICIPALITY WARREN TWSR.

LOCATION MOUNTAIN VIEW ROAD LOC#4

LEAD HOURS 4-5 P.M. 87 VEHICLES  
 AADT \_\_\_\_\_ AWDT 989  
 ADT \_\_\_\_\_ AWET \_\_\_\_\_

TRAFFIC VOLUME SUMMARY — PROJECT NO. \_\_\_\_\_ YEAR 19 83

DATE	MON /	TUES 11/8	WED 11/9	THURS 11/10	FRI 11/11	SAT /	SUN /
TIME \ DIR.	2-WAY	2-WAY NB SB	2-WAY NB SB	2-WAY NB SB	2-WAY NB SB	2-WAY	2-WAY
00-01			8 5 3	6 4 2	10 8 2		
01-02			2 1 1	0 0 0	9 7 2		
02-03			1 1 0	1 1 0	1 1 0		
03-04			1 1 0	0 0 0	4 2 2		
04-05			1 1 0	2 2 0	1 1 0		
05-06			4 4 0	3 3 0	3 2 1		
06-07			31 28 3	36 33 3	22 21 1		
07-08			117 95 22	113 94 19	76 65 11		
08-09			127 106 21	97 83 14	97 85 12		
09-10			46 32 14	44 34 10	61 44 17		
10-11			41 29 12	45 35 10	39 27 12		
11-12 N			44 28 16	51 34 17	50 35 15		
12-13			66 38 28	59 38 21	71 48 23		
13-14			56 44 12	48 33 15			
14-15			38 18 20	55 36 19			
15-16		86 43 43	70 36 34	71 38 33			
16-17		76 39 37	87 37 50	64 26 38			
17-18		78 33 45	79 43 36	66 26 40			
18-19		68 41 27	76 41 35	56 20 36			
19-20		43 30 13	33 23 10	34 24 10			
20-21		24 14 10	29 21 8	29 21 8			
21-22		26 15 11	31 20 11	26 13 13			
22-23		14 9 5	33 18 15	21 10 11			
23-24 M		11 9 2	13 6 7	17 8 9			

