

**BRIDGEWATER TOWNSHIP  
ZONING BOARD OF ADJUSTMENT**

Regular Meeting

Tuesday, December 1, 2015

—MINUTES—

**CALL MEETING TO ORDER:**

Chairman Sweeney called the meeting to order at 7:30 pm in the Auditorium of the Somerset County Vocational and Technical School, 14 Vogt Drive, Bridgewater, New Jersey 08807

**OPEN PUBLIC MEETING ANNOUNCEMENT:**

Adequate notice of this meeting has been given in accordance with the Open Public Meetings Act N.J.S.A.10:4-6. On January 12, 2015 proper notice was sent to the Courier News and the Star-Ledger and filed with the Clerk at the Township of Bridgewater and posted on the bulletin board in the Municipal Building.

Please be aware of the Zoning Board of Adjustment policy for public hearings: No new applications will be heard after 10:15 pm and no new testimony will be taken after 10:30 pm. Hearing assistance is available upon request.

Accommodation will be made for individuals with a disability, pursuant to the Americans With Disabilities Act (ADA), provided the individual with the disability provides 48 hours advance notice to the Planning Board Secretary before the public meeting.

However, if the individual should require special equipment or services, such as a CART transcriber, seven days advance notice, excluding weekends and holidays, may be necessary.

**ROLL CALL:**

Don Sweeney – present

Pushpavati Amin – present

Paul Riga – absent

Michael Kirsh – present

Evans Humenick – present

Beth Powers – absent

Alan Fross – present

Roger Pearly, Alt. #1 – present

James Weideli, Alternate #2- present

Dawn Guttschall Alternate #3 – present

John Fallone Alternate #4 - present

Others present: Board Attorney Larry Vastola, Board Engineer Thomas Forsythe, Board Planner Scarlett Doyle, Ann Marie Lehberger, Planning Secretary

**MINUTES FOR APPROVAL:**

**November 17, 2015, Regular Meeting** *(pending)*

**November 24, 2015, Special Meeting** *(pending)*

The foregoing minutes will be presented for Board consideration when completed. No action was taken.

**MEMORIALIZING RESOLUTIONS:**

**HAROLD BROWN.** –206 Hancock Ave *(pending)*

Block 118 Lots 1.01

#15-030-ZB- Simple Variance – roof over porch

TIME: 120=2/17/16

DECISION: Approved with conditions 11/24/15

Eligible to Vote: Mr. Sweeney, Mr. Humenick, Mr. Kirsh, Mr. Pearly, Mr. Weideli, Ms. Guttschall, Mr. Fallone

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**NY SMSA LIMITED PARTNERSHIP DBA VERIZON WIRELESS** – 49 Old York. Rd. *(pending)*

Block 134 Lots 6

#15-019-ZB- Minor Site Plan with Variances

TIME: 120=2/12/16

BRIDGEWATER TOWNSHIP  
ZONING BOARD OF ADJUSTMENT  
Regular Meeting  
Tuesday, December 1, 2015  
—MINUTES—

DECISION: Approved with conditions 11/24/15

Eligible to Vote: Mr. Sweeney, Mr. Humenick, Mr. Kirsh, Mr. Pearly, Mr. Weideli, Ms. Guttshall, Mr. Fallone

The foregoing resolutions will be presented for Board consideration when completed. No action was taken.

**HEARING AND DELIBERATIONS:**

**QUICK CHEK CORP**

Block 400 Lots 1 & 2

#14-033-ZB- Preliminary & Final Major Site Plan w/ Variances

TIME: 120=12/31/15

See attached Transcription dated December 1, 2015 prepared by: Latitisa Russell, C.C.R. of Schulman, Wiegman & Associates, 216 Stelton Road, Suite C-1, Piscataway, NJ 08854.

The QuickChek application was carried to December 15, 2015 at 7:30 pm. at the Bridgewater Raritan Regional High School in the Auditorium with no additional notice required.

**ADJOURNMENT:**

It was the consensus of the Board to adjourn the meeting at approximately 10:30 pm.

Respectfully submitted,

Ann Marie Lehberger, Planning Secretary

BRIDGEWATER TOWNSHIP  
ZONING BOARD OF ADJUSTMENT  
PUBLIC HEARING

IN RE: QUICK CHEK CORP. \*  
Block 400 Lots 1 & 2 \*  
#14-033-ZB-Preliminary \*  
& Final Major Site Plan \*  
w/Variances \*  
- - - - - \*

SCHULMAN, WIEGMANN & ASSOCIATES  
CERTIFIED COURT REPORTERS  
216 STELTON ROAD  
SUITE C-1  
PISCATAWAY, NEW JERSEY 08854  
732-752-7800

TRANSCRIPT of the stenographic  
notes of the proceedings in the above-entitled  
matter as taken by and before LATITISA RUSSELL, CCR  
#30XI00234100, RPR and Notary Public of the State  
of New Jersey, held at the Somerset County  
Vocational and Technical School, 14 Vogt Drive,  
Bridgewater, New Jersey, December 1, 2015  
commencing at 7:30 p.m.

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## APPEARANCES:

DiFRANCESCO, BATEMAN, COLEY, YOSPIN,  
KUNZMAN, DAVIS, LEHRER & FLAUM, P.C.  
BY: WILLIAM ROBERTSON, ESQUIRE  
15 Mountain Boulevard  
Warren, New Jersey 07059  
Counsel for the Applicant

## BOARD MEMBERS:

Donald Sweeney, Chairman  
Dawn Guttschall  
James Weidel  
Roger Pearly  
Michael Kirsh  
Evans Humenick  
Alan Fross  
Pushpavati Amin  
Lawrence Vastola, Board Attorney  
Thomas Forsythe, P.E. Board Engineer  
Scarlett Doyle, PP, Township Planner  
Ann Marie Lehberger, Secretary to Planning Division

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CHAIRMAN: I'll call the meeting to order, December 1, 2015 regular meeting of the Bridgewater Township Zoning Board of Adjustment. Adequate notice of this meeting has been given in accordance with the Open Public Meetings Act.

Please be aware of the Zoning Board of Adjustment policy for public hearings: No new applications will be heard at 10:15 p.m. and no new testimony will be taken after 10:30 p.m.

Hearing assistance is available upon request. Accommodations will be made for individuals with a disability pursuant to the Americans With Disabilities Act provided the individual with the disability provides 48 hours advanced notice to the Planning Department secretary before the public meeting. However, if the individual should require special equipment or services, seven days advance notice, excluding weekends and holidays may be necessary.

Ann Marie, would you take attendance, please?

MS. LEHBERGER: Ms. Doyle?

MS. DOYLE: Here.

MS. LEHBERGER: Mr. Kirsh?

After each of those expert witnesses completes his testimony, that's the time when you have the opportunity to ask whatever questions you may have relevant to that witness's testimony. You can't ask the engineer about traffic. You need to ask the traffic consultant about traffic. So try to fashion any question you have for the person who needs to hear that question, that has the expertise to answer it.

After the applicant has finished presenting all of its expert witnesses and expert testimony, you will all have the opportunity to stand up and tell us one at a time whether you agree with the applicant, disagree with the applicant, in favor the application or are in opposition to the application and you can tell us why. But until we get to that stage in this process, the opportunities for you to speak are really opportunities for you to ask questions of the expert witnesses and the purpose of that is to get the facts, to get out all the facts that we all need to be able to make a reasonable and logical decision about this application.

So again, you can ask questions of the expert witnesses and please make it a question.

MR. KIRSH: Here.

MS. LEHBERGER: Mr. Humenick?

MR. HUMENICK: Here.

MS. LEHBERGER: Mr. Fross?

MR. FROSS: Here.

MS. LEHBERGER: Chairman Sweeney?

CHAIRMAN: Here.

MS. LEHBERGER: Mr. Pearly?

MR. PEARLY: Here.

MS. LEHBERGER: Mr. Weidel?

MR. WEIDEL: Here.

MS. LEHBERGER: Mr. Fross?

MR. FROSS: Here.

MS. LEHBERGER: Mr. Fallone?

MR. FALLONE: Here.

CHAIRMAN: Thank you. There's been a request for me clarify some of what I said at the start of our last meeting about process and the way these meetings work. So let me take a few minutes to do that. The applicant, that is Quick Chek, presents its case by putting forth his expert witnesses. Who will talk about their specific area of expertise. So far we've heard from their engineer. I believe we're still going to hear from their traffic consultant as well as their planner.

That is not the time to stand up and tell us why you don't like this or you don't like that or you think this is a wonderful idea or whatever. That's the time to ask questions and at the end of the meeting, I guarantee you'll all have time to tell us what you think of the application and that's the time to do that and if we can try to abide by those few simple rules, this whole process will go a lot more smoothly than it has so far.

And the other thing I want to point out once again is, in order to give everybody as much time as possible to ask their questions, I'm going to ask you to limit the questions that you have to three minutes. Again, so that we can give everybody the opportunity to ask the questions that they have without extending this hearing on for months and months and months. Now we need to make better progress than we've made so far in terms of getting through this application. I'm concerned about that. One of the reasons I'm concerned about that and Mr. Vastola, please correct me if I'm wrong here, but isn't there a state law that says that if a variance application isn't heard within a reasonable amount of time, then the variance may automatically be granted?

1 MR. VASTOLA: You're correct,  
2 Mr. Chairman and the statutory cite for that is  
3 N.J.S.A. 40:55D-73.

4 CHAIRMAN: We're getting bogged down on  
5 issues that really have no bearing on the use  
6 variances that are being requested and Mr. Vastola,  
7 the board attorney, will have a few words to say  
8 about how we're going to deal with that as we move  
9 forward. We're also wasting a lot of time with  
10 outbursts and disruptions. I understand that you  
11 all have strong feelings about this application,  
12 but to be perfectly blunt about it, that doesn't  
13 excuse the behavior or the comments that you  
14 directed at this board at our last meeting.

15 All of us up here or volunteers, who  
16 put in a lot of time and effort trying to do what's  
17 best for Bridgewater. We completely share your  
18 concerns for the well being of all Bridgewater  
19 residents and in a case like this one, the law says  
20 that we cannot grant the variance if it would be a  
21 substantial detriment to the public good.

22 We are also required by law to give  
23 anyone who applies for a variance the opportunity  
24 to present their case. In order for that to  
25 happen, you have to show some decorum. If the

1 action and I know every member of this board is  
2 dedicated to their function, knows their function  
3 and performs it properly.

4 Now there's one more important thing  
5 you should realize. In a case such as this, the  
6 applicant has two hurdles to clear. The first  
7 hurdle is, has the applicant presented sufficient  
8 evidence to support the grant of the variance  
9 requested.

10 The second hurdle is if the first  
11 hurdle is overcome, the second hurdle is site plan  
12 approval. Site plan approval is 100 percent  
13 engineering. At the conclusion of this case, the  
14 board will vote first on the variance. If the  
15 variance is approved, then the board will deal with  
16 the site plan. Dealing with the site plan could  
17 involve a number of different things, including  
18 taking additional testimony on engineering issues  
19 that the board feels it needs to have. Of course,  
20 if the applicant doesn't cross the first hurdle,  
21 then the application is over and we're finished.  
22 There is no need at that time to go into site plan.

23 So I don't want any of you to be  
24 offended this evening if you're interrupted in your  
25 questioning dealing with strictly engineering

1 disruptions and the outbursts that interrupted the  
2 meeting a couple weeks ago continue, I'm going to  
3 adjourn the meeting. Mr. Vastola, do you have a  
4 few words to say?

5 MR. VASTOLA: Yes. Thank you, Mr.  
6 Chairman. I have been the attorney for this board  
7 for many years and I've seen this board hear many,  
8 many cases and many cases such as this. I want to  
9 bring to your attention to the fact that this is  
10 not the theater, an arena or a stadium. This board  
11 sits in a judicial capacity. It sits as a Judge  
12 does. When you walk into this room, it's the same  
13 as walking into a courtroom. This board is charged  
14 by oath and by statute to hear facts in the case  
15 and to apply those facts to the law and to reach a  
16 conclusion.

17 There is no applause meter up here.  
18 The number of people that come in attendance in  
19 favor of an application or against the application  
20 is not a factor for the board's consideration. The  
21 board must consider the facts presented to it in  
22 testimony and apply those facts to the law.

23 The conduct at the last meeting,  
24 frankly, as an attorney for this board for many  
25 years, offended me because I've seen this board in

1 issues. Storm water management is really not a  
2 relevant issue to this board at this point.

3 What is relevant to the board at this  
4 point is general engineering and the issue of  
5 whether or not the applicant has proved the  
6 variance. I'll remind you what the Chairman said.  
7 The decorum at the last meeting was really  
8 unacceptable. Keep in mind you're in a courtroom.  
9 If you carry on in a courtroom by making gratuitous  
10 remarks or offensive remarks, the Judge will know  
11 how to deal with you. So please let's get this  
12 moving. Let the board do its job. Let's get the  
13 testimony in, the questions asked without any  
14 interruptions. Thank you.

15 CHAIRMAN: Mr. Robertson, I know we had  
16 Keith Cahill, your engineer, up here when the last  
17 meeting was adjourned. Quite frankly, I think  
18 we've heard enough about site plan at this point.  
19 I'd like to move on to the use variance issues. I  
20 think those are really what we need to be hearing  
21 about in order for the board to efficiently spend  
22 the time that we have here tonight. Would you  
23 please take us down that road and not any other  
24 road?

25 MR. ROBERTSON: Thank you,

1 Mr. Chairman. Mr. Cahill is here. He was being  
2 questioned by the public. I don't know whether  
3 that questioning was concluded and I would also  
4 mention that there had been some minor  
5 modifications to the last plans that were submitted  
6 based upon a meeting with the fire official that  
7 took place last week. A meeting was based upon an  
8 emergency access request that was noted in the  
9 engineering plan and those plans have been revised.  
10 I think it's important because it's a site  
11 modification of what had been presented.

12 We also have here tonight, the traffic  
13 engineer, Mr. Olivo, who will give testimony with  
14 regard to the traffic and the access and ingress  
15 and I think those are significant factual issues  
16 that the planner will need to reference when the  
17 planner testifies.

18 I initially will apologize right  
19 upfront. Our planner is not here this evening.  
20 She was unavailable and based upon the previous  
21 meeting, we did not think we would get to the point  
22 that she would be called and the additional item  
23 that based upon comments at the last meeting, there  
24 were questions directed to our engineer regarding  
25 emissions from the site. Based upon that, we have

1 asked an environmental expert to produce a report.  
2 That report is not yet prepared. It was done  
3 immediately following that meeting. The raw data  
4 is done. That report will be submitted. We will  
5 have it here for the next meeting. So if it is  
6 with the board's permission, I would like to simply  
7 conclude Mr. Cahill's testimony. Ask Mr. Olivo to  
8 address the traffic issues and then carry the  
9 meeting to the 15th, at which point we could do the  
10 emissions and the planner's testimony.

11 CHAIRMAN: Fine.

12 MR. VASTOLA: I just want to make it  
13 clear that no application, no matter what it is, is  
14 approved by this board unless it has the blessing  
15 of the fire code official. We don't need to get  
16 into a lot of testimony about what he said and  
17 whatnot. Whoever is going to develop a piece of  
18 property in this township, whether it comes before  
19 this board, the planning board or any board, must  
20 satisfy the requirements of the fire code official.

21 MR. ROBERTSON: Mr. Vastola, that is  
22 clearly understood and that will be done. The only  
23 reason we rested tonight were the comments that  
24 were in the fire official's report indicated that  
25 he was going to require emergency access at 28. We

1 had spent a significant amount of time and  
2 testimony regarding the elimination of the access  
3 onto 28 and the buffering onto 28. Mr. Cahill met  
4 with the fire engineer and I think there is a plan  
5 that does both. It retains the buffering, but  
6 provides the emergency access that the fire  
7 official will require and we just think it's  
8 important that we were able to address that comment  
9 without interfering or affecting the buffer that  
10 was proposed at the last meeting. So we can  
11 address that very quickly and if the board has any  
12 questions on it, then we're happy to move on from  
13 that testimony.

14 CHAIRMAN: Fine. Let's proceed.

15 MR. ROBERTSON: Mr. Chairman,  
16 Mr. Cahill was previously sworn and as indicated he  
17 was testifying when the matter was continued. He  
18 does have a couple of minor revisions based upon  
19 the fire official's comments.

20 MR. CAHILL: Good evening. Thank you  
21 again for our time this evening to speak. I will  
22 keep it very brief. I think it was extremely  
23 important that the board and the neighbors heard  
24 about what the fire official said, because we did  
25 get the letter at the last meeting if you recall

1 and it was a concern. He was nice enough to find  
2 time in his schedule, the Wednesday before  
3 Thanksgiving. We sat with him for two hours. I  
4 think we hashed out every item in his letter we  
5 responded to him and in all fairness, on Monday,  
6 yesterday, so he hasn't officially responded, but I  
7 think we've addressed all of his concerns, from a  
8 safety standpoint. I just want to show the  
9 revision. I think it's minor. I also think along  
10 with this we've reduced a few parking stalls and  
11 eliminated a setback variance from Route 28 which I  
12 want to point out. I'd like to go to my first  
13 exhibit. This is going to be marked A-22 and dated  
14 today 12/1/2015.