TOTAL → → → 1034 676 358 944 616 328

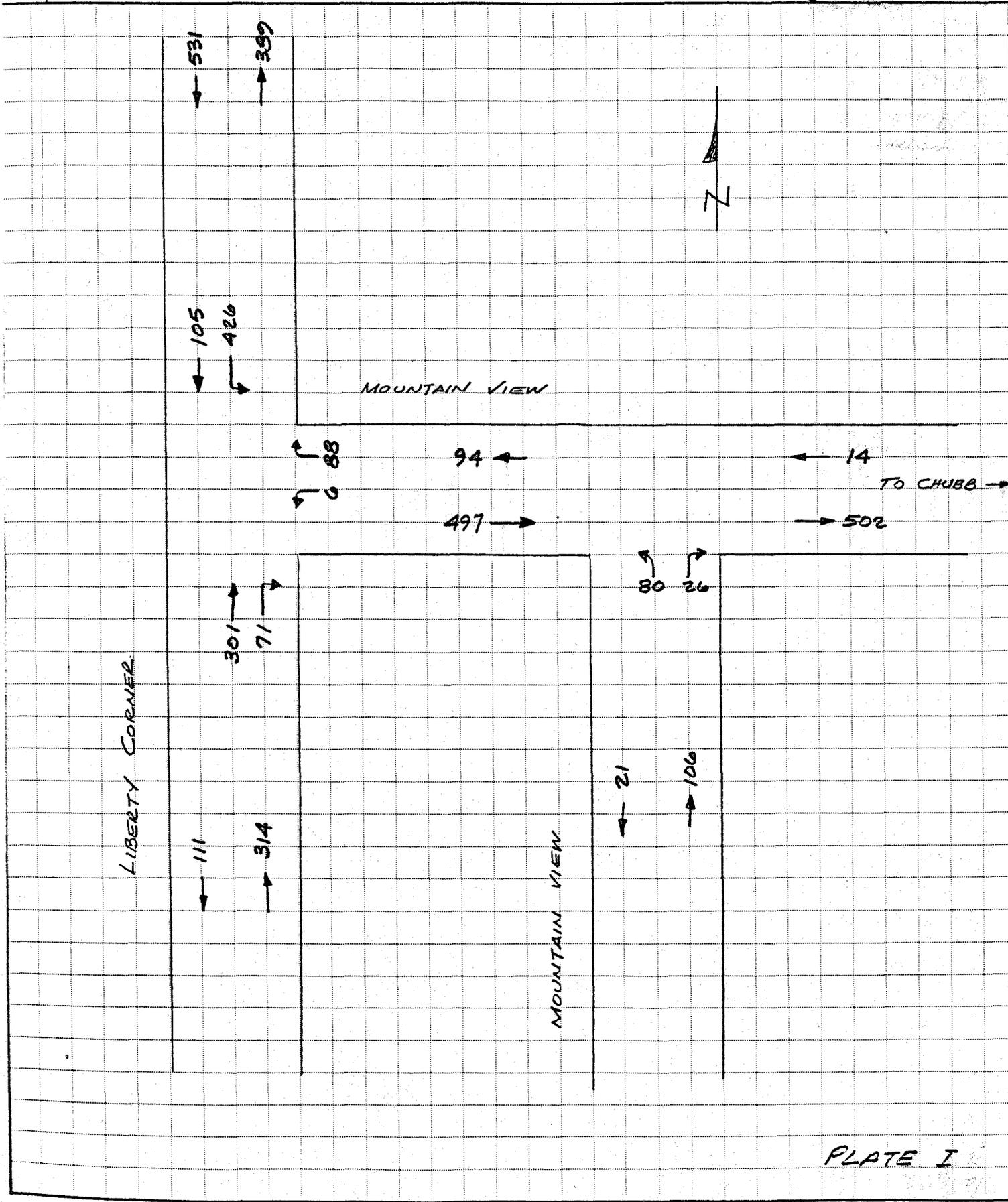


PLATE I

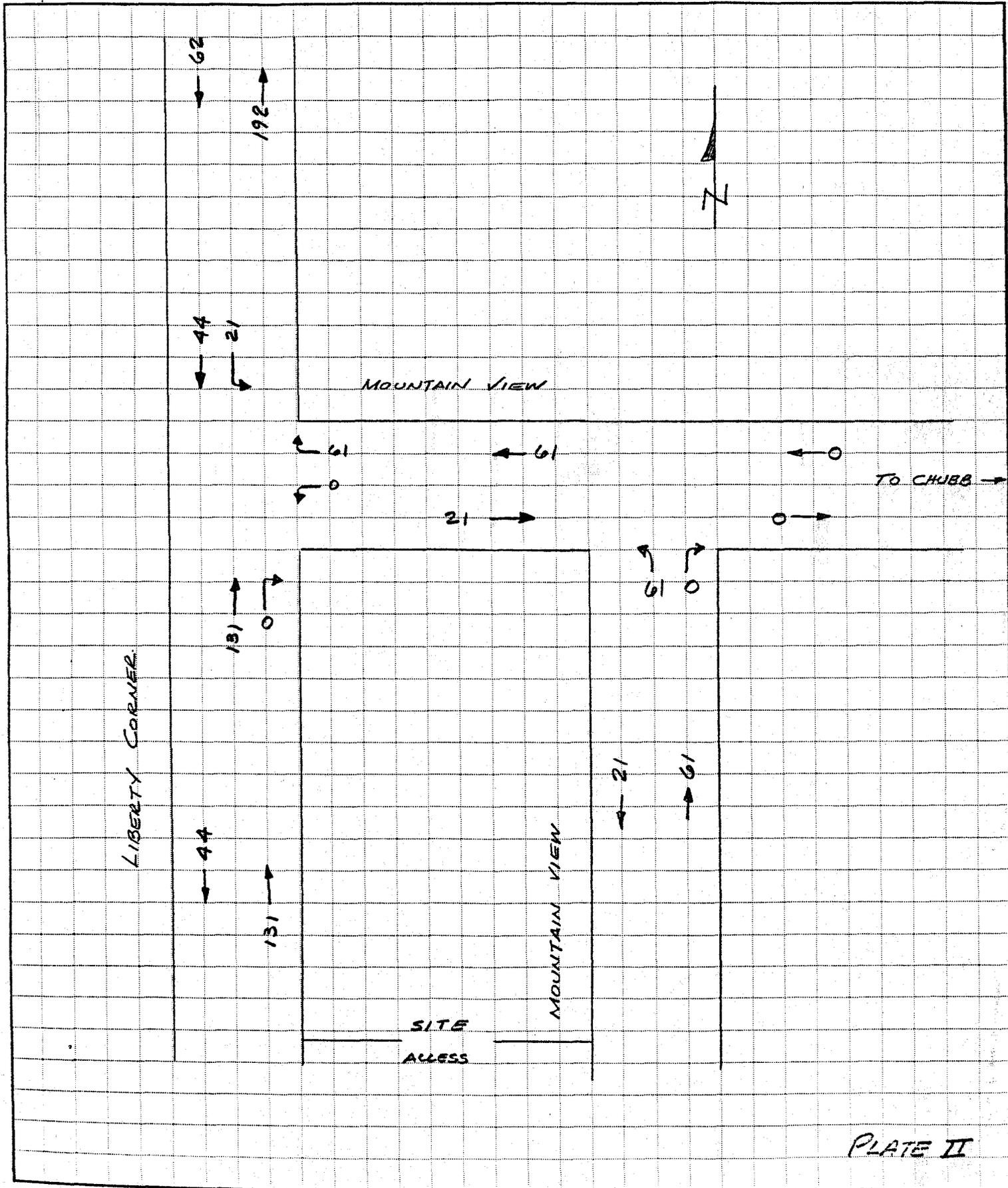


PLATE II

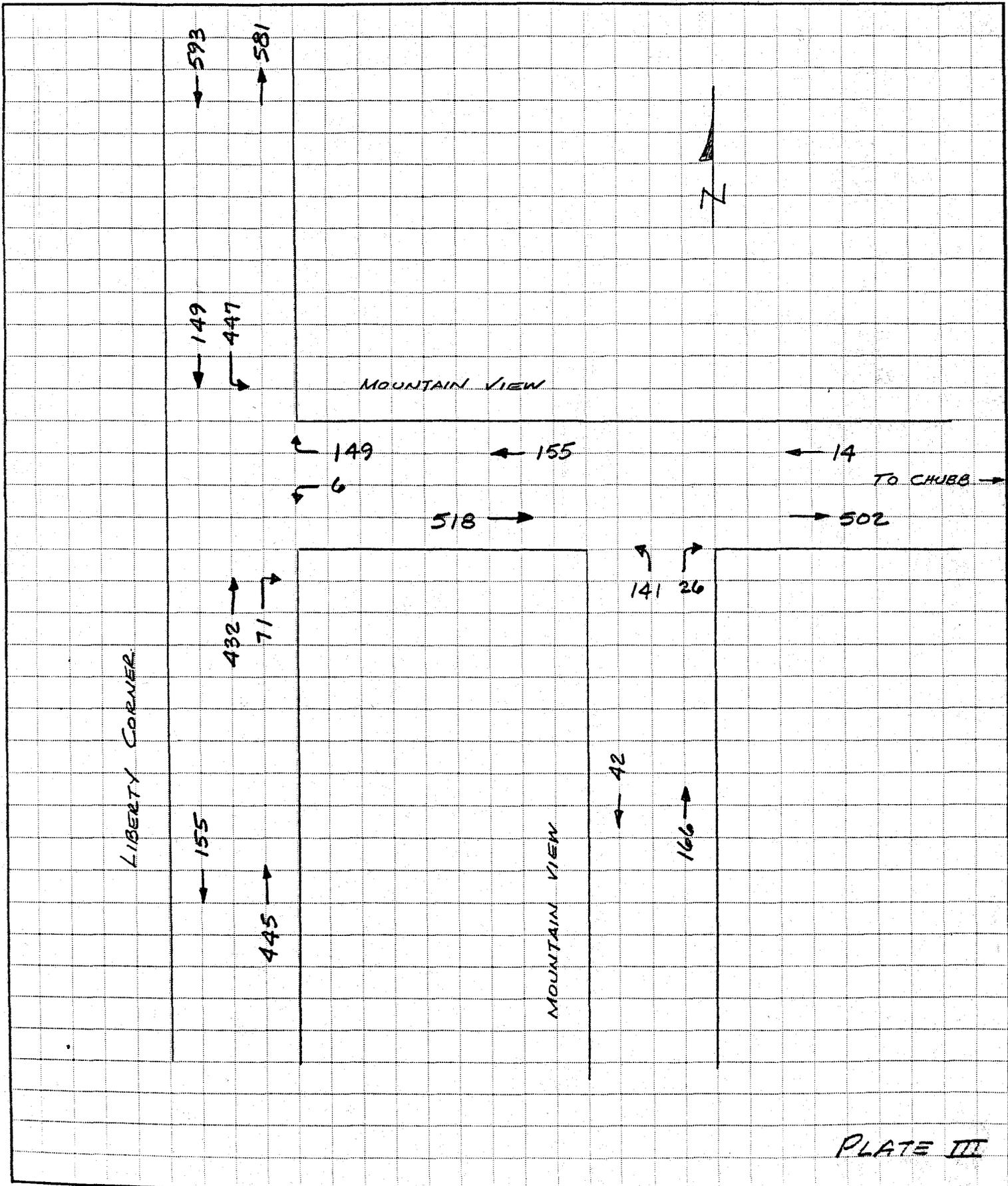


PLATE III