15 - - -  
16 (At which time, the site plan was  
17 received and marked as A-22 for identification.)  
18 - - -

19 MR. CAHILL: For reference what we have  
20 again is Route 28 running along the bottom of the  
21 page for this exhibit is going to be in the  
22 east/west direction with north being at the top.

23 This is the exact same site plan that  
24 is submitted and we've overlaid what the fire  
25 official requested was utilizing his truck. So the

1 geometry turning radius specifications, et cetera,  
2 we've modeled it we've gotten his geometry and had  
3 it circulating to the site to his satisfaction as  
4 requested.

5 From what the board attorney said, I'm  
6 not going to be point by point through. I just  
7 want to point out the highlights. He asked for  
8 access off of 28. He was agreeable to having the  
9 concept of coming through the existing driveway of  
10 the Melicks Farmstand. We have a stretch,  
11 approximately, 75 feet that we have grass pavers  
12 that are designed and engineered to hold the weight  
13 of your fire truck and it would access into the  
14 site through a board-on-board fence gated that  
15 would allow a 20-foot opening when both gates were  
16 opened. He was happy with that. We were using the  
17 locks that he wants and again, we didn't change any  
18 other aspect to location of building, canopy  
19 driveway access, et cetera.

20 What you can see is the trash enclosure  
21 that was located in the southwest corner. We slid  
22 that to the north, approximately, three parked car  
23 widths to create this access point. We've  
24 eliminated three parking stalls in is back row in  
25 western line.

1 In addition, with the measurement as  
2 identified by your planner to the right of way of  
3 Route 28, we had two parking stalls along the  
4 southern side of the building that were in that  
5 setback. We eliminated two additional parking  
6 stalls, so in total five. We've gone from 57 to  
7 52. We've eliminated the setback variance for two  
8 items from Route 28 which identified as being  
9 parking stalls and the trash enclosure. The trash  
10 enclosure is now out of that setback eliminating  
11 the variance, the parking stalls are out of that  
12 and from what I believe until we hear back from the  
13 fire official, I think we've satisfied him in terms  
14 of having the access.

15 Two other quick points, he wanted the  
16 fire hydrant up at the parking lot which we  
17 achieved and in addition we've talked about  
18 relocated the board-on-board fence or solid wood  
19 fence along the highest point of the disturbance,  
20 which we have achieved as well in this and in so  
21 doing again, improves the screening from the Route  
22 28 corridor into our site.

23 That's the summary of the changes. I  
24 think we've addressed everything relative to the  
25 fire official. We'll wait for his responses

1 formally and of course, as mentioned, we will  
2 comply with all or any conditions that he has to  
3 his satisfaction.

4 CHAIRMAN: Let me repeat that. These  
5 are all essentially site plan issues. And our  
6 primary concern here is not site plan. We will get  
7 to site plan if and when, if and when they get  
8 their use variance. If they don't get their use  
9 variance, the site plan is moot. It doesn't  
10 matter. So I am going to put off what would  
11 normally be a question and answer period for  
12 Mr. Cahill at this point because again, these are  
13 site plan issues and I don't want to get bogged  
14 down in those. I want to move ahead with use  
15 variance issues.

16 So Mr. Robertson, at this point, I  
17 would like to hear what your traffic consultant has  
18 to say.

19 - - -

20 CHARLES OLIVO, after having  
21 been first duly sworn, testified as follows:

22 - - -

23 CHAIRMAN: Would give us your name and  
24 your professional address please.

25 MR. OLIVO: Certainly. Good evening,

1 Mr. Chairman, members of the board, members of the  
2 public. My name is Charles Olivo. O-L-I-V, as in  
3 Victor, O. I'm a principal with Stonefield  
4 Engineering and Design located at 75 Orient Way,  
5 Rutherford, New Jersey.

6 Mr. Chairman, if you'd like, I could  
7 put on my credentials for the record.

8 CHAIRMAN: I don't think that's  
9 necessary, but you're licensed in the State of New  
10 Jersey, Mr. Olivo?

11 MR. OLIVO: I am, Mr. Chairman.

12 CHAIRMAN: Why don't you proceed, Mr.  
13 Olivo.

14 MR. OLIVO: Thank you very much. As  
15 part of any type of project development plan one of  
16 the first steps in preparing a traffic impact study  
17 is certainly looking at an existing inventory of  
18 the roadway system. Now I know the board is very  
19 familiar with where we're located here and the  
20 public, as well, but I'll just go through it  
21 briefly as to how we come to a traffic impact  
22 study, what we look at, what we study from both the  
23 roadway perspective, the driveways, et cetera.

24 So starting with the site, itself, the  
25 site is located between two state arterial routes.



1 These are two state highways under the jurisdiction  
2 of the New Jersey Department of the Transportation.  
3 Towards the top of the exhibit or top of the page  
4 is Route 22, speed limit of 55 miles per hour. To  
5 the bottom of the page we have Route 28. So again,  
6 these are both under the jurisdiction of the  
7 Department of Transportation. As such, any  
8 approval of the change of access to a site such as  
9 this, would require that an application is made to  
10 the Department of Transportation. Their group  
11 reviews that. There are a number of groups within  
12 the Department of Transportation that would review  
13 a project such as this to understand whether or not  
14 the access is being proposed in a safe and  
15 efficient manner.

16 From what I can tell, the board is  
17 certainly is working closely with Quick Chek Bohler  
18 Engineering or site engineer, as well as the other  
19 project professionals. Everything that has been  
20 designed here in terms of the site design, the  
21 access design, roadway system, has been done to  
22 create a site that would allow for safe, effective  
23 and efficient movement on and off of the property  
24 without significantly impacting Route 22.

25 As the board is familiar with

1 originally the access management plan looked at  
2 access from both Route 28 and Route 22. That has  
3 been changed. What we are proposing at this time  
4 is only access to and from the site via Route 22.

5 As I mentioned, Route 22 is a state  
6 highway. It's median separated along this stretch  
7 of roadway and we are in generally what I'll call  
8 the western portion of Route 22 corridor as it  
9 travels through Bridgewater. Along this stretch  
10 you generally have two lanes in each direction. As  
11 I mentioned, a speed limit of 55 miles per hour.

12 Along the site frontage is what I'll  
13 refer to as a full-width shoulder. As you travel  
14 in an easterly fashion along the site. What that  
15 allows for is a vehicle to pull out of the right  
16 most travel lane be on the right most side of the  
17 roadway and then travel in along the curb into a  
18 site such as this.

19 Now if you look along the 22 corridor,  
20 you'll see there are different treatments of how  
21 you get into and out of the project. If you look  
22 at the Metlife project, which is located to the  
23 north and east of this site, generally what they  
24 use is a very similar treatment to get in and out  
25 of the property. The difference is their driveways

1 use something called the English system. Meaning,  
2 that the in is after the out. But in terms of how  
3 they get on and off of their site, it's similarly  
4 using the shoulder area. If we could just zoom out  
5 a bit on the aerial or get a larger scale. This is  
6 an aerial exhibit.

7 MR. ROBERTSON: Previously marked A-8  
8 this is.

9 MR. OLIVO: This is an aerial exhibit  
10 prepared by Bohler Engineering. Now the site is  
11 located essentially on the exhibit highlighted in  
12 yellow what you see to the west of the site is the  
13 various ramp intersections with Garretson Road,  
14 which I'll talk about in just a little bit. But  
15 generally speaking, all of the access to the site  
16 is coming in somewhat certainly on the property on  
17 Route 22.

18 In terms of where there are a number of  
19 questions about how far away are we from the  
20 Garretson Road, essentially the merge-on point from  
21 a number of different ramp roadways in the area of  
22 the subject site frontage. So just to give some  
23 feel for where we are in relation to where the  
24 ramps are located, the proposed driveway to the  
25 site is located, approximately, 1,000 feet away

1 from the yield point from Route 28 onto Route 22  
2 traveling in an easterly direction. That's about  
3 50 car lengths from the yield point to where you  
4 would then be able to enter the Quick Chek site.

5 In terms of where that egress point is  
6 located from the E and B driveway, you're at about  
7 1300 linear feet, so even more spacing in that  
8 direction. The site is very well spaced. The  
9 driveway is very well spaced from the other roadway  
10 intersections along Route 22.

11 Now Garretson Road and its intersection  
12 with both the Route 22 and Route 28 ramps, we  
13 studied that in great detail. We're very familiar  
14 with how the intersection works. Somewhat of an  
15 atypical interchange as you're coming down  
16 Garretson Road and you come into the interface with  
17 the Route 22 ramp system and generally speaking and  
18 I'm sure everyone experienced here on a daily  
19 basis, as you come down Garretson Road into the  
20 intersection with Route 28, the morning peak period  
21 generally operates very well, acceptably for peak  
22 conditions along this stretch of roadway. Where  
23 you start to see constraints is around the time  
24 the high school lets out from around two to three  
25 p.m. and then also later in the evening around five

1 to six p.m. where that left turn movement makes a  
2 movement onto Route 28.

3 Now by removing the Route 28 access  
4 point, we're essentially removing any associated  
5 traffic of the site with those intersections.  
6 Everything coming in and out of this site is  
7 utilizing Route 22 and the proposed condition as a  
8 result of plan changes. There are significant  
9 changes that will certainly alter the distribution  
10 of the cars coming in and out of the site as a  
11 result of this subject redevelopment of the  
12 project.

13 Now as I mentioned, we started with  
14 that existing inventory and what we found is that  
15 generally speaking, the roadway moves a lot of  
16 traffic significantly more traffic during the  
17 morning peak hour in an easterly direction than it  
18 does in the evening peak hour. As part of the  
19 traffic study, we started that inventory during the  
20 weekday morning rush hour, rush period, peak  
21 period, as well as the evening weekday peak period.  
22 Generally, that window of time is seven a.m. to  
23 nine a.m. in the morning and four p.m. to seven  
24 p.m. in the evening. Those are the peak times.  
25 However, we do recognize that with the high school

1 and out of the Quick Chek would be drawn to and  
2 from. And by virtue of being a right in, right-out  
3 only site, it makes for very convenient access as  
4 you're traveling along Route 22 in an easterly  
5 direction to come in via the right turn movement  
6 and exit via the right-turn movement, as well. So  
7 those existing counts during the peak periods are  
8 what frame the existing traffic conditions that we  
9 reviewed within the impact study that was submitted  
10 for the board's review and the expert's review.

11 We then looked at a no-build condition,  
12 which contemplates if you fast forward two years  
13 and the subject property were not to be build what  
14 kind of ambient growth would be in the roadway  
15 network that would potentially add traffic to Route  
16 22. We then look at the build condition. We go  
17 from the existing to a future no build to a build  
18 condition and the build condition contemplates if  
19 the Quick Chek with gasoline fueling service were  
20 to be built, what would the traffic volumes then  
21 potentially grow to. As I mentioned, a very large  
22 percentage of traffic associated with this type of  
23 land use is already on the roadway and the  
24 terminology within that we use within traffic  
25 engineers field, we call this pass by. What this

1 as a major generator of traffic up Garretson Road,  
2 we did extend the window to understand what kind of  
3 traffic volume you see on Garretson Road on Route  
4 22, on Route 28 at other times of day earlier in  
5 the afternoon period. But when you look at the  
6 distribution of traffic on Route 22, it's very  
7 clear that during those two windows that I  
8 mentioned, you have the majority of traffic  
9 traveling through this network.

10 This type of site, a Quick Chek  
11 convenience store with gas, studies show that as  
12 much as almost 90 percent of the traffic coming in  
13 and out of the driveways is already on roadway  
14 system today. Route 22 carries about 35,000  
15 vehicle trips on a daily basis. Route 28 carries  
16 about 15,000 trips on a daily basis. Again, these  
17 are state highways where the site is located  
18 between both of the roadways.

19 This type of land use which is very  
20 different from a very large residential project,  
21 very different from a large office project where  
22 new traffic is generated, this type of land use  
23 generates traffic from that eastbound flow on Route  
24 22 that exists today. Over 2,000 vehicles in a 16  
25 minute period is where the site traffic coming in

1 means is there is a significant amount of traffic  
2 passing by the site today.

3 As I mentioned 35,000 cars on a daily  
4 basis. So about 17,500 on the eastbound side and  
5 17,500 on the westbound side. By placing this site  
6 on the eastbound side of Route 22, those vehicles  
7 would then have the opportunity to come into the  
8 site on their way to work, on their way home and  
9 then leave the site and continue on that route.  
10 That is very different from a new trip. If you  
11 think about all of the residential development  
12 along Bogart, Buena Parkway, Vista, Villa and  
13 Vanderveer, all these various roadways that connect  
14 into the residential development that's south of  
15 Route 28. There was a time that that traffic  
16 didn't necessarily exist. By building homes you  
17 create new traffic that moves in and out of the  
18 network. This is not that type of land use  
19 generator. It's very, very different land use  
20 generator. I'd like to mark one exhibit that  
21 expands the view of the aerial if we could. This  
22 would be A-23.

23 - - -

24 (At which time, an aerial view was  
25 received and marked as A-23 for identification.)

1                   - - - -  
 2       Q.       This is an aerial exhibit prepared by  
 3       Bohler Engineering. This is at 400 scale. So we  
 4       are just going to zoom out a bit more. I'd like to  
 5       give an example a little bit more about this site  
 6       and what this proposed use is and what it is not.  
 7       The site on this exhibit is tucked up in towards  
 8       the center of the page, but in the upper left-hand  
 9       side as you face it and all of the subject  
 10       development that I've been speaking about is  
 11       located to the south of Route 28. Now there are a  
 12       number of roadways that were created when the  
 13       subject residential development was built in  
 14       various phases. If you look at historic aerials  
 15       you can see how that puzzle came together, but  
 16       those were all new trips that added traffic demand  
 17       to the roadway network 202 to 28 to 22 and over the  
 18       years that traffic grew and if you also think about  
 19       Methlife, other projects that are on here, but  
 20       difficult to see. Similarly these official  
 21       projects are bringing new traffic in and out of the  
 22       roadway network.

23               The traffic that exists by virtue of  
 24       these projects being built is that same traffic  
 25       that will come in and out of the site on a daily

1       basis as pass by traffic. We've had the  
 2       opportunity to look at intersections near  
 3       convenience stores, convenience stores with gas  
 4       stations before and after they are built. In some  
 5       cases, no change in traffic at all and others very  
 6       marginal changes in traffic because it's a  
 7       convenience store with gas and because the traffic  
 8       that is associated with that type of use is the  
 9       traffic that's on the roadway today.

10              So when we prepared the build  
 11       condition, we review all of the subject development  
 12       within the area to gain an understanding of what  
 13       the roadway dynamics are and how they could  
 14       potentially impact the site and vice versa, how the  
 15       site could impact roadway, the roadway network,  
 16       et cetera and that really frames the build  
 17       condition. I would like to bring up the site plan  
 18       rendering of the most recent site plan. By looking  
 19       at the existing condition, that helps us certainly  
 20       look in more detail at what is being proposed and  
 21       the proposed condition.

22              Looking now at the access point and  
 23       zooming in tighter on the site, itself.

24              MR. ROBERTSON: A-9.

25              MR. OLIVO: A-9 for the record, which

1       is the site plan rendering prepared by Bohler  
 2       Engineering. The access being proposed to the site  
 3       is right in, right out onto Route 22. In July of  
 4       2014 our office had a pre-application meeting with  
 5       the Department of Transportation where we presented  
 6       a conceptual plan that showed this access and  
 7       concept and also showed access on Route 28. This  
 8       is very typical as part of a development project.  
 9       We look to understand and garner any type of  
 10       information from the Department of Transportation  
 11       very early on in the process to see if there are  
 12       any red flags, any design issues, any concerns that  
 13       the department might have, any improvement  
 14       projects, any widening, things that we should  
 15       consider as a redevelopment project. That happened  
 16       in the summer of last year.

17              As part of making an application to the  
 18       town, we then go through the same process with the  
 19       public, with the members of the board, the  
 20       professionals to understand if there are concerns  
 21       that can be addressed as part of traffic design and  
 22       transportation and engineering, but it's very  
 23       common that a DOT application is made after an  
 24       approval is gained from a local municipality. That  
 25       is very typical to the process.

1              So as Mr. Cahill touched upon there had  
 2       been some discussions with DOT about the location  
 3       of the sign within the right of way, a massive  
 4       right of way section, one of the largest that I've  
 5       seen, 65 feet from the curb to the right-of-way  
 6       line. That is not common and I've studied many  
 7       state highways throughout New Jersey, New York and  
 8       other areas. If you drive along Route 22, you'll  
 9       see monument signs and other signs that are located  
 10       within this swath of land between what it is the  
 11       property line and the edge of pavement of Route 22.  
 12       We would have to make application to the DOT very  
 13       clearly indicate that we would be proposing to  
 14       locate a sign in that area. If the board were so  
 15       inclined to approve this project, it is very common  
 16       that boards condition any building permits, any  
 17       start-up construction on obtaining a DOT access  
 18       permit and the approvals that you see here. If  
 19       something were to change dramatically in the DOT  
 20       process, very likely we would come back here. This  
 21       is all part of the typical process of development  
 22       of sites that have new access to state highways.