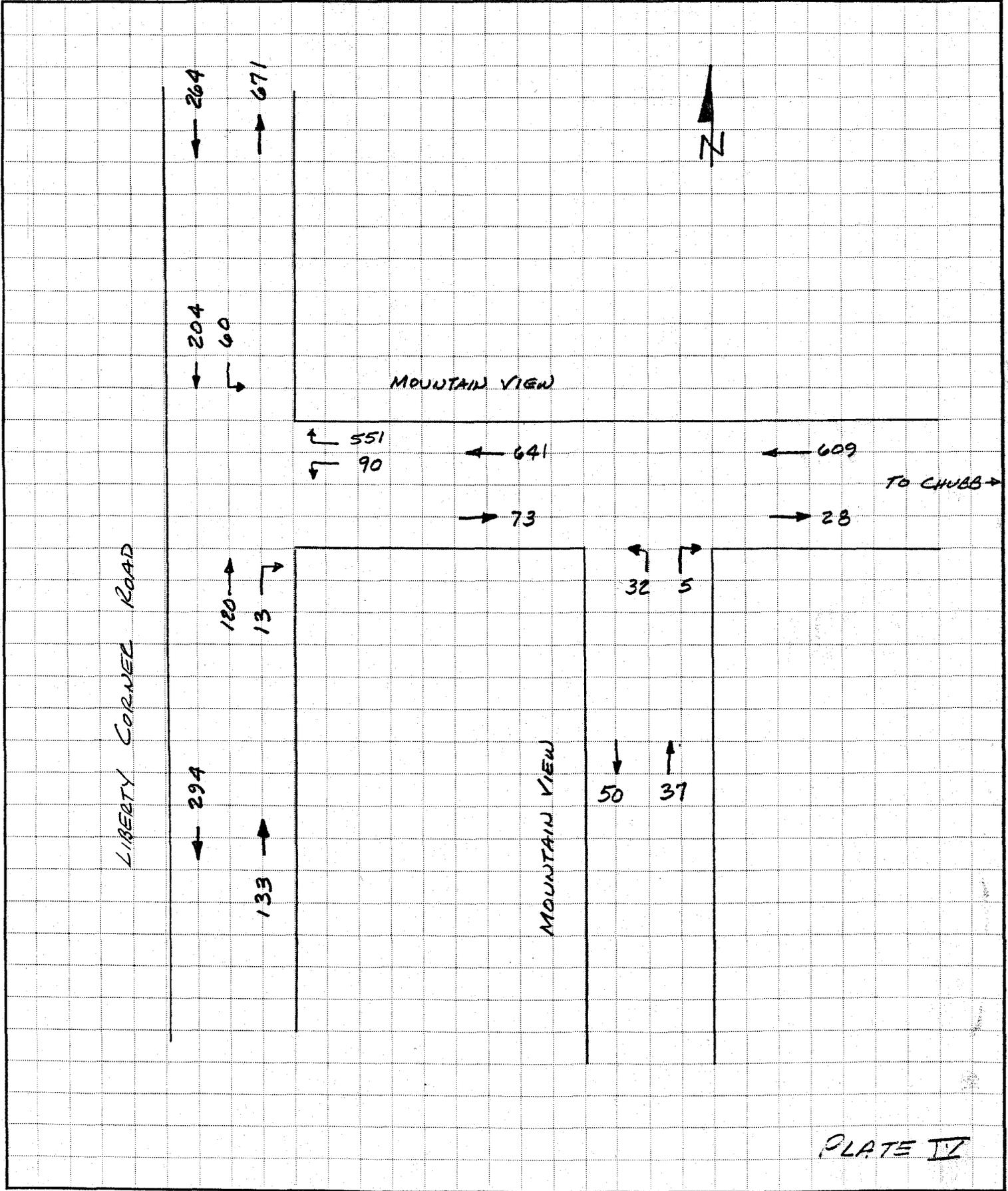


PLATE IV

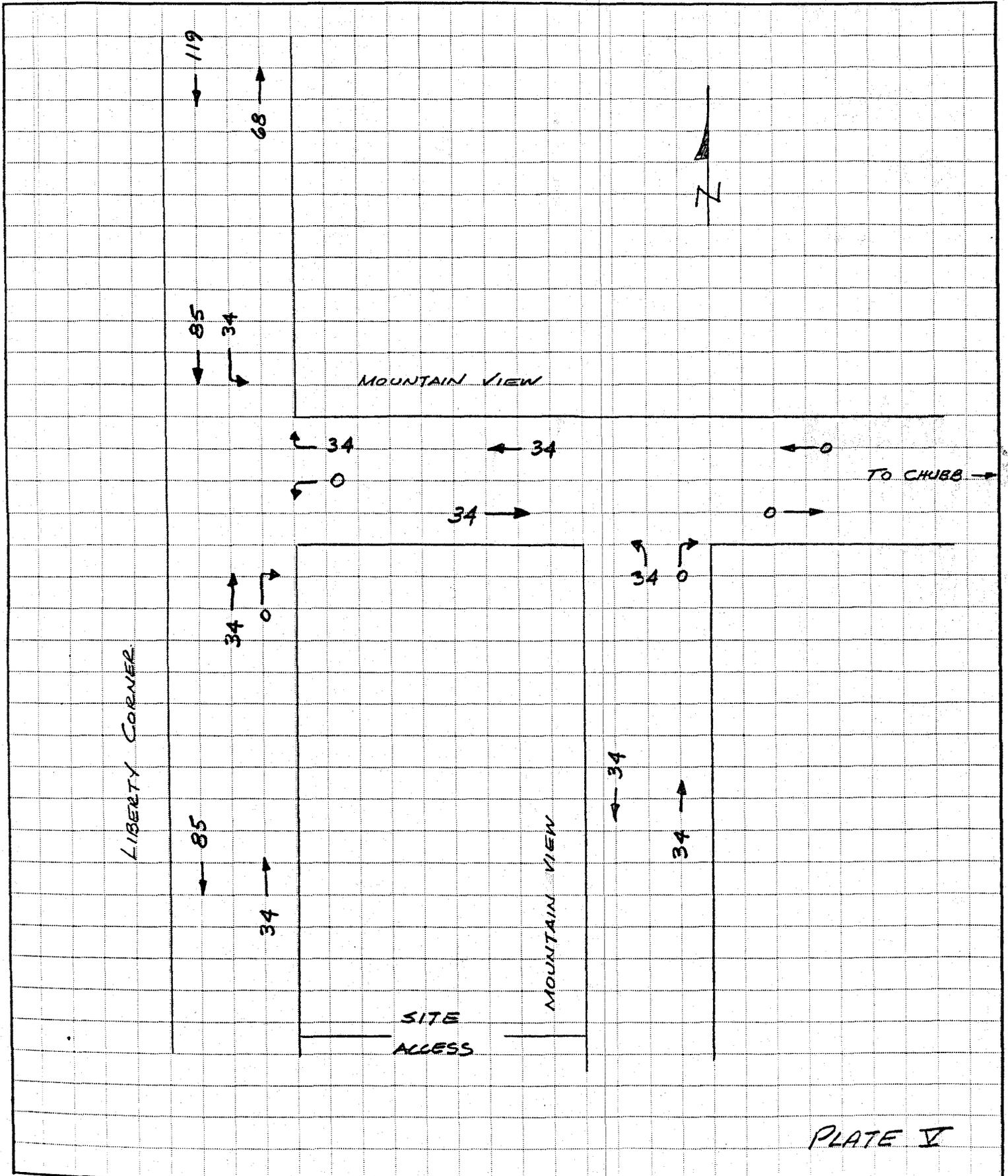


PLATE V

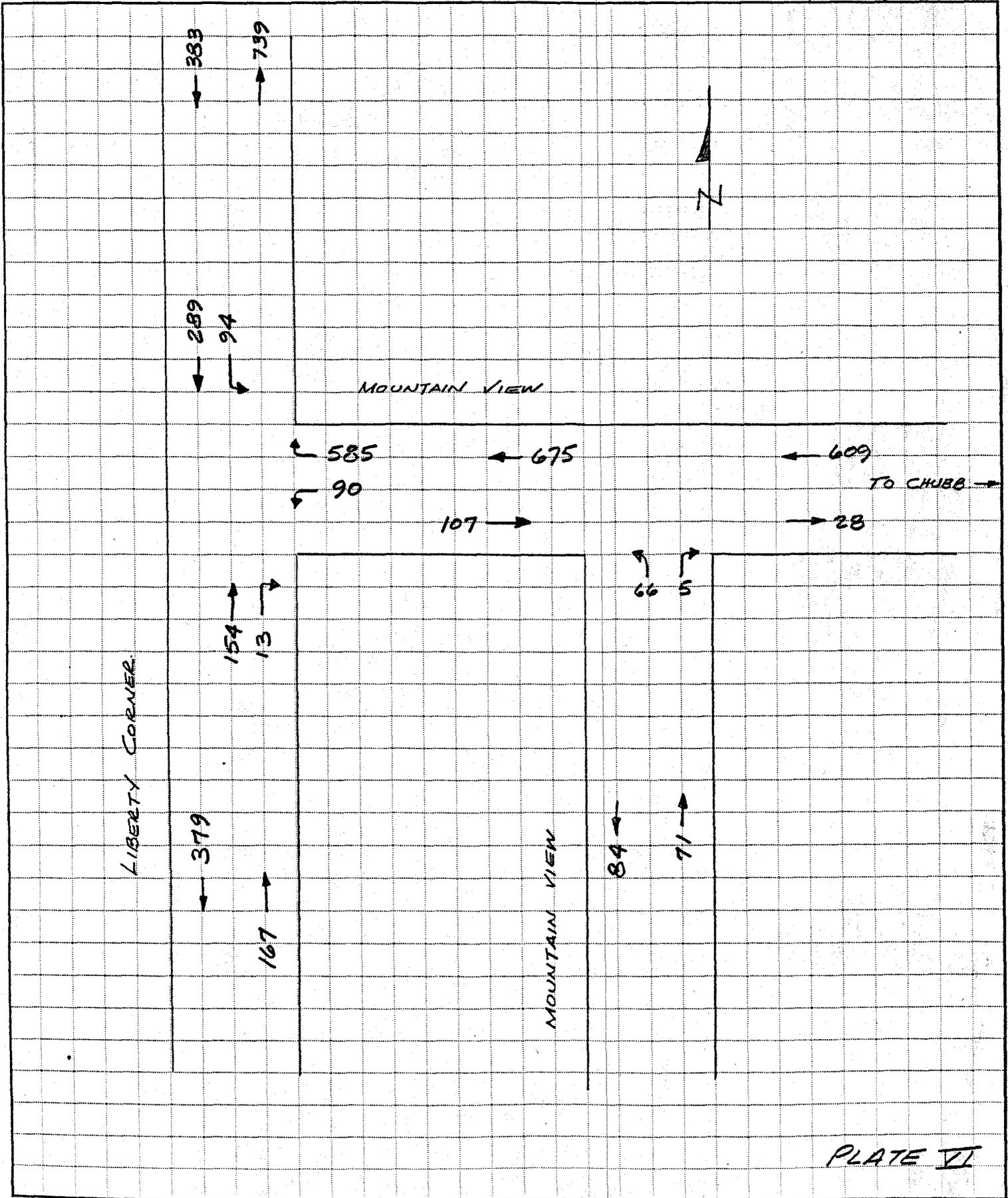
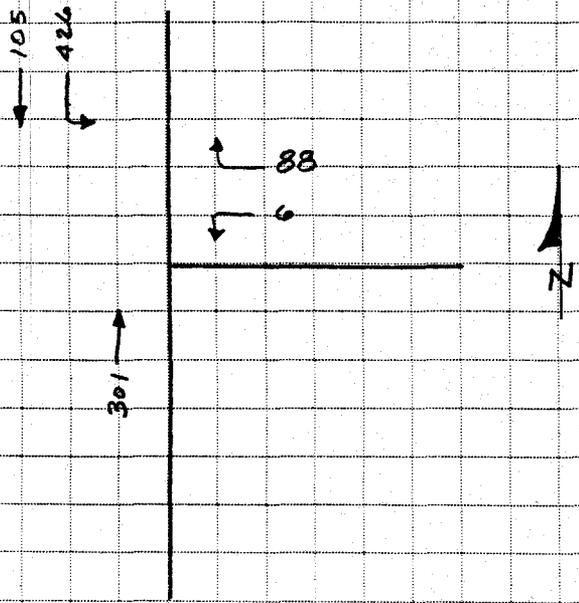