23              As you come in from the in-and-out  
 24       junction or access point, you are then led into a  
 25       central circulation aisle that gives you the

ability to the circumnavigate the fuel pumps and to circumnavigate the convenience store. If you drive east on Route 22 and you think about the gas stations that you come to whether they are Sunoco, Lukoil, Valero, et cetera, you'll recognize that what's being proposed here is quite different from those sites, which is why I think referring to this site as a gas station is a complete misnomer. This is modern convenience, both the store and the gas. People look to combine those trips in one integrated movement. Rather than going to a convenience store for one trip in and out and then a gas station for another trip in and out, this is really the modern convenience offering.

If you think about those sites that are to the east, the gas stations that are located off 22, most of them in terms of the distance of the access point to the first fuel pump is no more than 50 to 60 feet. As soon as you come off 22, you are into the site, the fuel canopy area, the fueling staging areas, as well as parking areas and other portions of the site. As you come from Route 22 into the site to the first parking stall or fuel pump you will travel, approximately, 250 feet. This is all designed to enhance safety and

five-minute turnover within the fuel pump area. The store, itself, you'll see similarly about a five to six-minute turnover. Very similar to how the fuel is operated. Everything is located in such a manner where you can come into the store. You can walk. You can find it easily and you can checkout quickly, as well. Again, building the site for convenience.

The proposed parking stalls were previously 57 parking stalls Mr. Cahill talked about the changes that will happen as a result of providing the fire access point. Typically target around 50 parking stalls and that is where I believe we will end up, even with that change. Again, to give the motorist the ability to come onto the site and park, fuel, utilize the store and do so in a convenient and efficient manner and back onto Route 22 to continue their travel.

As part of the traffic impact study that was submitted to the board, there are a number of technical items that I'd be happy to get into if the board would like, but in terms of trips into and out of the site, the projection for this site, if you're referring to the traffic impact study the most recent, which is dated October 30, 2015 and

convenience as you come onto a property such as this.

So from the Route 22 access point you'll travel, approximately, 160 feet and another 90 feet before you come to the real activity. This gives motorists the ability to decelerate on Route 22 within the shoulder area, further decelerate in the right-turn-in only area and then into the site. More than enough distance to decelerate as you're coming off Route 22 onto the site to safely travel throughout the site. Very similarly as you exit the site, you will come into the area of a full shoulder, which would give you the ability to accelerate back on. As I mentioned, the next driveway is, approximately, 1,300 feet about 65 car lengths down the street on Route 22. More than enough distance and separation between the two driveways.

What's being proposed onsite is 5,700 square foot building and 16 fueling positions. 16 fueling positions are designed with convenience in mind, to give motorists the ability to come in, find a fuel pump relatively easily and conveniently. The attendants are very on top of the operations. In general, we see about a four to

referring to page four, the projection for 5,700 square foot convenience market with gas, 233 trips during the morning and 290 trips during the weekday evening peak hour.

The pump area, there's a number of parking stalls, the general circulation aisle design and the design of the interior of the site are all designed to accommodate the flows that we're speaking about within the trip generation study that has been prepared. As a result of the vehicles via right turns in and out 22 are the safest movements that you can have at any driveway and based on the findings of the traffic impact study all provided within the report, there would be no significant impact on roadway network as a result of the development of the subject project. The access point has been designed with proper spacing in mind, proper DOT guidelines any application, formal application, to the Department of Transportation, the board will be copied on that and the board professionals will have an opportunity to review as well. If there are no other questions, I am happy to answer any questions that the board or public might have.

CHAIRMAN: Let's start off with

1 questions from the board and I have one. Suppose  
2 you're a motorist traveling west on Route 22. You  
3 see the Quick Chek convenience store or gas station  
4 and decide you need a cup of coffee or gas, how  
5 would that motorist get to the convenience store  
6 from the westbound lanes of 22?

7 MR. OLIVO: Well, if they were a true  
8 Quick Chek loyalist and they had to get into the  
9 site and they weren't using another gas station or  
10 convenience store along 22 West and they had to get  
11 into this particular site, if you could call up the  
12 aerial exhibit that was at 100 scale, you would  
13 come off 22 West into the interchange with  
14 Garretson Road make the left turn at the bottom and  
15 then come back around using the ramp to get onto 22  
16 from 28.

17 Now I will say this, during the evening  
18 peak hour, you'd have to be one great fan of Quick  
19 Chek to make that movement during the rush hour  
20 commute period to get into the site and then back  
21 west on 22. In order to complete those movements  
22 it would be time consuming. It would be circuitous  
23 and you would be sitting in a significant amount of  
24 delay. There is no question about that. During  
25 the evening peak hour and I know many are familiar

1 with this, the left-turn movement at the bottom of  
2 the Garretson to get onto 28 is essentially what  
3 backs traffic up even during that peak hour.

4 The morning peak hour, you can complete  
5 that movement generally without a problem during  
6 the peak condition. The evening peak hour is when  
7 you see the majority of congestion at that  
8 intersection. But again, to leave that site and  
9 then continue back to 22 westbound, it would be  
10 very time consuming. That's typically is not what  
11 these land uses engender when they are built is  
12 people driving out of their way to get in and out.  
13 That's why this is a high pass by utilization that  
14 has been studied for sites such as this.

15 Being located on the eastbound side of  
16 the roadway, the expectation is that the large  
17 majority of traffic coming in and out is coming  
18 from the west and traveling east on 22, but to your  
19 point Mr. Chairman, it could be happen. I do think  
20 it would be rare.

21 CHAIRMAN: How many new cars traveling  
22 on Route 22 will there be as a result if this store  
23 is built? Peak hours, how many?

24 MR. OLIVO: Based on utilizing more  
25 conservative pass by rates, approximately, 73 in

1 the morning and 96 in the afternoon. That is using  
2 what I will call the lower rates, which would be  
3 highly conservative for a site located where this  
4 site is located.

5 CHAIRMAN: That's a conservative  
6 estimate?

7 MR. OLIVO: It is.

8 CHAIRMAN: So it could be higher?

9 MR. OLIVO: No, it likely would be  
10 lower and as I mentioned, in an hour passing this  
11 site today during the morning peak is,  
12 approximately, 2,000 cars. To give you some sense  
13 of scale of where 70 potentially cars could fall.

14 CHAIRMAN: Any other questions from the  
15 board before we open it up to the audience?  
16 Michael?

17 MR. KIRSH: Michael Kirsh. I want to  
18 pursue this same concern about traffic and the  
19 viability of the Garretson 28/22 current  
20 intersection. What is the -- you studied that,  
21 correct?

22 MR. OLIVO: We studied the access  
23 point, 22.

24 MR. KIRSH: I thought I heard you say  
25 that as part of your study was the intersection at

1 28, 22 and Garretson.

2 MR. OLIVO: We did review and conduct  
3 traffic counts at Garretson. One of the aspects of  
4 the build analysis is look at how many trips  
5 potentially can be generated from the site to a  
6 nearby intersection. When the DOT asks that you  
7 create a scope of study, which basically means,  
8 which intersections do you need to provide to the  
9 DOT for the study as part of adding access to a  
10 roadway such as Route 22. You distribute the  
11 traffic associated with the project to see whether  
12 or not you arrived at 100 conflicting trips. We do  
13 not arrive at the 100 conflicting trips at  
14 Garretson Road, so we had not included Garretson  
15 Road within build conditions study. We did review  
16 it. We did count it and tried to take a look at  
17 and try and diagnose what some of the issues were  
18 there.

19 MR. KIRSH: Did you calculate a level  
20 of service for that intersection?

21 MR. OLIVO: We did not, but generally  
22 speaking after having observed it and understanding  
23 what the volumes are there, very likely that during  
24 the morning peak hour, you'll see acceptable levels  
25 of service. The left-turn movement as it makes a

1 left off Garretson Road onto 28, I would expect  
2 capacity constraints at that movement today.

3 MR. KIRSH: That's true and I think we  
4 have to understand the reason why that's true is  
5 that the residential development has principally  
6 three access points from the north and east and  
7 those are through the Somerville circle, which is  
8 highly challenging, through Country Club Road,  
9 which is a left turn from 22 is not permitted. So  
10 you have to go somewhat a circuitous route and that  
11 route also backs up and then that brings a  
12 substantial amount of traffic to the subject  
13 intersection. So that's current.

14 Where I'm -- I want to make sure I  
15 understood your testimony before. You said that a  
16 person would have to be a real loyalist essentially  
17 to get into that bottleneck during the evening peak  
18 to access this facility and so because the traffic  
19 is so bad already, your testimony is you would have  
20 to be, as you said a real loyalist, to subject  
21 yourself to that.

22 MR. OLIVO: It has to do with the land  
23 use type. If this were a residential use or this  
24 were an office use and you had to get to the site,  
25 that creates a very different dynamic and I was

1 amount of business that could be drawn onto this  
2 site?

3 MR. OLIVO: I would say this.

4 Regardless of the congestion here, the site has  
5 been designed in such a way to bring volume in from  
6 22 East and then push it back onto 22 East. If  
7 potentially that intersection worked better it may  
8 be a more attractive route, but I would expect very  
9 insignificant amounts of volume to originate from  
10 22 West whether that worked extremely well or not  
11 well at all.

12 MR. KIRSH: Where I'm concerned is the  
13 rational choice is not to go to that bottleneck  
14 voluntarily, but you may have choose to do so and  
15 with that intersection already far overburdened in  
16 my mind even one additional car makes a bad  
17 situation worse.

18 MR. OLIVO: And the issues that  
19 persists at Garretson Road are something worthy of  
20 study. I don't know if the township or  
21 professionals have looked at potentially making  
22 modifications to the intersection, if there have  
23 been other applications that I've looked at making  
24 improvements to the intersection there, but  
25 generally speaking, this project will not

1 speaking somewhat anecdotally, but if you're coming  
2 down 22 West, you don't have to get into the Quick  
3 Chek with gas on the eastbound side of Route 22 at  
4 5:30 in the afternoon. You don't have to. If you  
5 were going home, if you were going to the office,  
6 that might be a different scenario which is why I  
7 say generally speaking these types of sites and  
8 I've worked on 50 to 60 convenience store,  
9 convenience store with gas, other types of  
10 developments similar to this, generally speaking a  
11 large majority of traffic during the peaks is from  
12 the pass by traffic that is fronting the site.

13 Now to your point during the off peak  
14 time periods, someone could travel down Route 22  
15 West utilize the ramp of Garretson Road, grab a cup  
16 of coffee and head home when the traffic volumes  
17 would be significantly less than we're speaking  
18 about during the evening peak. So I stand by that  
19 testimony. That during the peak times where you  
20 see the most congestion in that interchange area  
21 very few vehicles would be subjected to make that  
22 type of turn to get in that site at that time.

23 MR. KIRSH: Would you say from the  
24 standpoint of this applicant the condition of that  
25 intersection is actually an inhibitor to a larger

1 significantly change what's happening there today  
2 and I understand your point. I do, but one car  
3 will not characteristically change what's happening  
4 here today. Ten cars won't either, but if this  
5 were pushing a significant amount of volume  
6 through, that movement, then I might have a  
7 different opinion, but that's not what this land  
8 use, that is not what this project would do.

9 MR. KIRSH: At the peak?

10 MR. OLIVO: At the peak when you're  
11 experiencing congestion at that area.

12 MR. KIRSH: But could there be a  
13 scenario be where a peak essentially spans because  
14 of the shoulders of peak you may have people who  
15 attempt that maneuver because it's not terrible.  
16 So instead of having a scenario you may know the  
17 numbers better than I do. It's, you know,  
18 deficient intersection from the hours of 4:30 to  
19 6:15, now all of a sudden it becomes deficient 15  
20 minutes earlier as well as 15 minutes later.

21 MR. OLIVO: At Garretson Road, what you  
22 see in the morning peak and this is the morning  
23 rush hour during the 60-minute period, you see  
24 about 80 to 90 vehicles that make the left turn  
25 that we are speaking about. In the afternoon from

1 five to six, you see about 300. The peak is rather  
2 sharp. So I would not expect if 7:30, 8 o'clock,  
3 8:30 rolled around that vehicles, because remember  
4 this site is drawing traffic off the roadway which  
5 means the volume associated with the project begins  
6 to gradually dip as the peak dips, itself. So to  
7 suggest that perhaps the site would peak when the  
8 roadway is seek a softer peak is unlikely with this  
9 type of land use.

10 MR. KIRSH: Would you anticipate that a  
11 certain amount of traffic that ends up on 22 East  
12 and accesses this property, its most previous  
13 location was actually 28? In other words, cars are  
14 coming from 28 East or West accessing 22 East and  
15 then accessing this site? Some percentage of your  
16 traffic would be making that maneuver.

17 MR. OLIVO: Yes, as they do today.

18 MR. KIRSH: Potentially, maybe, more  
19 would if there is an attraction there, if someone  
20 needed gas.

21 MR. OLIVO: Not necessarily, but they  
22 could come from 28 East or West and come onto 22  
23 East. They could.

24 MR. KIRSH: They could. You know,  
25 Quick Chek is looking to invest a substantial

1 like that for something like this. You're speaking  
2 about an origin destination study, license plate  
3 surveys, et cetera. Not typically used to capture  
4 what kind of volume would be in and out at a site  
5 such as this. It's a study that could be done, but  
6 when you shed light on the traffic coming in and  
7 out of the site and whether or not the driveway was  
8 designed safely.

9 MR. KIRSH: Just to go back to your  
10 original point, for the person who works in the  
11 Metlife complex and lives up or down 287, so they  
12 are really in Bridgewater, on Bridgewater Township  
13 roads for a very short portion of their journey,  
14 your supposition for the evening rush hour, that  
15 person is not likely to deviate from their current  
16 behavior which presumably is to get on 22 East,  
17 east of this, that person again unless they are  
18 very strong loyalist, that person is not going to  
19 alter their behavior because it would simply take  
20 far too much time for them to navigate to the west.

21 MR. OLIVO: During the peak hour on  
22 Route 22, yes, that continues to be my supposition.

23 MR. KIRSH: Okay. I don't have  
24 anything further.

25 CHAIRMAN: Any other questions from the

1 amount of money in this property and in this  
2 endeavor, I would think they might or they could.  
3 I would think that if they were investing money in  
4 this, the answer is they will.

5 MR. OLIVO: Quick Chek looks and has us  
6 look at what are the volumes on the roadway today.  
7 That is one of the best indicators for their sites.  
8 There are 35,000 cars that travel Route 22 on a  
9 daily basis. Those are numbers that they look for.  
10 Could there be a slight uptake in numbers that use  
11 the right turn on from 28 to 22, they could. Our  
12 driveway is about 1,000 linear feet downstream.

13 Generally, when you merge on from the  
14 ramp onto 22, Milltown Road which is a split-face  
15 signal creates very large gaps in traffic that  
16 allows vehicles to merge on via that point and then  
17 would be able to continue onto the site. If that  
18 were to happen the infrastructure is there and in  
19 place to allow that to happen safely.

20 MR. KIRSH: But just so I'm really  
21 clear, you don't have specific numbers and it's  
22 outside of your study area to understand where cars  
23 came from before they got onto 22 East approaching  
24 your site?

25 MR. OLIVO: We would not do a study

1 board?

2 MR. HUMENICK: Is it fair to say that  
3 the traffic in the morning is traveling mostly from  
4 west to east?

5 MR. OLIVO: It is, yes.

6 MR. HUMENICK: I see entry here 117  
7 exit, 116, et cetera. In the evening the traffic  
8 is, approximately, 145 in, 145 out. It's about 30  
9 percent higher in the evening. What do you  
10 associate the higher amount of traffic in the  
11 evening if the traffic is going west?

12 MR. OLIVO: What we rely on for trip  
13 generation projections is the industry standard,  
14 what the DOT requires virtually any county,  
15 municipality the Institute of Transportation of  
16 Engineers Trip Generation Manual, which is based on  
17 vetted and reviewed studies of other types of  
18 sample sites similar to what's being proposed here.  
19 It could be the tendency to make a stop at a  
20 combined convenience store and gas is more typical  
21 during the afternoon period than it is necessarily  
22 during the morning period.

23 What we find when we review the trip  
24 generation guidelines for land use code 853, which  
25 is being proposed here evening peak hour is the

1 higher peak than the morning. Certainly there may  
 2 be some sensitivity based on what you just pointed  
 3 out which there is a stronger draw in the morning,  
 4 which may lead to somewhat elevated traffic volumes  
 5 in the morning, but still within the range what you  
 6 see here two to 300 trip vehicle range and if we  
 7 were to potentially update the study to show that  
 8 significant levels of service, pass by rates, the  
 9 expectation of roads coming off the roadway that  
 10 are already there today and traveling back on is  
 11 really what leads to the fact that there would not  
 12 be an impact associated with this type of land use,  
 13 but you're right. You could see slight deviations  
 14 from the ITE based on being a roadway that's as  
 15 directional as this is.

16 MR. HUMENICK: When I'm looking at the  
 17 numbers, I see about 30 percent difference and I'm  
 18 expecting the traffic if I were to guesstimate to  
 19 be going west and I'm wondering if this was actual  
 20 numbers or actually as you pulled it from a study  
 21 or generalized study.

22 MR. OLIVO: This is the commonly  
 23 industry held standard, the Institution of  
 24 Transportation Engineers manual.

25 MR. HUMENICK: Very good. Thank you.

1 is very tempting for people coming down Country  
 2 Club and Meadow Road area to take advantage of what  
 3 you are going to be offering whether gas or  
 4 convenience. I'm very concerned that the backup is  
 5 going to be substantial at the Garretson Road  
 6 intersection as people are trying to access your  
 7 site. From what you're saying you haven't really  
 8 looked at where new growth may be coming from to  
 9 keep the Quick Chek alive, have you?

10 MR. OLIVO: I can't speak to the  
 11 business model, how much growth they expect, how  
 12 much growth they'd like to see, but the growth that  
 13 generally is targeted as part of working on other  
 14 Quick Chek projects is right on the frontage  
 15 roadway on Route 22 where all of these vehicles and  
 16 neighborhoods and communities ultimately filter  
 17 onto in one way, shape or form throughout the  
 18 course of a day. That's why Quick Chek is willing  
 19 to locate with access only on Route 22. As you  
 20 mentioned there may be motorists that come from  
 21 other areas, but Route 22 is how they come on and  
 22 Route 22 is how they leave the site.

23 MR. FROSS: You're not concerned at all  
 24 about the interior traffic of Bridgewater and the  
 25 effect that Quick Chek is going to have.

1 CHAIRMAN: Any other questions from the  
 2 board?

3 MR. FROSS: I have a concern about the  
 4 potential traffic build up at the intersection of  
 5 Garretson Road. I look at your build out traffic  
 6 patterns and I see a one percent growth over the  
 7 next couple of years and I know that probably is  
 8 not the same growth rates that Quick Chek is  
 9 proposing for their store. I don't think any store  
 10 wants a one percent growth rate year over year. I  
 11 think they are probably looking for much more. So  
 12 I have to assume they are looking for growth rates  
 13 or new traffic from some areas whether within  
 14 Bridgewater or from towns next to Bridgewater. I  
 15 know it's happening in Branchburg and Readington  
 16 and they do experience some growth, but I'm more  
 17 concerned about the fact that we have a very large  
 18 population between the Country Club and Meadow Road  
 19 area and they are very limited as far as what kind  
 20 of possibilities they have for morning coffee and  
 21 that kind of thing. I'm not sure where they go  
 22 now, but they must head into the Somerville area or  
 23 hit Route 22 East to access gas and convenience  
 24 stores.

25 A Wawa or a Quick Chek at that location

1 MR. OLIVO: No.

2 CHAIRMAN: Any other questions from the  
 3 board. Scarlett?

4 MS. DOYLE: Please help me understand.  
 5 Explain something so the board understands.  
 6 Talking about backup on the property or use of the  
 7 property. You indicated that the evening hours  
 8 there would be an evening peak and my first  
 9 question is, how many parking spaces of those 52  
 10 remaining spaces will be used by employees on the  
 11 site at that time? Obviously, I'm looking for how  
 12 many are available for patrons.

13 MR. OLIVO: My understanding and I  
 14 believe Mr. Lamont touched on this. Not every  
 15 employee drives to the site. There are a number of  
 16 employees that are dropped off and picked up.  
 17 Generally in the peak shift somewhere in the eight  
 18 to ten range you may have that many stalls  
 19 utilized.

20 MS. DOYLE: Is it fair to say 42 would  
 21 be, approximately, available for patrons?

22 MR. OLIVO: Yes. Assuming everyone  
 23 drives, yes. Correct.

24 MS. DOYLE: With that assumption, would  
 25 you please explain the adequacy of the parking that



1 you indicated in the a.m. peak? There would be 290  
2 patrons coming into the site?

3 MR. OLIVO: Correct.

4 MS. DOYLE: And you also indicated that  
5 the average turnover is five to six minutes.

6 MR. OLIVO: Correct.

7 MS. DOYLE: When you multiply the 290  
8 patrons for five minutes, six minutes you're  
9 getting 1,400 minutes.

10 MR. OLIVO: Let me work through that.  
11 Based on the trip generation figures that we're  
12 looking at in terms of trips we'll take the  
13 evening, which is the more critical peak for the  
14 roadway and the site, itself, 145 trips in and 145  
15 trips out. That is the same vehicle making the in  
16 and the out trip. So you're looking at about 150  
17 cars coming in and leaving the site.

18 Let's assume that only 40 of the 52  
19 stalls are available during this peak condition and  
20 those stalls turnover every five minutes. What  
21 that means is all 40 of those stalls will turnover  
22 12 times. Each one will turnover five minutes 12  
23 times in 60 minutes. That means you have the  
24 parking capacity to accommodate 480 cars during a  
25 peak hour condition. That is completely separate.

1 That is if everyone were to patronize only the  
2 store. You also have 16 fueling positions where  
3 motorists can fuel and then leave.

4 As I mentioned, going back to the  
5 initial testimony, everything within this site is  
6 designed in such a way to provide convenient and  
7 sufficient access. The parking would be more than  
8 adequate. I hope that clarifies the question.

9 MS. DOYLE: It does. I have one more  
10 question. In other words, you would have several  
11 times the number of parking that you really need  
12 and you can still accommodate your patrons.

13 MR. OLIVO: We would have adequate  
14 parking to accommodate the patrons. One of the  
15 important elements of a Quick Chek design is really  
16 to optimize the circulation and parking for  
17 purposes of sometimes people park slightly over the  
18 line, very close to the parking stall. So rather  
19 than some of the gas stations or convenience stores  
20 of old where you have five parking stalls in a  
21 2,000 square foot store and people are parking  
22 along the front curb. The whole model and the  
23 whole design is to provide adequate parking to  
24 accommodate these peak commuter periods and provide  
25 adequate parking.

1 MS. DOYLE: Approximately, as I  
2 calculate, it's about three times the number of  
3 stalls you would need on a tight fit is that  
4 typical to have that many parking stalls?

5 MR. OLIVO: Typical as I mentioned is  
6 the target somewhere around 50 parking stalls for  
7 Quick Cheks I've worked on and I worked on a number  
8 of them, but that is typical.

9 MS. AMIN: Out of the 117 that enter,  
10 how many of these people actually use the  
11 convenience store and how many just get gas and  
12 keep going? Do you have any idea?

13 MR. OLIVO: There is about 55 percent  
14 of the customers that come onto the site come on  
15 just for the store. I believe it's somewhere in  
16 the 30 to 40 percent range come for just the gas  
17 remaining patronize both.

18 MS. AMIN: Maybe, 50 or 60 would be  
19 using the convenience store?

20 MR. OLIVO: If you broke it up that  
21 way.

22 MS. AMIN: The number of parking stalls  
23 would not be completely filled up or at any given  
24 moment.

25 MR. OLIVO: Which is the goal to allow

1 for space on the site for circulation for parking  
2 and non-parking.

3 MS. AMIN: Thanks.

4 CHAIRMAN: Any other questions from the  
5 board? Now it's your turn. First thing you need  
6 to do when you get to the microphone, give us your  
7 name, sign in. So we have a written record of your  
8 name and then ask your question in three minutes or  
9 less.

10 MR. TANG: My name is Libao.  
11 L-I-H-A-O. Last name Tang, T-A-N-G. I live at 72  
12 Shields Lane. I have some questions about your  
13 table one in your traffic report. So, basically,  
14 what I have this traffic report that's revised  
15 October 30, 2015. That's the current version,  
16 right?

17 MR. OLIVO: Correct.

18 MR. TANG: You say that the numbers,  
19 233 and 290 are from the ITE trip generation  
20 manual. I don't have the manual, but am I right  
21 that manual gives you some equations so you can do  
22 the calculations?

23 MR. OLIVO: It does, yes.

24 MR. TANG: What's the variance? So  
25 depends on the pumps, how many pumps you have or

1 the size of your buildings?

2 MR. OLIVO: Size of the store.

3 MR. TANG: These numbers, are there any  
4 specified equations for each state?

5 MR. OLIVO: For each state, no.

6 MR. TANG: There is no specified  
7 equation for New Jersey?

8 MR. OLIVO: No. Generally speaking,  
9 these rates and these equations are used throughout  
10 the country. They are used internationally as well  
11 as traffic associated with these types of land uses  
12 generally doesn't change state to state. States  
13 may on their own conduct their own studies, but  
14 there is no state regulated equation or variable.

15 MR. TANG: Do you think it makes more  
16 sense if you can use New Jersey specified equation  
17 to calculate the numbers in your table one?

18 MR. OLIVO: The rates that we've used  
19 here are based on the New Jersey Department of  
20 Transportation rates essentially what they've  
21 sanctioned said you can utilize this for the  
22 development on the DOT arterial system.

23 MR. TANG: So you mean that is from  
24 NJDOT?

25 MR. OLIVO: Yes.

1 to look at it in more detail if the board would  
2 like.

3 MR. TANG: The numbers for the morning  
4 peak hour is five percent higher than your number  
5 and for the evening peak hour, my number is 23  
6 percent higher than your number.

7 MR. OLIVO: As I said, I'm more than  
8 happy to look at the numbers that have just been  
9 provided to me.

10 CHAIRMAN: Mr. Olivo, why don't you  
11 take a look at those numbers and have an answer for  
12 us at the next meeting, please?

13 MR. OLIVO: Of course.

14 CHAIRMAN: Sir, you're about out of  
15 time. Are you almost done?

16 MR. TANG: No.

17 CHAIRMAN: Yes, you are. I'll give you  
18 another minute.

19 MR. TANG: Okay. Did you show the  
20 application to the NJDOT?

21 MR. OLIVO: Not yet. We had a  
22 pre-application meeting. We have not submitted the  
23 access permit.

24 MR. TANG: I live on Shields Lane. So  
25 in the morning, if I need to get gas, so I usually

1 MR. TANG: So I have a question to  
2 that. I went to NJDOT website and I found they  
3 provided some instructions for highway access  
4 permit application and here -- so I click that and  
5 that give me PDA file. So I print this out. I  
6 don't know whether you can take a look. So is that  
7 okay? I hand it to him?

8 MR. OLIVO: Trip generation  
9 calculations for 5,700 square foot convenience  
10 market with gas pumps look to be -- I can't  
11 continue. Looks to be very similar to the HAPS,  
12 which is acronym, H-A-P-S trip generation from the  
13 NJDOT website.

14 CHAIRMAN: You have to speak into the  
15 microphone, so we have a record of the questions  
16 and answers.

17 MR. OLIVO: The numbers that were  
18 mentioned by the gentleman that he did his own  
19 calculations to get to 244 and 357 for the morning  
20 and evening trips.

21 MR. TANG: So my question is, the  
22 numbers I get is significantly different from what  
23 you get?

24 MR. OLIVO: Sir, this is at first time  
25 I've had an opportunity to look at it. I'm happy

1 take Bogart, make a right turn on 28 and go to the  
2 Sunoco to get gas and then I take the circle. I go  
3 to 287 North. Now if you build this gas station  
4 here, so what I'm going to do, I will take the  
5 ramp. I will make a left on 28 and take --

6 MR. OLIVO: I'm sorry, sir. I don't  
7 mean to interrupt. Would you pull up the area that  
8 shows the Garretson Road and 28 interchange.

9 MR. TANG: Do you know where the Bogart  
10 Road is.

11 MR. OLIVO: Yes.

12 MR. TANG: Right. Now what I'm doing  
13 is, I take Bogart. I make a right turn to 28.  
14 Then I go to the Sunoco gas station to get filled  
15 and then I go to work. So if you build your gas  
16 station here, what I'm going to do is probably I  
17 will make a left turn from Bogart to Route 28 and  
18 then take the ramp and go to 22 East to get filled  
19 on your site. Do you think that's new traffic.

20 MR. OLIVO: That is a diverted link  
21 that would be new to that portion of 22, yes.

22 MR. TANG: So you said 90 percent of  
23 traffic will be existing traffic?

24 MR. OLIVO: I said as high as almost 90  
25 percent is what studies show for this type of land

1 use. What he we studied in our report is about 60  
2 percent.

3 MR. TANG: On your table two, you give  
4 two percentage. You give, like, 63 percent of the  
5 site generated traffic during weekday morning peak  
6 period and it's 66 percent during the evening peak  
7 period is comprised of pass by traffic. That  
8 divided highway or undivided highway?

9 MR. OLIVO: Any roadway or any highway.

10 MR. TANG: It don't make sense because  
11 when you have undivided highway you can make a left  
12 turn on the road 22 West, but since it's divided  
13 you cannot make that. So it's new traffic because  
14 you need to take the Garretson ramp and go back to  
15 the road 22 East to access your site.

16 MR. OLIVO: Absolutely. They may  
17 travel through a new trip.

18 MR. TANG: A new trip.

19 MR. OLIVO: Would potentially travel  
20 through the Garretson Road intersection, yes.

21 MR. TANG: Yes.

22 CHAIRMAN: Sir, there's other people  
23 with questions. If you still have more to ask, I  
24 would ask you to get on the back of the line, so  
25 the other people behind you also have a chance to

1 impacts. On this roadway of Route 22, about two  
2 percent of your total volume is truck traffic. So  
3 whatever the peak volume is we expect two percent  
4 would be associated with types of landscape or  
5 vehicles or things like that. As there have been  
6 significant testimony put on regarding this site,  
7 this is not a truck stop. There are no truck  
8 showers. Quick Chek is not known as a truck  
9 destination. So tractor trailers, et cetera are  
10 not welcome on this site, but you may get a pickup  
11 truck. You may get simple trucks like that will  
12 come on and off the property. Not tractor  
13 trailers.

14 MR. KOLAVITCH: Again, we don't know  
15 how many cars will enter and exit this site in 24  
16 hours?

17 MR. OLIVO: It may be an interesting  
18 number, but we're looking at whether or not it's an  
19 impact to the roadway.

20 MR. KOLAVITCH: What's important is  
21 that quality of life issue for the people that live  
22 in that area because every car that slows down  
23 makes noise and every car that speeds up makes  
24 noise and every car that has a car cutoff in front  
25 of it is going to honk its horn. So it's a noise

1 ask their question.

2 MR. TANG: Sure.

3 MR. VASTOLA: Mr. Chairman, let the  
4 record show trip generation calculation has been  
5 marked 01.

6 CHAIRMAN: For the folks that are  
7 standing in line, while you're waiting, why don't  
8 you step up and sign in, please. Thank you.

9 MR. KOLAVITCH: My name is Steve  
10 Kolavitch. I live at 21 Kiser Lane. I'm in a  
11 development almost across the street from this.  
12 What I'd like to know a clear number how many cars  
13 will enter this site in a 24-hour period?

14 MR. OLIVO: We've reviewed the peak  
15 hours.

16 MR. KOLAVITCH: Do you know how many?

17 MR. OLIVO: No.

18 MR. KOLAVITCH: I think as citizens  
19 we'd like to know and how many trucks will enter  
20 that site in a 24-hour period?

21 MR. OLIVO: Typically, what we look at  
22 again to understand if there is traffic impact is  
23 look at the peak hour of the day. That is the  
24 critical time period over the course of a day to  
25 measure and understand whether or not there are

1 impact by probably 1,000 vehicles that are slowing  
2 down and speeding up during the day.

3 MR. OLIVO: Well, my only retort to  
4 that, sir, respectfully, there's 35,000 vehicles  
5 everyday on that road and it's 15,000 vehicles  
6 everyday. These are two state highways that carry  
7 traffic continuously throughout a 24-hour period.  
8 With that being said, quality of life, planning,  
9 et cetera. There is a planner that will testify to  
10 that, but these questions are with regard to  
11 traffic. If there's a question about traffic, I'm  
12 happy to answer.

13 MR. KOLAVITCH: It is about traffic.  
14 Again, it's a quality of life issue. When a car  
15 slows down or a car speeds up, it does make  
16 additional noise.

17 MR. VASTOLA: Sir, I think you made  
18 your point very well. He made his point. You  
19 disagree. Now you're being argumentative.

20 MR. KOLAVITCH: Do you know how many  
21 high school students will utilize this location by  
22 coming down Garretson during the peak traffic hour  
23 in the afternoon? Do you have any traffic idea?

24 MR. OLIVO: From the high school  
25 specifically, no.

MR. KOLAVITCH: That's it. Thank you.

MR. MENZENSKI: My name is Dennis Menzenski. Dennis with two Ns. M-E-N-Z-E-N-S-K-I. I live a 58 Walters Brook Drive. My question also has to do with truck traffic. First of all, I believe that the information I was made aware of earlier there's going to be 18 pumps planned for this proposed site, two of those being diesel; is that correct?

MR. OLIVO: There are 16 fueling positions. Two of the pumps also have diesel available, but 16 cars can fuel at any time.

MR. MENZENSKI: 16 not 18?

MR. OLIVO: 16 plus the 2. If you look at it in a way that you're referring, sir, the ability to have 18 different dispensers, but you can only have 16 fueling. I want to make that clear for the record.