PLATE II

MORNING PEAK HOUR

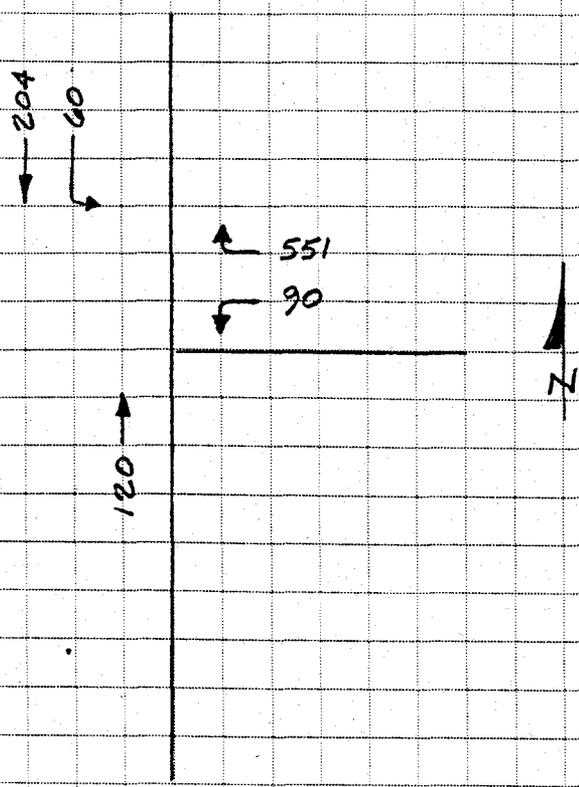


CRITICAL MOVEMENTS

$\phi_A$ - NB THRU + SB LEFT	727
$\phi_B$ - WB RIGHT	<u>88</u>
TOTAL 815	

$815 < 1000 \therefore$  LEVEL OF SERVICE A

EVENING PEAK HOUR



CRITICAL MOVEMENTS

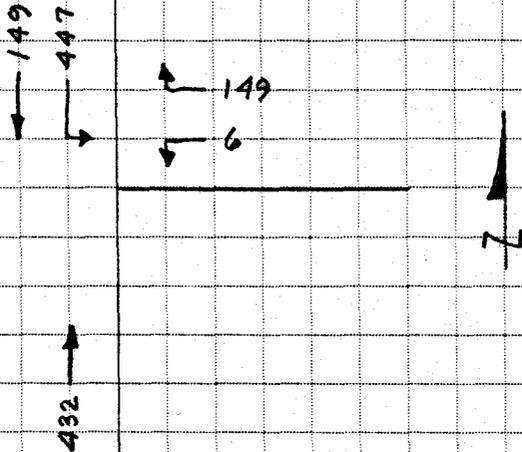
$\phi_A$ - NB THRU + SB LEFT	180
$\phi_B$ - WB RIGHT	<u>551</u>
TOTAL 731	

$731 < 1000 ; \therefore$  LEVEL OF SERVICE A

PLATE VII

MORNING PEAK HOUR

CRITICAL MOVEMENTS

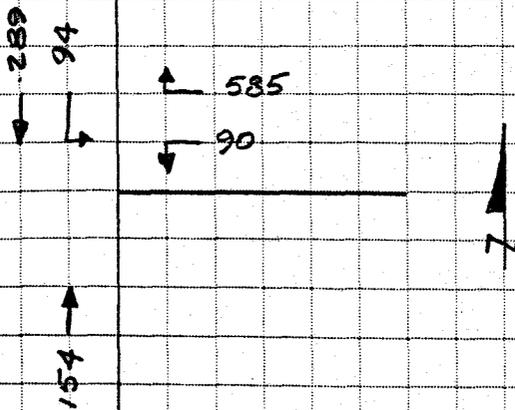


$\phi_A$ - NB THRU + SB LEFT	879
$\phi_B$ - WB RIGHT	<u>149</u>
TOTAL	1028

$1028 > 1000 < 1200 \therefore$  LEVEL OF SERVICE B

EVENING PEAK HOUR

CRITICAL MOVEMENTS



$\phi_A$ - SB THRU	289
$\phi_B$ - WB RIGHT	<u>585</u>
TOTAL	874

$874 < 1000 \therefore$  LEVEL OF SERVICE A

PLATE VIII

ENGINEERING FEASIBILITY REPORT

FOR

PROPOSED TOWNHOUSE DEVELOPMENT

MOUNTAIN VIEW ROAD

WARREN, N. J.

PREPARED FOR

TIMBER PROPERTIES, INC.

PREPARED BY

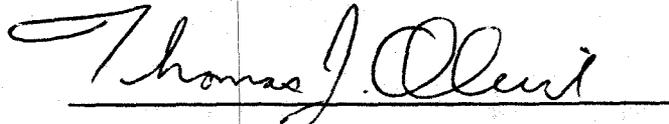
THOMAS J. OLENIK, Ph.D., N.J.P.E. 19608

SEMESTER CONSULTANTS, INC.

202 TWELFTH STREET

PISCATAWAY, N. J. 08854

NOVEMBER 17, 1983



THOMAS J. OLENIK, Ph.D., N.J.P.E.  
19608

## A. INTRODUCTION

This report concerns itself with the engineering feasibility of the development of a parcel of property generally located to the south of Mountain View Road opposite the newly constructed Chubb Office Complex in Warren, N.J. The total area of property to be developed is 72.27 acres and is composed of the following lots (as found on Sheets 3, 4 and 4A of the Warren Township Tax Maps):

<u>Block</u>	<u>Lot</u>	<u>Acres</u>
111	12	7.84
111	13	28.73
111	19	21.5
111	19C	2.05
111	36	2.2
111	37	1.58
111	38	0.72
121	4	1.87
122	1	2.91
123	1	2.87

TOTAL: 72.27 acres

In the development of any parcel of property of this acreage, several engineering factors must be considered and properly satisfied as the design and review process proceeds. These factors are:

1. Area and Boundary of the Property
2. Topographic Conditions
3. Proposed Density and Type of Housing Units
4. Environmental Impact of the Project on the Property and Surrounding Parcels.