MR. MENZENSKI: Anyway, I stand corrected. My question is, you mentioned tractor trailers are not welcomed, but if it's known that diesel is available here, might not be a reasonable to expect that you might have some volume of tractor trailer traffic, which there is a considerable amount on 22, would they be turned

that itinery is. This site is not inviting to tractor trailers for that purpose and the second from an operations perspective is no tractor trailers are not welcomed to fuel in the fueling area. Nor are they welcomed to stage on the side. Quick Chek operates just around 50 of these facilities and has no problem operating it in that fashion.

MR. MENZENSKI: Thank you.

CHAIRMAN: Thank you.

MS. GORBACH: Hello. Lilya Gorbach. L-I-L-Y-A. G-O-R-B-A-C-H, 2106 Ackman Court. My question is whether or you guys looked into putting in acceleration or deceleration lanes on Route 22? If so, why was that not implemented? If not, why not?

MR. OLIVO: I think it might have come up a couple times last time at the last hearing. There were a lot of questions about deceleration/acceleration along the area. We will go through the process with the Department of Transportation in terms of what is an acceptable access point and the configuration of that shoulder area along Route 22.

As I mentioned earlier in testimony,

away by Quick Chek or would they be welcomed to refuel? I don't think a driver would particularly care about a truck stop or a shower if he's interested only in fueling. I think the trucks would represent a significant traffic problem and congestion issue at such a site.

MR. OLIVO: Let me see if I can answer the question regarding the fueling first and then we'll talk about the operation second. The diesel being provided on the site is low-flow diesel. It pumps at about seven gallons a minute. When truckers enter a truck stop or a truck fueling facility, they fuel from both sides about 40 gallons per minute from the master and 20 gallons per minute from the sleeve side. They have two saddles essentially on the tractor trailer. This is a very, very small percentage in speed in terms of what you would be allowed to fuel with based on the way the pumps are designed on the facility. Quick Chek is not known as a truck stop. It doesn't provide fuel in the way that truck stops provide fuel generally speaking and I've worked on sites that are truck stops and that do provide fueling. It's about speed getting fuel and speed getting back onto the roadway to continue whatever

the treatments of the shoulder in the decel areas are somewhat different if you look along Route 22 and 202 and some of the areas have the deceleration lanes. Some of have shoulder areas provided for accel and decel. We will essentially work with the Department of Transportation if there was a desire to provide a striped deceleration area, we can do that. If there is a desire to continue to keep the shoulder we can do that, as well.

MS. GORBACH: Thanks.

MS. DONG: Thank you. My name is Qian Dong. Q-I-A-N. D-O-N-G. I have a question about your report. You have made a conclusion about the traffic impact based on the volume, right? Am I correct?

MR. OLIVO: Yes.

MS. DONG: So can you tell me when did you collect the data?

MR. OLIVO: We collected data in May of 2014, July 2015 and we recently went back out and collected data November 2015.

MS. DONG: So the data you presented in your report so that is based on the July data you have collected?

MR. OLIVO: Two reports.

1 MS. DONG: The report that I'm talking  
2 about is the October one, the updated one I think  
3 is October 30th?

4 MR. OLIVO: Believe it or not we  
5 submitted the original one 2014 and then we  
6 submitted a revised --

7 MS. DONG: I also read it. It is the  
8 weekend right before the Memorial Day. So that is  
9 based on your last year report and this year's  
10 report, I remember the date it's July 28, 2015.  
11 I'm not sure about the November one you just talked  
12 about. So this is based on the summer schedule.  
13 Do you know the school is closed during the summer?

14 MR. OLIVO: Yes.

15 MS. DONG: People are on vacation?

16 MR. OLIVO: The analysis is based on  
17 May and July with school in session with school not  
18 in session.

19 MS. DONG: School in session is right  
20 before the long weekend, right?

21 MR. OLIVO: It was no holiday. It was  
22 no change in traffic pattern. It's a perfectly  
23 acceptable day.

24 MS. DONG: Fine. I just want to make  
25 sure I understand. You mentioned your conclusion

1 slow down to enter your site, what is the impact?  
2 Is there going to be a backup?

3 MR. OLIVO: No.

4 MS. DONG: Is it purely an analysis  
5 problem?

6 MR. OLIVO: It is volume. It is the  
7 throughput of a roadway. When we come to a  
8 conclusion about whether or not there's an impact,  
9 it's based on the volume roadway, the volume of the  
10 driveway, the circulation interior to the site, the  
11 parking provided, all of those things.

12 MS. DONG: You're saying -- you're  
13 conclusion is essentially saying 150 cars in and  
14 out during the peak hours need to slow down to  
15 enter a site and exit your site will have no impact  
16 on the congestion level of Route 22, will not have  
17 any safety concern in this neighborhood? Is that  
18 your conclusion?

19 MR. OLIVO: That is correct.

20 MS. DONG: Thank you very much.

21 CHAIRMAN: Did you want to clarify  
22 something?

23 MR. OLIVO: No. I did.

24 MR. KELKAR: C.P. Kelkar, 32 Shaffer  
25 Road. I would like to challenge you on your

1 is based on the volume and you also mentioned there  
2 are 290 trips during the peak hour, correct?

3 MR. OLIVO: Yes.

4 MS. DONG: 150 cars in and out, right?

5 MR. OLIVO: Let me clarify one point  
6 for the record. If I can just clarify --

7 MR. VASTOLA: Let her ask the question.

8 MS. DONG: 150 cars in and out during  
9 the peak hours, do they need to slow down to enter  
10 a site?

11 MR. OLIVO: Yes.

12 MS. DONG: They are on the way Route  
13 22, right?

14 MR. OLIVO: Yes.

15 MS. DONG: What is the speed limit?

16 MR. OLIVO: 55.

17 MS. DONG: So they need to slow down to  
18 enter your site? Whether there is sufficient space  
19 or not, that's another question. I'm just asking.  
20 You're telling me that your report, I didn't see  
21 any impact on weaving. Cars are, basically, they  
22 are switching lane. They need to slow down whether  
23 they can be allowed to use the shoulder lane to  
24 slow down or not, that's another question. I'm  
25 just asking for 150 cars during the peak hours to

1 traffic study and let me be clear in understanding  
2 it. Is this study based on an actual case study  
3 you did for an existing Quick Chek with, maybe a  
4 similar location where you saw changes in traffic  
5 pattern before and after the build?

6 MR. OLIVO: No.

7 MR. VASTOLA: He answered that question  
8 a number of times, sir. His study is based upon  
9 the Institute for Traffic Engineers handbook, which  
10 I can tell you that after listening to many, many  
11 of these cases is the handbook that all traffic  
12 engineers use. I don't think he said he did an  
13 actual study.

14 MR. KELKAR: Let me follow it up  
15 because we live in this neighborhood and if you  
16 show that map up and I'm almost going to repeat the  
17 question Mr. Kirsh was asking is, I can see, maybe,  
18 the traffic on 22, but people in Northern  
19 Bridgewater are going to want to come back to 22 to  
20 fill the gas there instead of other choices and the  
21 same way people from the circle are going to want  
22 to come on 28 and make the ramp onto this. So they  
23 may have taking other options and so clearly for  
24 you to state that there is no new traffic happening  
25 because of the institution of Quick Chek is, in my

1 opinion, wrong for two reasons. One, it's probably  
2 not correct and two, if that were the situation,  
3 maybe, it's not financially feasible for Quick  
4 Chek.

5 MR. OLIVO: Let me clarify. I don't  
6 think that was a question, but I understand your  
7 point. Never did I say that there would not be a  
8 new trip, that there would not be one new trip  
9 during the peak hours. If you listen to the  
10 testimony. What I spoke about is generally traffic  
11 coming in and out during the peak hours would  
12 expect to be traffic already on Route 22 today.

13 However, to be conservative in the  
14 analysis, we assume there is a certain amount of  
15 new traffic that would come from the general areas  
16 into the site and then leave. So we've assumed  
17 that within the traffic study, but the final point  
18 to that is every single one of those cars has to  
19 end up on 22. It's the only way in or out and that  
20 is how we've routed the traffic to and from the  
21 site.

22 Now to one of the board member's point  
23 the certain Garretson Road and the 28 interface and  
24 intersection, we can certainly work with the board,  
25 the board's professional. We understand that the

1 Jersey. First, can you tell me how many QC gas  
2 stations are there in New Jersey?

3 MR. OLIVO: Here are, approximately,  
4 total 45 with gas somewhere in the 35 range in New  
5 Jersey.

6 MS. SHI: Let me tell you. 44 as  
7 listed on QC website. Second, of those 44 QC gas  
8 stations how many have only one access to the site?

9 MR. OLIVO: I don't know.

10 MS. SHI: Let me tell you. Only one.  
11 One site. All the rest have two or three access  
12 and for that one site, if you want to know the  
13 details it's Route 206, Newton, New Jersey. It's  
14 40 mile per hour limit. It's in a busy commercial  
15 area, like southern part of 206. No QC store gas  
16 station at that site have no QC store. Only have  
17 gas station, it's shared with Verizon with only  
18 together 31 parking lot and next PNC Bank and  
19 McDonalds. So based on above factors, it's not  
20 comparable to the current location.

21 MR. OLIVO: Just for clarity on the  
22 information, there is more than one site that has  
23 -- you are the correct the site on 206 in Newton  
24 has one driveway, but there are other sites that  
25 have one ingress and one egress.

1 traffic associated with this project doesn't  
2 significantly change what's happening at Garretson  
3 Road, but we would be willing to consider to try to  
4 make improvements to the intersection to assist the  
5 potentially existing throughput at that  
6 intersection today.

7 MR. KELKAR: You're only answering one  
8 half of the question. The other half is the  
9 traffic on 28 going towards that intersection to  
10 get back onto 22 to fill gas and my submission to  
11 you would be is before and after the real traffic  
12 increase on that section of the road will be  
13 significantly more than what your model assumptions  
14 are stating?

15 MR. OLIVO: That's where we disagree.

16 MS. SHI: Carol Shi, 63 Shaffer Road,  
17 Bridgewater. My concern is currently your QC site  
18 design only have one exit to Route 22, correct?

19 MR. OLIVO: Yes, one main exit point,  
20 correct.

21 MS. SHI: As a driver, I don't think  
22 it's safe to have only one entrance or exit on road  
23 like 22 with a speed limit of 55 mile per hour, but  
24 tonight, I'm here to question you with the current  
25 QC gas stations statistics that exist in New

1 MS. SHI: Can you give me the store  
2 number or the location?

3 MR. OLIVO: If the board would like us  
4 to provide a list of the access points we can, but  
5 for reference the site in Ramsey on Route 17 has  
6 one in and one out.

7 MS. SHI: Here I counted all 44 listed  
8 on QC website and I have all the listed data. Only  
9 one which is Quick Chek store number 68 have one  
10 access and it's not in the comparable position as  
11 this location.

12 MR. OLIVO: With all due respect,  
13 ma'am, that list is not right.

14 CHAIRMAN: Ma'am, do you have another  
15 question?

16 MS. SHI: Yes. Do you think one access  
17 is safer or better than two or three?

18 MR. OLIVO: I think one access point is  
19 safe and that's how I judge a site.

20 MS. SHI: Then why you have the rest of  
21 43 have two or three access?

22 MR. OLIVO: Every site is somewhat  
23 unique and requires a certain level of design and  
24 review. They have been designed to accommodate  
25 traffic coming from the roadway just as this site

1 has.

2 MS. SHI: Do you think Route 22 is the  
3 quietest road with the lowest traffic amount of QC  
4 sites in New Jersey?

5 MR. OLIVO: Did you say quietest?

6 MS. SHI: More like lowest traffic  
7 among all QC sites in New Jersey.

8 MR. OLIVO: I think Route 22 is a state  
9 highway. It's a relatively busy road.

10 MR. VASTOLA: I think it's important to  
11 note that this board has no jurisdiction over Route  
12 22. Forgetting about the Quick Chek site. Take  
13 any site that came before the board. The board  
14 says to the applicant, you have to have an  
15 acceleration lane. You have to have a deceleration  
16 lane and you have to have two access points and two  
17 egress points, it would mean nothing because the  
18 Department of Transportation has sole and exclusive  
19 jurisdiction over the use of the highway and by  
20 that I mean, sole and exclusive jurisdiction over  
21 how you are going to get from the highway onto a  
22 piece of property and how you're going to get off  
23 that piece of property to the highway. So really  
24 when you talk about the access points on Route 22,  
25 this board has no jurisdiction and it's clear by

1 state statute and case law, the boards don't have  
2 any jurisdiction. It's solely within the purview  
3 of the Department of Transportation.

4 MS. SHI: I think I just heard haven't  
5 applied to NJDOT yet, right?

6 MR. OLIVO: We had a pre-application  
7 meeting. We have not applied for the access  
8 permit. That's correct.

9 MS. SHI: Thank you.

10 MS. LI: Hello, Mr. Traffic Engineer.

11 MR. OLIVO: Hello.

12 MS. LI: Good evening. My name is Jing  
13 Li. J-I-N-G. Last name L-I and my address is 833  
14 Star View Way. I have a question regarding your  
15 decelerate lane. Talk about distance. I  
16 understand I think this picture probably the  
17 perfect can explain my question and I will use like  
18 this and if we can see this one in the middle of  
19 the intersection, like 22 and 28, I can see there  
20 is a bridge. We all understand if you drive to  
21 this intersection, the bridge is going up and down  
22 and before you go onto this bridge there is a  
23 curve. You see the curve. So before you go in  
24 there, you turn left, go on the bridge and then you  
25 see the curve going to right. Basically, my

1 question is that from your site -- my question is  
2 that this is 55 miles per hour speed and how far or  
3 what is a safe distance for people to see a sign  
4 for their reaction distance.

5 MR. OLIVO: Based on typical  
6 deceleration rates we are looking at somewhere in  
7 the vicinity of four to 500 feet.

8 MS. LI: Four to 500 feet, including  
9 reaction and decelerate and going to our entrance?

10 MR. OLIVO: I'm assuming decelerating  
11 at the standard rate, correct. Seeing it, alerting  
12 yourself to the maneuver that's required and  
13 slowing down.

14 MS. LI: If you say four or 500 should  
15 we stay with 500?

16 MR. OLIVO: Conservatively sure.

17 MS. LI: I did drive by this area  
18 because I visit my friend and also, we did drive by  
19 this area recently for a test. What we did is the  
20 real test. We put a sign based on your design.  
21 You have 20 feet high sign and you also have 10  
22 feet away from the roadside. That's from your  
23 drawing. So what I do is, we bought balloons from  
24 Party City and we blow it up and fly it over and  
25 put over there as a sign. It's gold and green.

1 It's sufficient enough to be seen. Everybody see  
2 this? And then we drive by multiple times. To our  
3 surprise -- actually, when you drive on this road,  
4 you don't even see the sign until you finish the  
5 bridge because it's hidden at the curb.

6 CHAIRMAN: Ma'am, are you coming up to  
7 a question?

8 MS. LI: Yes. My question is that,  
9 okay. How sure you think you have 500 feet  
10 reaction decelerate distance because from our study  
11 the curve, when you finish the curve, the right  
12 curve also have woods. You see -- you'll point  
13 right over there on top of your red. When you  
14 finish your red your going to see the sign because  
15 it's hidden behind woods. So our calculation, I  
16 can show you my picture here.

17 CHAIRMAN: Ma'am, do you have a  
18 question?

19 MS. LI: Yes, I do have a question.

20 CHAIRMAN: Please ask it so he can  
21 answer you.

22 MS. LI: My calculation is, when you  
23 finish curve, you'll see the sign. We have the  
24 sign like height and away from the road, you only  
25 have 300 feet. You only have 300 feet total. So

1 that's my problem is that you think we need 500,  
2 but we do not have 500. We only have 300 feet.

3 CHAIRMAN: Thank you very much.

4 MS. LI: Do you think this is safe to  
5 decelerate?

6 MR. OLIVO: Yes.

7 MS. LI: You still think?

8 CHAIRMAN: He answered your question,  
9 ma'am. Thank you.

10 MR. TANG: I'm sorry.

11 CHAIRMAN: You were up before and there  
12 are still folks that have questions. Would you  
13 please yield to them so that everybody gets a  
14 chance?

15 MR. TAMBOER: Keith Tamboer. 415  
16 Mahnkin Drive. I want to follow up on that  
17 question. So you said there was 1,000 feet from  
18 something to the Quick Chek entrance. What is that  
19 point?

20 MR. OLIVO: There is 1,000 feet from  
21 the yield point to get onto 22 East to where the  
22 driveway is.

23 MR. TAMBOER: So from your -- that's  
24 1,000 feet from the yield point to the entrance.  
25 What's the minimum distance that you calculated

1 MR. TAMBOER: I'll take you up on that  
2 and if you can bring up the driveway the closer --

3 MR. OLIVO: The site plan with the  
4 driveway.

5 MR. TAMBOER: Sure. Can you take me  
6 through the distances here -- assuming I can  
7 visually acquire the place of this picture and I'm  
8 going 55 at that point, how much distance do I have  
9 before I get to the driveway?

10 MR. OLIVO: That distance is somewhere  
11 around I would say three to 400 feet. I can found  
12 out for you exactly. Give me one moment.