5. Traffic Generation
6. Provision for a Potable Water Supply
7. Disposal of Sanitary Sewage Wastes
8. Stormwater Management
9. Solid Waste Disposal

As part of the Planning Board Process, these factors must be quantified to the maximum practical extent possible so that technical analysis of the data can proceed and proper conclusions be offered. Concurrently with this process is consideration of the Local, County and State requirements and regulations that may preclude or limit certain aspects of the site development. It is the purpose of this report to discuss the above mentioned items and to indicate to what extent the technical aspects of this particular property meet generally respected engineering principles for site development based upon preliminary data acquisition.

## B. ENGINEERING CONSIDERATIONS

### 1. Area and Boundary of the Property

It is certain that the property in question (PQ) contains a sufficient acreage to support a high density development of approximately 12 units to an acre. The boundaries of the property do form a fairly irregular shape but this factor should not be considered a negative one. The reason for this statement is that the property can provide access to two established roadways, Mountain View Road (MVR) and Liberty Corner Road (LCR). This factor along with the normal landscape and buffering requirements for a properties' perimeter will allow a high density of development without direct physical impact on the adjoining properties.

## 2. Topographical Conditions

The topography of a property is of equal importance with the boundary lines in planning the technical feasibility of a project. It is normally beneficial to have a property that has significant elevation difference from one side to the other. This significance is realized by aesthetically locating housing units according to the topography along with detailed design of the gravity utility systems (storm and sanitary sewers). This site does possess good elevation differences so that the architect and engineer can provide a solution that is in cooperation with the natural elevation features. This judgment can be discovered by a field inspection of the site along with an examination of the topographic maps available from public (Warren Township) and private sources. The topography for this site indicates a maximum elevation of 390 at the southwest corner to a maximum elevation of 270 at the intersection of the property boundary at MVR. This 120 foot change in elevation allows the design professionals many alternatives to the architectural and technical design of a project not normally available to a site that has little elevation change. Conversely, local severe changes in grade can provide areas within a project that have to be developed very carefully or abandoned in favor of passive open space. This site does contain a sector of property that would more properly be left in its natural state. Since most local planning boards have requirements in their Zoning Ordinances for open space, it is felt that the proposed development could proceed with a high density design on the flatter slopes and preserve the steep sector for a natural conservation and buffer area.

## 3. Density of Development

The physical features of the property and the technical factors discussed below would allow for an allowable

density of approximately 12 units to an acre or a total of approximately 850 units. It is assumed that certain provisions will be made for a percentage of the development to be for purchasers that can be classified as having low and moderate income. It is probable that these units will be of a lower living space area than what is provided in townhouse developments currently existing in Somerset County. The lower floor area coupled with a proper architectural treatment of the arrangement of units will allow for the provision of approximately 850 units of housing.

#### 4. Environment Impact

A detailed report concerning the environmental impact of the project will be prepared as the project proceeds towards Preliminary Planning Board approval. This detailed study will provide an inventory of flora, fauna, etc., and will discuss ways to minimize the impact on existing environmental resources. An initial field inspection review of the property by this author does not indicate any special environmental conditions that would prevent full density development.

#### 5. Traffic Generation

As with 4 above, a detailed study of the existing roads would be made by a traffic engineer and a report would be filed with local and county agencies in charge of this part of the review process. Even without this report, it would be safe to conclude at this point in time that the generation of traffic by the occupants of the site would be safely absorbed by the surrounding road network. With the construction of the Chubb Office Building directly to the north of the site and the completion of U.S. 78 just beyond the Chubb facility, adequate, convenient access to a major capacity road is available. Significant improvements have been recently made to LCR and MVR. Since the proposed project will properly provide access to each road, via

intersection and/or signalization, it is felt that the development of this site will not create traffic congestion in the area.

#### 6. Potable Water

Potable water would be available in sufficient quantity from the Elizabethtown Water Company who have recently expanded their system to include service along MVR.

#### 7. Disposal of Sanitary Sewage

This aspect of a project is one that could preclude any development on a site. In a developing town like Warren Township, it is often the case that municipal wastewater treatment plants (MWTP) are not available or are at design capacity and cannot be expanded because of space or regulatory limitations. At the present time, a recently completed MWTP has become operational (September 1983) to serve this area of Warren Township. The plant is known as the Stage V STP (Sewage treatment plant) and is operated by the Warren Township Sewerage Authority under New Jersey Pollutant Discharge Elimination System Permit No. N.J. 0050369. A review of this Permit and an examination of the Plant leads to the following observations:

- a. The existing plant is designed to treat 380,000 gallons per day (gpd) (average flow) of domestic sewage at a high treatment level.
- b. The current flow to the plant originates solely from Chubb Office Building and amounts to an average flow-rate of 10,000 gpd. It is understood that Chubb has purchased the rights to deliver a maximum average flow of 90,000 gpd from their site.
- c. The remaining plant capacity has been purchased by

other property owners to be served by the plant based upon current Warren Township zoning requirements of one unit of housing to each 1.5 acres of property. It is also apparent that the existing plant was sized on this low value of density development.