13 MR. TAMBOER: Because the sign would be  
14 after the first driveway; is that right?

15 MR. OLIVO: 300 feet to the driveway.

16 MR. TAMBOER: And the sign is after the  
17 driveway?

18 MR. OLIVO: Right in between the in and  
19 the out.

20 MR. TAMBOER: What is your assumption  
21 of my speed when I'm going -- when I hit the  
22 driveway?

23 MR. OLIVO: 60. I'm sorry. At the  
24 driveway?

25 MR. TAMBOER: Yes.

1 where you can actually visually acquire the site?

2 MR. OLIVO: I haven't calculated.

3 MR. TAMBOER: You have not?

4 MR. OLIVO: No.

5 MR. TAMBOER: What is the -- so did  
6 hear right you need between three and 400 feet to  
7 500 feet to safely decelerate?

8 MR. OLIVO: 500 feet to get from we'll  
9 call it 60 miles per hour to 15 miles per hour,  
10 which is general turning speed. Remember you're  
11 traveling down 22, but as I mentioned before,  
12 there's 250 feet internally to the site where you  
13 can decelerate coming into the site off of 22. So  
14 there is area on roadway within the shoulder  
15 area --

16 MR. TAMBOER: So I should be driving on  
17 the shoulder, is that what you're saying?

18 MR. OLIVO: To decelerate?

19 MR. TAMBOER: Yes.

20 MR. OLIVO: Absolutely.

21 MR. TAMBOER: So when my wife got a  
22 ticket over by the mall for driving on the  
23 shoulder, that was actually okay?

24 MR. OLIVO: I'm not sure what she was  
25 doing, but I'll be happy to look at the report.

1 MR. OLIVO: I'm assuming you're going  
2 60 on 22. You're definitely not going 60 at the  
3 driveway. You get to about 15 right at the throat.

4 MR. TAMBOER: How much distance do I  
5 have to do that?

6 MR. OLIVO: From the curb line to that  
7 interior area is about 160 feet and you have about  
8 90 feet before you get into the site, deeper into  
9 the site.

10 MR. TAMBOER: How many cars can fit on  
11 that space of driveway, standard-size cars?

12 MR. OLIVO: 20 foot a car, about eight.

13 MR. TAMBOER: Who has the right of way  
14 at the end of the driveway? So I'm getting -- I'm  
15 pulling off there. I'm coming in. There's traffic  
16 going both ways, who has the right of way?

17 MR. OLIVO: Coming into the site.

18 MR. TAMBOER: You're going to have stop  
19 signs at the other spots?

20 MR. OLIVO: A little bit hard to make  
21 out, but there are white stop bars and signs  
22 located on the other approaches.

23 MR. TAMBOER: So another thing about  
24 this approach is, you also have the entrance coming  
25 from Route 28. So the 28 entrance onto 22



1 eastbound. So you have traffic coming eastbound on  
2 Route 22. So I enter that point to get onto Route  
3 22 East from 28?

4 MR. OLIVO: Say that again about 28.  
5 You lost me about 28.

6 MR. TAMBOER: Right off this picture is  
7 where traffic is entering from Route 28 to go  
8 eastbound onto Route 22. So you haven't considered  
9 sort of traffic safety, the implications of traffic  
10 accelerating onto that lane where you also have  
11 traffic decelerating at the same time?

12 MR. OLIVO: We have. When we do that  
13 we, look at the spacial relationship between where  
14 that merge point is where you come on from 28 onto  
15 22 and where this driveway is located in terms of  
16 the spacing distance and we have adequate spacing.  
17 If you make that merge on the line striping on the  
18 road opens up there to allow you a very short  
19 stretch to accelerate. Now unless the Milltown  
20 Road red cycle holds back that eastbound traffic,  
21 it's very challenging to merge from 28 onto 22.  
22 You, basically, wait for that very large gap that  
23 occurs when Milltown Road receives the green and  
24 Route 22 is stopped and that's what allows for cars  
25 to be processed. We looked at the merge on and

1 experienced it.

2 MR. OLIVO: If you're new to the area  
3 and you decide to take that ramp because your nav,  
4 your phone tells you there is a Quick Check on the  
5 side of the road from five to six, you might. This  
6 is why I said not everyone won't do it. There may  
7 be some vehicles that do it and they would add to  
8 some of the congestion that we see there and we  
9 would be willing to study that a little bit deeper  
10 to see if there can be improvements that can be  
11 made at Garretson to improve some of the challenges  
12 there.

13 CHAIRMAN: You've gone almost six to  
14 seven minutes. If you have more, would you step to  
15 the back of the line.

16 MR. TAMBOER: I have more on this.

17 CHAIRMAN: Okay.

18 MR. TAMBOER: If I do make that turn  
19 and I'm going westbound on 22, I make the turn to  
20 go into Quick Chek. Now I want to go back  
21 westbound. What's the most efficient route for me  
22 to get from Quick Chek back to 22?

23 MR. OLIVO: If it were me, I would use  
24 the jug handle down at the other side about 1500  
25 feet to the east the rear side jug handle at

1 then the ability to move off that right travel lane  
2 and into the site and there would be adequate  
3 spacing.

4 MR. TAMBOER: And did your study take  
5 into account that there is a location just prior to  
6 the 28 entrance, but after east of Route -- of  
7 Milltown Road that's going to be generating  
8 traffic, also, the new site that's in between  
9 that's the west --

10 MR. OLIVO: Of the on ramp to 22?

11 MR. TAMBOER: Yes.

12 MR. OLIVO: Everything is --

13 MR. TAMBOER: So you're taking that  
14 into account?

15 MR. OLIVO: Yes.

16 MR. TAMBOER: Now, before you were  
17 talking about, you know, if I'm a loyalist, the  
18 only way I'm going to make this u-turn is if I just  
19 love Quick Chek to death?

20 MR. OLIVO: From five to six o'clock.

21 MR. TAMBOER: If -- that sort of  
22 assumes that I'm only to going to do that if I know  
23 that that traffic at the bottom of the Route 28  
24 exit is bad, right? I can't see that as a  
25 passerby. I would only know that if I actually

1 Metlife to come back west. It depends on where  
2 you're going. You can go down Country Club and 28  
3 and there's other areas you could go, but it really  
4 depends on where you're going.

5 MR. ROSENBERG: My name is Richard  
6 Rosenberg. I'm at 9 Stillwell Court. You  
7 downplayed the idea of people making u-turns to get  
8 to this location. I'll just call to your attention  
9 people getting off of 287 onto 22 West, they will  
10 go six miles and there will not be a gas station to  
11 their right. This will be the first gas station  
12 that they see that they can get to. They either  
13 have to make the u-turn at Garretson or if they  
14 know the area, then go down to Milltown Road and  
15 there are no yield signs, no ramps, no backup, just  
16 the traffic light to get through. Was that taken  
17 into consideration in your traffic study, sir?

18 MR. OLIVO: As I mentioned, regarding  
19 the u-turn movement, there is an expectation that a  
20 very small amount of traffic may complete that  
21 movement regardless of where they come from, but  
22 there is a significant amount of congestion in the  
23 roadway network during the peak periods and what  
24 I've mentioned over and over is that during those  
25 peak periods, it's unlikely that the majority of

vehicles will complete the movements that you just spoke of.

MR. ROSENBERG: I'll call attention again as the previous gentleman just did. I didn't get a clear answer. To the west of your location between Milltown Road and Garretson Road interchange, there are two new things going into effect that have not yet opened. One is a mini mall about 20,000 square feet. Their main customer is a childcare center. Picked up probably somewhere between four and six adding to rush hour traffic in the wrong direction from the studies.

The other is a stop for a commuter bus going into the Port Authority building. That's being paved. How does that affect traffic on your site?

MR. OLIVO: You can certainly add volume to the Route 22 network. It will have very minimal change if any on the study those volumes will not change the utilization of Route 22 and the volumes that you see in an appreciable way or significant way.

MR. ROSENBERG: Thank you.

MR. XIG: Good evening. My name is Feng Xig. I reside at 42 Purcell Road. You just

MR. OLIVO: This type of land use does not create new peak hours. It draws from the peak hours. So when that volume up Garretson, down 28, in the residential areas starts to lower, so does the volume to and from the site. The site doesn't have the opposite effect.

MR. VASTOLA: Sir, you've made your point very well and he disagrees with you. So if you continue, it will get to be argumentative. Your point was made very well. Thank you.

MR. HOPPEL: Good evening. My name is Kevin Hoppel. I reside on Deer Run Drive. I've been a resident for 27 years. I'm a recent retiree of New Jersey Transit bus operations. I was involved in operational training. So I'm more familiar with traffic than I'm comfortable admitting to be honest about it. I traveled Route 9 on a daily basis, Route 9 corridor from Old Bridge to Toms River and of course, there is a multitude of fueling stations along that way and I won't say a multitude of them, but a reasonable amount. The ones that served diesel fuel had signs posted which stated automotive, diesel only, no tractor trailer trucks permitted. Is that going to be factored into this business plan and I just want

mentioned during your testimony you mentioned peak hour will stop people leaving north of Route 22 from coming to your gas station. Although people have doubt with your testimony, with your judgment, let's follow your logic. My question to you is, outside of the peak hour if people think what's a possibility for people leaving north of Route 22 will come to your gas station which will force them to make u-turn, make left turn from Garretson Road onto Route 28 West -- my Route 22 East and get onto Route 22 East, my question is will that cause new peak hour outside the regular common peak hour if people following that pattern?

MR. OLIVO: No, because the volume that changes as a result of the commuter pattern changes throughout the course of a day, that volume is so far diminished from what you experience through the peaks, that nominal growth through new trips from these neighborhoods would not change the thousands of less vehicles on 22 and 28 during those times.

MR. XIG: If you look at the diagram the north part of this Route 22 is heavily populated. So I have reasonable confidence those new traffic outside of regular rush hour will create new peak hour for this community.

to put a little codicil to that. I also worked on diesel vehicles. So I don't know if you're familiar with Jacobs engine brakes at all on diesel engines where they close the valves off and you would get that popping sound as a diesel truck is decelerating, creating that annoying pop, pop, pop and same as when they are accelerating.

My point is, if they are going to being pulling into this site that will also -- it was mentioned earlier as far as noise is concerned, the noise generated by these vehicles would be greatly substantial in contrast to just a regular automotive gasoline vehicle. Would that situation be addressed and would heavy equipment and diesel trucks be restricted?

MR. OLIVO: Quick Chek is willing to utilize the signs you just mentioned, some form of those signs to alert motorists and drivers of tractor trailers should a wayward tractor trailer enter the site, that they are not welcome in the fuel area.

MR. HOPPEL: That will be specifically posted, is that what you're saying?

MR. OLIVO: Yes.

MR. HOPPEL: One other question. It

1 was mentioned by one of the board members earlier.  
 2 A one percent growth in traffic was projected on a  
 3 yearly scale. I would assume that from a business  
 4 standpoint, a one percent growth projection would  
 5 be less than anemic and unrealistic. So -- and I  
 6 believe Mr. Kirsh mentioned that, as everyone in  
 7 this room knows, that Quick Chek has a very  
 8 significant substantial investment in this project  
 9 and any good business model would indicate that the  
 10 heavier the traffic, the more beneficial it would  
 11 be for Quick Chek and as opposed to the residents  
 12 in the area. So my question to you is, as honest  
 13 as you can be, has Quick Chek factored a greater  
 14 growth than that into their business model?

15 MR. OLIVO: I don't know, sir. I don't  
 16 know.

17 MR. HOPPEL: That's it. I appreciate  
 18 it.

19 MS. HARTE: Hi. My name Julie Harte.  
 20 I live at 389 Garretson Road. My question for you  
 21 is, when you go from 28 onto 22 East and you take  
 22 that ramp, have you driven that yourself? Are you  
 23 familiar with it?

24 MR. OLIVO: Yes.

25 MS. HARTE: So when you're taking into

1 take part in the facility and I just want to make  
 2 sure that it's not just pure looked at in feet, but  
 3 it's looked at in the actual site.

4 MR. OLIVO: Well, I think raise a great  
 5 point. What you see on this plan doesn't really do  
 6 justice. It's vertical curvature in the roadway,  
 7 horizontal curvature in the roadway and when you  
 8 come up that ramp to merge on in the area of the  
 9 bridge, it is challenging to look over your back  
 10 left shoulder and see the vehicles that are coming.  
 11 Based on my traveling through this network as I  
 12 mentioned before what ends up happening is,  
 13 Milltown Road really sets the edge that holds the  
 14 cars back that provide the gaps in traffic that  
 15 allows you to merge onto 22 and continue.

16 MS. HARTE: You don't see like a red  
 17 light. There is nobody coming. There is gaps and  
 18 you can get in. Again, you can't see which lane  
 19 people are in and I'm just concerned of the  
 20 shifting lanes and that going on all in such a  
 21 small, what I consider a small area, 1,000 feet.

22 MR. OLIVO: Typically, what we look to  
 23 do is provide some area of deceleration that allows  
 24 cars to get out of the travel way and out of some  
 25 of the maneuvers, you just mentioned to get into

1 account the distances that are allowed or  
 2 considered safe, are you looking into the terrain  
 3 because I make that entrance quite often onto 22  
 4 and when you're looking behind you to see the  
 5 traffic coming, there is a curve in the road.  
 6 There is, you know, a change in terrain and it's  
 7 very hard to see when cars are coming and when you  
 8 first glance you're not even sure which lane  
 9 they're in, if they are in the outside lane or the  
 10 inner and if you have your ramp you said it's only  
 11 1,000 feet away from the driveway?

12 MR. OLIVO: I didn't say only, but I  
 13 said 1,000 feet, right.

14 MS. HARTE: 1,000 feet from the  
 15 driveway and your entrance and exit are 1,300 feet  
 16 apart?

17 MR. OLIVO: The entrance and the exit  
 18 are about 200 feet apart, the in and the out.

19 MS. HARTE: I'm very concerned for  
 20 safety and that when someone is trying to get onto  
 21 22, cars are coming around a bend maybe deciding  
 22 suddenly, oh, I need to get something. So you have  
 23 cars shifting lanes from the left lane into the  
 24 right lane. As people are coming on and people are  
 25 speeding up to come on and people slowing down to

1 the site, which is some of the questions raised  
 2 about deceleration, we're happy to have that  
 3 discussion with DOT to see if they share the same  
 4 opinion.

5 MS. HARTE: I know the other lady was  
 6 talking about the signage because you don't want  
 7 people making sudden last-minute decisions.

8 MR. OLIVO: We don't want that either.

9 MS. HARTE: That's a big concern.  
 10 Thank you.

11 MR. BANKA: Inder Banka, 376 Route 28.  
 12 I have a few questions following my neighbor's  
 13 question who was just on and it's going to be  
 14 really evident in the next couple of months when  
 15 the roads are icing over, has -- and this a yes or  
 16 no question. Has the study been done or has it  
 17 been looked into about the over -- the glare in the  
 18 a.m. hours for people who are traveling the same  
 19 way on 22?

20 MR. OLIVO: We heard this comment come  
 21 up at previous hearings. We certainly looked into  
 22 it here traveling east in the morning, sun coming  
 23 up. I've worked on many projects that involve sun  
 24 glare, I-80, roadways such as this. There's  
 25 unfortunately very little that we can do about sun

1 glare other than provide good signage and  
2 visibility into the site, may be ramp, roadway or  
3 things of that nature.

4 As far as I know, there is really no  
5 definitive study or publication with regard to the  
6 impacts are sun glare. It's something that we as  
7 motorists deal with throughout roadway system.

8 MR. BANKA: In your opinion -- you said  
9 there is 1,000 feet. If there is glare and the  
10 motorists who's coming down is unable to see within  
11 500 feet of them, is 500 feet still a valid  
12 distance for them to brake or to shift into a  
13 different lane?

14 MR. OLIVO: There's many other  
15 indicators. It's not that driver for the first  
16 time seeing the sign, itself. It may be a driver  
17 on a routine visiting a site or it may be, that we  
18 do end up modifying the striping to allow  
19 deceleration area. So you're looking forward  
20 towards signage and use your peripheral vision when  
21 you drive to see if there's fog line or  
22 deceleration lane line to your right. There is a  
23 number of indicators. I don't think the conditions  
24 that we have here are going to create unsafe  
25 patterns.

1 MR. BANKA: Okay. And the other  
2 question that I had, other than QC fans, you know,  
3 there is significant amount of people that use, you  
4 know, apps such as Gas Buddy, so on and so forth,  
5 has this been factored in as additional traffic or  
6 those people who are low on gas and you know,  
7 again, using some kind of app or their GPS or  
8 something along those lines?

9 MR. OLIVO: It has. New traffic has  
10 been associated with this study. We've looked at  
11 both pass by and new, yes.

12 MR. BANKA: With that regard, what's  
13 the percentage breakdown of new motorists coming  
14 down either westbound 22 using the low gas price  
15 GPS and then those also, you said there's about  
16 15,000 trips that are done on Route 28. So I think  
17 the amount that you had used for the Route 22  
18 example was 35,000 and you split it by 17,500, I  
19 believe going one way and 17,500 going the other  
20 way. So Route 28, you said it's 15,000 trips. I  
21 would image 7,500 going eastbound, 7,500 going  
22 westbound. What percentage of people going  
23 westbound would be making that left to get onto  
24 Route 22 eastbound?

25 MR. OLIVO: We didn't parse down to

1 those numbers as far as going right there, but if  
2 you looked at the break that we have in the study,  
3 we're looking about 60 percent pass by, 40 percent  
4 new. So if you look at the mass, the mass  
5 generally to the north, south and then east coming  
6 from 28, I would generally divide up the 20 percent  
7 in three sections and then you would disperse it  
8 through that roadway and network them that way.

9 MR. BANKA: My final question,  
10 regarding the Garretson area where there's heavy  
11 backup in traffic, when the traffic study was done  
12 what was the average time that a neighbor who was  
13 going either making that left from Garretson into  
14 the Bogart or one of the housing developments, what  
15 was the time that was required for a motorist to  
16 make the left on average?

17 MR. OLIVO: To make the left -- I'm  
18 sorry. You threw in Bogart.

19 MR. BANKA: From Garretson.

20 MR. OLIVO: From Garretson?

21 MR. BANKA: Yeah.

22 MR. OLIVO: There was one point where  
23 we studied Garretson where there was over a 25 car  
24 queue up past Lincoln.

25 MR. BANKA: So do you have an average

1 time?

2 MR. OLIVO: Delay was over a minute and  
3 a half.

4 MR. BANKA: A minute and a half for a  
5 car to be able to make a left?

6 MR. OLIVO: Starting at the back of the  
7 queue coming all the way down to the bottom, yes.

8 MR. TANG: Is it okay? I've been  
9 standing here for more than one hour.

10 CHAIRMAN: Go ahead. You have three  
11 minutes.

12 MR. TANG: Thank you. I think for your  
13 data collection, you collect only one date, right?

14 MR. OLIVO: Three dates.

15 MR. TANG: I see one date on this  
16 report?

17 MR. OLIVO: I mentioned in testimony  
18 earlier we studied three different dates.

19 MR. TANG: But it's not on this report.

20 MR. OLIVO: If the board would like us  
21 to submit the dates and the data, we can.

22 MR. TANG: Okay. So you do the manual  
23 counting, right?

24 MR. OLIVO: Yes, and ATR counts.

25 MR. TANG: I think that's the same

1 company, Stonefield Engineer and Design and report  
2 number is 11028. You want to take a look?

3 MR. OLIVO: Does it say a town on it?  
4 Do you want me to read?

5 CHAIRMAN: No, I'm waiting for the  
6 question.

7 MR. TANG: On this report, you did two  
8 days for manual turning and you did two weeks for  
9 automatic traffic recorder. So another report is  
10 TT4 and that's for retool and you did four days for  
11 manual turning and you did two weeks of automatic  
12 traffic recorder. So that's what I found from your  
13 previous report and I just don't understand why you  
14 don't do this for Bridgewater?

15 MR. OLIVO: We did three counts, manual  
16 turning counts 2013 when we first looked at the  
17 site and we did week long ATR counts.

18 MR. TANG: It's not in your report.  
19 You didn't mention anything.

20 MR. OLIVO: I'm happy to submit it to  
21 the board if the board requires it.

22 MR. TANG: I'll look forward to see  
23 that for the next hearing. A lot of people talk  
24 about the Garretson and 28. I think many people  
25 mentioned with this site you do bring a new traffic

1 pattern. Do you think so?

2 MR. OLIVO: I mentioned a large  
3 majority of traffic associated with this site  
4 during peak conditions would not be new to the  
5 roadway system, but we have factored in new trips  
6 to the area.

7 MR. TANG: Do you have any table of  
8 calculation to prove that there is no impact on the  
9 Garretson and the 28 intersection?

10 MR. OLIVO: If the board would like us  
11 to provide that information, we can. We have run  
12 that analysis to see whether or not there would be  
13 100 new conflicting movements at those  
14 intersections and there were not, which is why we  
15 did not take it any farther in the analysis. That  
16 is the DOT requirement for analysis.

17 MR. TANG: Your answer is no because  
18 what I see from this report what I have, you have  
19 only one intersection. You study only  
20 intersection, which is at your entrance, right?  
21 But I also find the same report you did for Fort  
22 Lee. You studied 17 intersections and several  
23 intersections are three or four blocks away from  
24 the proposed site and again, I just don't  
25 understand when we talk about impact at the change

1 in the road why your definition of change in the  
2 road is so different in this two reports.

3 MR. OLIVO: Let me explain because I  
4 think you don't understand because the level of  
5 development is entirely different between the  
6 project in Fort Lee and a project here. This  
7 project is 5,700 square feet of convenience store  
8 with gas fueling. That project in Fort Lee is  
9 hundreds of thousands of square feet of office,  
10 hundreds of units of residential, as well as over  
11 100,000 square feet of retail. It is a  
12 large-scaled development project that adds  
13 significantly more traffic volume to the roadway  
14 than this project and that is how we determine what  
15 the scope of the study must be.

16 CHAIRMAN: Times up. Thank you.

17 MR. TANG: I have a question for the  
18 board about procedure. Is that okay? The last  
19 one.

20 CHAIRMAN: Yes.

21 MR. TANG: They keep talking about  
22 NJDOT. They say NJDOT will tell me what is good,  
23 what is bad. So is it possible the township can  
24 approve this project before NJDOT make any  
25 decision?

1 MR. VASTOLA: As this gentleman has  
2 already said and forgetting about this project for  
3 a moment, any project that comes before the board  
4 that requires NJDOT approval generally when the  
5 board grants the approval it's subject to them  
6 obtaining the NJDOT permit. Now there is nothing  
7 to prevent you or anyone else here to communicate  
8 with NJDOT to raise your concerns about this  
9 particular project.

10 MR. TANG: So is there any procedure we  
11 have to follow, say if we want to request a public  
12 hearing from NJDOT?

13 MR. VASTOLA: I have no idea.

14 MR. TANG: Is there any procedure we  
15 need to follow from the township side, anything we  
16 need to do?

17 MR. VASTOLA: No.

18 MR. TANG: Just ask NJDOT?

19 MR. VASTOLA: NJDOT directly.

20 MR. TANG: Thank you.

21 MR. BHAT: Prakash Bhat, 52 Walters  
22 Brook Drive. You mentioned in your report you  
23 mentioned minimal new traffic. Can you quantify  
24 minimal new traffic?

25 MR. OLIVO: Table two in the report 73

1 vehicles in and 73 vehicles out would be new to the  
2 network.

3 MR. BHAT: Percentage wise?

4 MR. OLIVO: About 40 percent of the  
5 peak hour trips.

6 MR. BHAT: You don't call 40 percent  
7 minimal?

8 MR. OLIVO: I said we would expect  
9 minimal new traffic associated with this project,  
10 but we conservatively analyzed 40 percent. The  
11 expectation for a site on Route 22 with in and out  
12 only on Route 22, is that the majority of traffic  
13 would come from pass by, but to be conservative, we  
14 looked at 40 percent.

15 MR. BHAT: That 40 percent, you cannot  
16 call something which is 40 percent minimal.

17 MR. OLIVA: And I didn't.

18 MR. VASTOLA: Now you're being  
19 argumentative. It's up to you what you consider  
20 whether it's minimal or not. It's 40 percent.  
21 Period.

22 MR. BHAT: That's better. Second  
23 question is, you talked about a lot of studies and  
24 people spent hours and hours studying that and we  
25 don't got the reports. Subject to the board, so I

1 speed. I don't know what it is here. It's really  
2 not relevant to this study.

3 MR. ENG: Well, suppose it has to do  
4 with accidents. Will the proposed site have a  
5 negative impact, meaning make the accidents worse?

6 MR. OLIVO: We've reviewed the  
7 accidents along this stretch and along this  
8 frontage and there is no high incidents or  
9 accidents along this stretch.

10 MR. ENG: So but we're not sure why  
11 it's considered safe corridor?

12 MR. OLIVO: It's really not relevant to  
13 receiving access permit from the DOT. I've had  
14 hundreds of applications before the DOT. I've  
15 never even heard that terminology mentioned with  
16 all due respect. Whether an access point is safe  
17 or not has nothing to do with that type of  
18 designation.

19 MR. ENG: Just to follow up on the no  
20 tractor trailer signs, where would those signs be  
21 located?

22 MR. OLIVO: Most likely the pump area.  
23 We can put them on a sign in the parking area.

24 MR. ENG: If an 18 wheeler pulls in, he  
25 won't find out until he gets to the pump; is that

1 request all the other things that you talked about,  
2 all the studies be presented to us so we can check  
3 the validity. When you say something is minimal,  
4 whether it's 40 percent on something we can check.  
5 You know, we are not paid. We are volunteers. We  
6 are fighting for our houses, make sure you submit  
7 all the reports in a timely manner so we can study  
8 that.

9 MR. ENG: Good evening, Philip Eng, 16  
10 Kiser Lane. What mile post on Route 22 is the  
11 proposed site?

12 MR. OLIVO: I don't know it off the top  
13 of my head, sir.

14 MR. ENG: I think it's 31.7 and this is  
15 considered a safe corridor section between mile  
16 post 30 and 40; is that correct?

17 MR. OLIVO: I did see signs along 22 to  
18 that effect.

19 MR. ENG: Being safe corridor, I think  
20 that's a bad thing to be. What is the criteria to  
21 be classified as safe corridor?

22 MR. OLIVO: I don't know.

23 MR. ENG: That's nothing to do with the  
24 accidents, you've exceeded the number of accidents?

25 MR. OLIVO: Sometimes it has to do with

1 correct?

2 MR. OLIVO: We talked about if trucks  
3 were to enter, if a wayward vehicle that now finds  
4 out upon entering the site that they will not be  
5 fueled and they will not be served, they will be  
6 directed to exit the site.

7 MR. ENG: The fact that he pulled in  
8 and use the Jake brake, then it's too late?

9 MR. OLIVO: There are thousands of  
10 trucks traveling on Route 22 everyday that  
11 encounter challenging topograph that use their  
12 brake, that accelerate --

13 MR. ENG: Not in this area because  
14 it's --

15 MR. OLIVO: Topography changes  
16 throughout this area.

17 MR. ENG: All right. Thank you.

18 MR. RIGOWSKI: Hello. My name is Eric  
19 Rigowski. I live at 409 Mahnken Drive. We're  
20 doing this traffic study did you put into account  
21 that when traffic backs up to the top of Mahnken,  
22 the first exit coming, I guess, towards Route 28,  
23 do you put into account the cars that cut through  
24 Mahnken Drive to go down Fox Run to go to Meadow to  
25 avoid that traffic circle?

MR. OLIVO: It's all part of what we observed when we're out looking at the roadway conditions. These are all public streets. Fortunately or unfortunately they lead to pathways cut through and other reasons. So motorists can as you've stated travel down Garretson and through the roadway network that's there. They are public streets.

MR. RIGOWSKI: It's a residential neighborhood where trucks and cars are flying down there when kids are out playing. I guess I have a question for the board, also. I've lived in Bridgewater for ten years and we all know Garretson is a bad intersection, but we deal with it. It's bad enough for people who know the road. You're going to be introducing new people who don't know the road and it's a recipe or disaster.

MR. OLIVO: I think to the extent that we can help to improve the geometric concern that exists here today, the applicant is willing to work with the board and the Department of Transportation to see if there are improvements that can be made at Garretson to alleviate some of these problems.

MR. RIGOWSKI: One thing I'd like to mention to the board is that you've mentioned that

them. How many thousands of cars, even if five percent of them or one percent of them, they either go from 22 and then proceed to 78. That is going to increase traffic. Then all the households, which are east of this gas station, other gas stations four or five on the road, they will close. They will be coming this way. Have you considered all the traffic and they will be using Garretson Road, all other local roads. Have you considered that?

MR. OLIVO: We considered traffic using local roads and Route 22 and Route 28 state highway system, we've considered all those things.

MR. CHANDRA: Did you not considered people going 78 or 287 will use this road going home, rather than going 287 North and then 78?

MR. OLIVO: Where they come from is somewhat immaterial. They all end up in the same place on Route 22 Eastbound, making a right in, a right out. So if this has the type of gravitational pull that you're talking about, to pull from 287 and 78, all those trips end up on Route 22 and that's what we have considered as part of the study.

MR. CHANDRA: They are not regular

you have no jurisdiction over Route 22. You certainly have jurisdiction over Garretson Road. It's not -- It cannot withstand this additional traffic and I think everyone here is in agreement with that.

CHAIRMAN: The Zoning Board has no Control over any roads. If you have a suggestion about signage on a local road or traffic on a local road, the government body, the town council are the people you need to bring that up to.

MR. RIGOWSKI: We certainly will. Thank you.

MR. CHANDRA: Good evening. My name is Mahesh Chandra. 15 Purcell Road. I understand Quick Chek will have cheaper gas. That's what will drive the traffic. If ten cents on 15 gallon cars, \$1.50, you know, the junction of 287, how far it is from this place? Could you please tell me 287, where you can take 287 North, South, it's nearby how many miles?

MR. OLIVO: I would say somewhere five, six miles.

MR. CHANDRA: There is incentive for people who will be going from -- coming on 287 or 22 and going on 78 West. It will be on the way for

traffic on Route 22 otherwise. If you considered 35,000 cars going on Route 22, you might have 60,000 considering that. That 35,000 I don't think has considered traffic going home from 287 to 78. They can choose going from here. I think they choose not to agree. People here know what's going on and we are going to contact NJDOT giving our input. Thank you.

MS. WRENN: Good evening. I'm Sharon Wrenn, 14 Jenna Drive. Mr. Olivo, I have a question. You mentioned that traffic is measured coming from Milltown Road because there is a traffic light. Did you measure how many cars exit left off of Milltown Road where they don't have a light? There's just a ramp that takes you onto Route 22?

MR. OLIVO: We didn't study Milltown Road in detail. We looked at how Milltown Road impacts the ability to get onto Route 22 East. The traffic associated with this project would not impact the intersection of Milltown Road and this entire roadway network here. We looked at how that signal platoons and holds cars together during the red cycle to create large gaps of traffic along Route 22 as you travel.

1 MS. WRENN: Right, but those gaps in  
2 traffic are interrupted by cars turning left off of  
3 Milltown Road, that do not hit a light. You do not  
4 have to stop at the light to turn left off Milltown  
5 Road. So there is continuous traffic from Milltown  
6 Road not stopped with the light.

7 MR. OLIVO: You're correct in that when  
8 it's not in all red phase for about two second  
9 every phase, there are turning movements from  
10 Milltown Road when Route 22 is held back. But if  
11 you travel this often, you know there are very  
12 large gaps that are created by that signal that  
13 allow you to get onto Route 22 East. But you're  
14 right. There are left turning vehicles that come  
15 onto the roadway when 22 is held back.

16 MS. WRENN: Thank you, very much.

17 MS. DIGRICOLI: Barbara Digricoli.  
18 3103 Johnston Circle. Has Quick Chek ever  
19 petitioned the New Jersey Department of  
20 Transportation to change the road to make access  
21 easier to their establishment?

22 MR. OLIVO: To change the road?

23 MS. DIGRICOLI: Everyone is worried  
24 about a u-turn. Have you ever asked the Department  
25 of Transportation to add jug handles to make it

1 not cluttered with all stores.

2 MR. VASTOLA: You disagree with his  
3 analysis. All right. You made your point.

4 MR. GUL: Okay. Also, there are people  
5 I think a constant percentage of passengers  
6 traveling on 22 that are out of towners, who are  
7 not familiar with the traffic trouble and  
8 everything. So I'm really -- my feeling is that if  
9 you're not considering seriously the traffic, the  
10 new traffic heading to Route 22 westbound, your  
11 traffic analysis estimates would be grossly  
12 underestimated. That's my first point.

13 The second point is, what do you think  
14 you want to offer a comment? Do you think you  
15 should probably revisit and seriously adjust your  
16 estimate?

17 CHAIRMAN: Sir, can you phrase this  
18 comment and your points in a question that he can  
19 respond to?

20 MR. GUL: I guess at this point would  
21 you agree that counting on people's being rational  
22 and also is not that reliable and second, there are  
23 a percentage of out of towners in that traffic that  
24 just simply don't know.

25 MR. OLIVO: This study does not speak

1 easier going into the store?

2 MR. OLIVO: They pretty much tell us to  
3 do things like that. But for a project like this  
4 when we submit as part of an access permit review  
5 they will look to see if there are impacts at other  
6 intersections that need to be mitigated.

7 MS. DIGRICOLI: Thank you very much.

8 MR. GUL: Good evening. My name is  
9 Andy Gul living at 10 Jenna Drive in Bridgewater  
10 Township. I have two questions and I'm hoping that  
11 I'm not beating a dead horse. The questions might  
12 have already been asked, but I do want to clarify a  
13 little bit.

14 The first question is, I think based on  
15 my understanding, you are counting on people just  
16 being rational for those traveling westbound on 22  
17 not to make that u-turn to patronize the Quick Chek  
18 because the trouble that they have to go through  
19 and I really want to challenge that from a common  
20 sense perspective because I think that if we were  
21 all rational, we probably would not have to have  
22 that many laws regarding booze, driving drunk and  
23 use cellphones driving and tobacco use. So I  
24 really challenge that. I think that you have this,  
25 you know, middle of safe corridor where there is

1 to whether a driver is rational, irrational,  
2 aggressive, not aggressive, hesitant, this study  
3 reviews into and out of a site and at nearby  
4 intersections. So to answer the first question  
5 common sense and rationalization has nothing to do  
6 part of the safety and design.