- d. The quality of the discharge from the plant is meeting the requirements stated in the above mentioned permit and appears to be functioning as originally designed.
- e. The plant could be expanded to handle a flow double its current average design flowrate or a total of 760,000 gpd. This construction could be accomplished at the site of the existing plant as sufficient property exists. It is assumed that an expanded plant would be required to maintain the same high degree of treatment. This requirement will not prove to be any impediment to obtaining approval from the New Jersey Department of Environmental Protection (N.J. DEP). Furthermore, an expanded plant could be designed to meet even more stringent treatment levels if required by the N.J. DEP.
- f. It is also possible that an on-site MWTP could be designed and eventually receive approval from the N.J. DEP. However, it certainly appears that expansion of the existing Stage V Plant is more desirable for everyone concerned.
- g. Conveyance of the sewage to the existing plant would be accomplished easily through the use of an adequate gravity sewer system under MVR. At a proposed density of 850 units an average daily

flowrate of 255,00 pgd (assumed per capita flow of 75 gpd and 4 people per unit) would be created by the site in question. As stated above, capacity at the Plant could be made available by a simple expansion of facilities.

#### 8. STORMWATER MANAGEMENT

Modern stormwater management requires the use of a storage facility for the detention of stormwater runoff in excess of the flow that originates from the undeveloped site. This provision can be met by construction of a detention pond on the site or through the use of the area wide pond that may be located on public property. The topography of the site will not prevent the construction of such a facility.

#### 9. SOLID WASTE DISPOSAL

The disposal of solid wastes generated by a residential development is accomplished by normal collection of wastes by a private or public means and disposal into a sanitary landfill. It is anticipated that this problem will not impede the development of this or any other site.

#### C. CONCLUSIONS

Based on the above summaries of various important technical considerations for the proposed project, it is concluded that there exists no engineering reason for the project to be rejected by any local, county or State agencies. As more complete engineering analyses are developed during the detailed design stage, the overall foundation for support of a high density development will be enhanced rather than reduced.

November 18, 1983

Mr. Raymond Trombodore, Esq.  
33 East High Street  
Somerville, NJ 08876

Re: Mountain View at Warren, A Planned Residential Development  
Mountain View Road, Warren Township, Somerset County, NJ

Dear sir;

This office, as architects, has been involved with the proposed planned residential development of the 73 acre tract bounded by Mountain View Road and Liberty Corners Road, Warren Township, since October of 1980.

I personally walked the site in October 1980, and studied the existing topographic maps and surrounding areas in order to prepare site studies and topographic site models for a planned residential development. Since that time I have walked and examined the site several other times and have noted the present characteristics of the site.

The site is densely wooded, however the site can be categorized into two forest areas. The area fronting on Mountain View Road for a depth of approximately 1,500 feet is second growth forest, small in size with dense ground brush. The remaining depth of the site of approximately 1,000 feet is mostly forest beyond maturity, aged and dying, with a great deal of fallen trees, dark, leaf covered ground with little ground vegetation. Rock outcroppings appear sporadically on the steeper terrain, and a watercourse exists on the extreme southern property area. The site slopes down 120 feet in vertical drop towards Mountain View Road in approximately 2,400 feet in length of travel for an average gradient of 5%; however certain slopes are steeper while other areas between are flatter.

Our analysis of the site today, and for the past three years, is that from an architectural point of reference the site is buildable; that the site characteristics noted in the preceding paragraph offer no problems for construction of a planned residential development, and the sloping site is conducive to an interesting design development with buildings terraced up the slope from Mountain View Road offering expansive views and relief from the tedium often associated with a flat site.

The conceptual site plan as prepared by this office offers a buildable development taking advantage of the natural topography. An arterial collector road 30 feet in width would be the "spine" of the development and connect Mountain View Road with Liberty Corners Road. From this spine road, secondary roads of 22 feet in width would service the development.

November 18, 1983

Mr. Raymond Trombodore Esq.

Page 2

No dwelling units would front on the spine road, which would insure a higher degree of traffic safety and expeditious flow of automobiles, service and emergency vehicles.

The development shown consists of two types of housing stock as follows:

1. One, Two, and Three Bedroom Condominium Units:

Design and size are based upon marketing research and are unencumbered by mandated restrictions. These unit sizes would be approximately: 850 sq.ft. for 1 Bedroom units, 1,050 sq.ft. for 2 Bedroom units, and 1,300 sq.ft. for 3 Bedroom units.

2. Low/Moderate Income Housing Units:

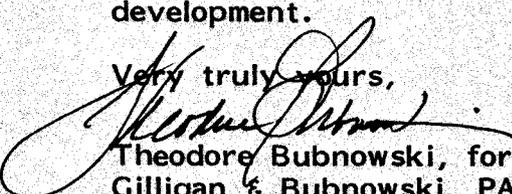
Twenty per cent (20%) of the total amount of units proposed in the development would consist of low/moderate income housing of 1,2, and 3 bedrooms. Sizes of these units would be approximately 700 sq.ft. for 1 Bedroom units, 850 sq.ft. for 2 Bedroom units, and 950 sq.ft. for 3 Bedroom units, and prices either for sale or for rent shall be within acceptable parameters to be established.

The exterior appearance of all units including low/moderate income units would be treated in similar aesthetic motif to present the planned residential development as one development. Significant land area would be left in virgin state of wooded area for open space and recreation facilities are shown and located centrally in the development. Land is available and noted on plan that can be set aside for storm water management on site and would be incorporated into future engineering documents.

Adequate parking can be provided for residents and guests at the ratio of 1½ parking spaces per unit which has proven to be the acceptable norm. Underground serviced exterior site lighting would be provided according to acceptable design standards, and site and building landscaping would be provided while maintaining natural perimeter wooded buffers and keeping selected existing tree specimens and selected natural wooded areas within the site.

From an architectural point of reference, the site offers no barriers preventing a buildable, interesting, complete planned residential development.

Very truly yours,

  
Theodore Bubnowski, for:  
Gilligan & Bubnowski, PA