7 With regard to trip generation and new  
8 and pass by trips, we've been over it a few times,  
9 but we've considered conservatively that about  
10 somewhere between 30 and 40 percent of the traffic  
11 during the peak hours would be new to the network.  
12 It does not create a significant impact. I would  
13 not change those findings.

14 MR. GUL: Second question is, you're  
15 saying that the traffic primarily would be coming  
16 from existing traffic eastbound on Route 22 and so  
17 it's not going to be as impactful as opposed if you  
18 are attracting, new traffic. We have more  
19 experience. We all experience traffic jams going  
20 to work and everything and in most cases, those  
21 jams were not caused by merging traffic out of  
22 nowhere. Those are usually caused by slowing down  
23 of traffic due to probably sometimes accidents  
24 along the way. Other times accidents in the other  
25 direction and people slow down to take a look out



1 of curiosity. So I think that every vehicle that  
2 pulls into Quick Chek would slow down the traffic  
3 twice. The first time is when they see that sign,  
4 make a decision to pull in, they need to slow down  
5 to be safely decelerating into the store, the  
6 parking lot and the second time they need to come  
7 out and catch up and accelerate to merge into  
8 traffic safely and I think it's -- I think the  
9 impact would be probably not as, you know, that  
10 much worse than new traffic.

11 MR. VASTOLA: You've made your point  
12 very well. Thank you.

13 MR. GUL: Would you agree --

14 MR. VASTOLA: That wasn't a question.  
15 You made a statement.

16 MR. XIG: Good evening again. I'm Feng  
17 Xig. I reside at 42 Purcell Road again. My  
18 question is follow up from one gentleman's question  
19 prior to me. This is about safe corridor. Since  
20 you mentioned that you don't know what a safe  
21 corridor is, so I'm more than happy to provide that  
22 information I collected from the Department of  
23 Transportation.

24 On February 15, 2004 State of New  
25 Jersey signifies safe corridor. The reason is

1 some of your conversations about 400 to 500 feet as  
2 signage prior to entering the gas station, but some  
3 of the statistics that is considered safe  
4 acceleration or deceleration, you know, ten miles  
5 per hour is considered safe or acceleration or  
6 deceleration.

7 MR. OLIVO: I'm sorry. I didn't  
8 understand. I heard 10 miles per hour, but I  
9 didn't hear before that what the question was.

10 AUDIENCE MEMBER: Ten miles per hour,  
11 is it considered safe acceleration or deceleration?

12 MR. OLIVO: Ten miles an hour as a  
13 rate, I'm not sure I understand.

14 AUDIENCE MEMBER: You are a traffic  
15 person, right? You know what accelerate is?  
16 Acceleration is increase in speed and deceleration  
17 is rate of decrease in speed. I'm not expert in  
18 traffic, but I know physics.

19 MR. OLIVO: Right and you just  
20 described speed, sir, which is not acceleration.

21 AUDIENCE MEMBER: I asked you about  
22 acceleration. You said you didn't understand  
23 acceleration. That's why I explained it to you.

24 CHAIRMAN: Sir, let's just try to  
25 keep --

1 highway sections were designated as safe corridors  
2 based on statistics showing a crash rate 50 percent  
3 over the state rate and 1,000 or more crashes over  
4 three years. That includes the section that we're  
5 talking about along Route 22. That was 10 years  
6 ago and we can reasonably believe over the past 10  
7 years that the traffic volume has been  
8 significantly increased even based on your estimate  
9 of one percent per year, which we believe is  
10 downplayed.

11 CHAIRMAN: Thank you.

12 AUDIENCE MEMBER: Hello everyone. I  
13 live at 25 Langan Hollow. Couple points that  
14 earlier which speakers have mentioned this being a  
15 24/7 gas station, it's going to be a much bigger  
16 attraction in terms of attracting the traffic,  
17 although the ones not only originating from our  
18 neighborhood, but the other neighborhoods  
19 especially the time of the day.

20 CHAIRMAN: Excuse me, sir. This is not  
21 the time to make points. This is the time to ask  
22 questions of the traffic consultant.

23 AUDIENCE MEMBER: I'm coming to that.

24 CHAIRMAN: Thank you.

25 AUDIENCE MEMBER: You did mention in

1 AUDIENCE MEMBER: What is considered  
2 safe acceleration and deceleration and how do you  
3 take into account about a safe distance for  
4 entering or exiting from that and how does this  
5 contribute. I'll let you answer that so I can --

6 MR. OLIVO: Typical deceleration rate  
7 is about 11 feet per second square. Miles per hour  
8 is not an acceleration or deceleration. Let's just  
9 be clear about that from a physics perspective. 20  
10 feet per second is about what you typically see for  
11 deceleration rates and then looking at a roadway  
12 and speed that you would attempt to travel on this  
13 roadway, that is how we determine whether or not  
14 there is adequate spacing for deceleration or  
15 acceleration.

16 AUDIENCE MEMBER: Let me be more  
17 specific. Increase of more than ten miles per  
18 second decreasing more than ten miles per second is  
19 considered acceleration or deceleration, right? So  
20 at that rate, you did mention as a response for one  
21 of the earlier questions that 15 miles per hour is  
22 your entry point, the speed at the time?

23 MR. OLIVO: 18 miles per hour is  
24 typical turning speed.

25 AUDIENCE MEMBER: Typical, but not

1 considered safe. You shouldn't be putting as  
2 assumption for allowing. So I'm assuming somebody  
3 who's making a turn, they may come down to five or  
4 maybe 20, so considering that 50 miles per hour to  
5 10 miles per hour is 60 per hour to 50 mile is a 10  
6 mile per hour difference. You mentioned the change  
7 of ten miles per second is what is considered safe  
8 acceleration, it needs at least 403 feet for  
9 reasonable slowing down and at the same time if  
10 it's more than that you need almost like 480 if it  
11 is six seconds.

12 So I'm sure traffic -- NJDOT is going  
13 to consider that, but for us the next big thing.  
14 As we try to enter and accelerate and the same time  
15 people trying to come, this change of lane and  
16 decelerate is going to cause a major issue of  
17 safety. So how does it get addressed to design  
18 change or whatever proposal you are going to make?

19 MR. OLIVO: How does it address --

20 CHAIRMAN: Sir, again, we're talking  
21 about Route 22.

22 AUDIENCE MEMBER: I'm also talking  
23 about Route 22.

24 CHAIRMAN: We have no control over  
25 Route 22. The NJDOT will tell them if this

1 unload fuel and then continue on its way. So that  
2 would be one truck trip in and then one out on a  
3 daily basis.

4 For the purposes of the convenience  
5 store, similarly-sized truck just a little bit  
6 under one per day as well for that size truck. So  
7 if we were to say conservatively two per day  
8 tractor trailers on a 24-hour basis for this site.  
9 Now depending on what kind of office it is and what  
10 kind of deliveries it gets, whether it's medical  
11 office building or light manufacturing, again  
12 depends on the use. There could be tractor  
13 trailers associated with that type of use as well.  
14 So it would likely be comparable based upon the  
15 very limited amount of tractor trailer delivery  
16 activity actually on the site.

17 MS. KURTZ: Also since Quick Chek will  
18 -- I mean everybody is focus on coffee, but they  
19 also -- I mean, they cater to selling breakfast,  
20 selling lunch, sandwiches, whatnot. So would there  
21 not be a difference in traffic patterns with that  
22 type of facility, like, throughout the day compared  
23 to, say, an office building that's allowed to be in  
24 that site? Wouldn't it be more in and out traffic  
25 expected?

1 application is approved what they have to do in  
2 terms of access and egress from the proposed site.  
3 This board has nothing to do with that.

4 AUDIENCE MEMBER: I understand that.  
5 So --

6 CHAIRMAN: Then why are you asking  
7 questions about it?

8 AUDIENCE MEMBER: This is a safety  
9 concern I have and I'm bringing it up to the person  
10 who is an applicant for this new location, right?

11 MR. VASTOLA: You made your point.  
12 Thank you very much.

13 MS. KURTZ: Hi. My name is Debra  
14 Kurtz. I live at 413 Route 28, Bridgewater. My  
15 question is about the level of truck traffic in  
16 terms of delivery. In other words, there's going  
17 to be I assume tankers delivering gas. There's  
18 going to be service vehicles delivering stuff to  
19 the store. Compared to a similar project that's  
20 allowed to be in this area, an office building,  
21 what would be the difference in the amount of that  
22 kind of traffic that this site would generate?

23 MR. OLIVO: This site will generate and  
24 you've heard Mr. Lamont speak about it Mr. Cahill,  
25 as well, approximately, one fuel tanker a day to

1 MR. OLIVO: Depends on the size of the  
2 office. You have larger office buildings in this  
3 area.

4 MS. KURTZ: I'm saying one that would  
5 fit on the site?

6 MR. OLIVO: I haven't reviewed what  
7 would fit on the site, but office trip generations  
8 works this way: Generally everyone comes in in the  
9 morning. Around lunchtime you have in and out and  
10 then at the end of the day, you generally have  
11 everyone leaving. That's generally trip generation  
12 for an office building. So it really depends on  
13 the size of office built here and also, it would be  
14 a different type of traffic pattern in that an  
15 office building generates 100 percent new traffic.  
16 There is no pass by associated with an office  
17 building. Whereas this site would be expected to  
18 generate very high levels of pass by traffic. So  
19 they are very different traffic patterns.

20 MS. KURTZ: But you're saying pass by,  
21 but at the same time they would be coming from --  
22 again, it comes into the idea that you have traffic  
23 heading west that now wants to be east.

24 MR. VASTOLA: You've made your point  
25 very well. Basically, what you're saying is this

1 particular use is intended to draw traffic off  
2 Route 22. Whereas, an office building would have  
3 traffic, but it's not intended to have traffic  
4 coming off of Route 22, right?

5 MS. KURTZ: I'm not sure what's what  
6 I'm saying, but okay. Thank you.

7 MR. MORSE: Hi. My name is Walter  
8 Morse, 43 Kiser Lane. Follow up on that last  
9 question my neighbor just asked. You all seem  
10 like, okay, if it's an office building, it's 100  
11 percent new traffic, but it's not 24/7 as it would  
12 be for Quick Chek. Quick Chek will generate  
13 traffic all day long; is that correct?

14 MR. OLIVO: It would similar to the  
15 roadway. Again, it mimics the roadway. The  
16 roadway generates traffic 24 hours. The Quick Chek  
17 would be there and it would be there and it would  
18 be able to draw that traffic off 24 hours.

19 MR. MORSE: There wouldn't be any  
20 additional noise at night for an office building  
21 that usually typically closes at six or seven  
22 o'clock at night?

23 MR. OLIVO: If there is no activity on  
24 the site, there would be no noise associated with  
25 an office building overnight.

1 public data from the NJDOT. It's in the year 2011  
2 it 34,000. In the year of 2013 it's 37,000.  
3 That's nine to ten percent increase. Just to let  
4 you know. This is also public data from NJDOT. I  
5 don't know where you got that one percent. It's  
6 very misleading.

7 MR. OLIVO: The one percent comes from  
8 the background growth table on the same website  
9 that you were just on. There is background growth  
10 table on that website that will pull up for region  
11 and the type of roadway and that provides the  
12 percentage.

13 MS. SHI: Where is the location for  
14 that one percent?

15 MR. OLIVO: It is within that table,  
16 the background growth rate table on DOT's website.

17 MS. SHI: I'm asking you the one  
18 percent increase, where is the location for that  
19 traffic?

20 MR. OLIVO: Throughout this county.

21 MS. SHI: The one I tell you is on  
22 Route 22 East side between Milltown Road to this  
23 Route 28 there is very precise data in the  
24 location. You should use that table. That's too  
25 general. Thank you.

1 MR. MORSE: Thank you. Earlier, you  
2 compared the site with other gas stations with  
3 convenience stores. My question is, are those  
4 other gas stations and convenience stores located  
5 in Bridgewater?

6 MR. OLIVO: I compared it to just  
7 generally what you see in the terms of gas stations  
8 and convenience stores in the area. They may not  
9 be within Bridgewater, but they are gas stations  
10 along the corridor and that's the way I framed it.

11 MR. MORSE: Right. The way you framed  
12 it were the ones in Somerville and --

13 MR. OLIVO: They could be anywhere.

14 MR. MORSE: Gas stations you mentioned  
15 are right up the road in Somerville. That's the  
16 reason why in Bridgewater we do have zoning laws,  
17 which differentiates us from other communities.  
18 Thank you.

19 MS. SHI: Hi. Carol Shi. 63 Shaffer  
20 Road. This time I only have one question regarding  
21 the one percent new growth you just predict. What  
22 is the source?

23 MR. OLIVO: Department of  
24 Transportation.

25 MS. SHI: Here I give you another

1 MR. PATEL: My name is (inaudible)  
2 Patel. I'm going to use some of your numbers. You  
3 said, we have 7,500 trips eastbound and 7,500  
4 westbound. That's I'm going to make about average  
5 number here, that's 729 trips per hour. You just  
6 said that you have average 140 trips that you  
7 generate in your Quick Chek in and 140 out, which  
8 is about 3,360 trips. You also said you'll have  
9 about 73 additional new trips in the morning time  
10 and 93 additional trips in the evening time and I  
11 took average and that will equate to about 2,000  
12 additional trips. If you add them up, which is  
13 laymen's mathematics I was doing, it equates to  
14 about 11 percent increase due to your Quick Chek,  
15 what you are projecting. Do you think that 11  
16 percent would be increasing the trips on 22  
17 eastbound, the traffic will increase 11 percent or  
18 it will be diverted from other intersections to 22  
19 traffic?

20 MR. OLIVO: Absolutely not. There are  
21 a number of assumptions made in the calculations  
22 that you just provided, will all due respect, they  
23 are wrong.

24 MR. PATEL: What will be the percentage  
25 of increase in traffic on 22 due to the Quick Chek?

1 MR. OLIVO: If you refer to the exhibit  
2 that has been prepared within the project, the  
3 impact study. Just for the record, figure six the  
4 build traffic volume 2017, you have 116 vehicles  
5 that are entering the roadway system where there is  
6 an existing 2008 vehicles as of di minimus amount  
7 of traffic.

8 MR. PATEL: What would it go to 20,000,  
9 25,000?

10 MR. OLIVO: It would likely not change  
11 by more than one to two percent, if that.

12 MR. PATEL: Thank you.

13 MS. KWAN-AU-YANG: Hi. My name is  
14 Louisa. I have three questions. I just wonder  
15 whether you considered like if there are really lot  
16 of business you are getting for a day. You have  
17 backup of cars even hold up access into your store.  
18 It's going to bring up a backup to Route 22. How  
19 are you going to solve it?

20 MR. OLIVO: No, it's a lot of design  
21 that goes into making sure that doesn't happen.  
22 There's a lot of questions about spacing, the  
23 driveways. This site provides dimensions within  
24 the site and at the driveways that far exceed any  
25 other gas stations that you might be thinking of or

1 of backup and redundancy within the Quick Chek  
2 operation model. They have monitoring systems. I  
3 know Mr. Cahill spoke about it and Mr. Lamont, as  
4 well. There is central monitoring within the  
5 headquarters. There is monitoring within the  
6 building, itself. Generally speaking from an  
7 operations perspective, when something goes wrong  
8 it's fixed very, very quickly.

9 MS. KWAN-AU-YANG: My second question  
10 is, you talked about delivering truck for gas, for  
11 dump, garbage and like commodity of getting into  
12 the store. Do you know the time of the delivery?

13 MR. OLIVO: Generally Quick Chek tends  
14 to schedule an outside of the peak windows of  
15 activity onsite. So sometime during the course of  
16 the day.

17 MS. KWAN-AU-YANG: It's not after  
18 midnight, right?

19 MR. OLIVO: That is not what is  
20 proposed here, but they attempt to schedule to the  
21 best of their ability outside of those hours of  
22 peak activity, seven to nine a.m. and four to seven  
23 p.m. So a lot of activity transpires throughout  
24 the course of the day when the traffic volumes dip  
25 down.

1 that you might be familiar with in this area. All  
2 of the in and out movements that have been talked  
3 to about and really dissected happened across the  
4 state highway network. The only difference is they  
5 happen in a more beneficial way here because of how  
6 far off the roadway system you are before you  
7 actually enter the active area of the site.

8 As I mentioned, those sites in  
9 Somerville it's about 60 feet from the end of the  
10 pavement until you get to that first pump or that  
11 first parking stall. We are multiples higher than  
12 that, not to mention we have more than adequate  
13 parking around the building and more than adequate  
14 pumps within the area to serve the demand that we  
15 would expect. So no, we would not expect that  
16 motorists would backup to 22 under any  
17 circumstance.

18 MS. KWAN-AU-YANG: Do you know whether  
19 it happened, I don't know, whether it had ever  
20 happened in Quick Chek that the gas pump is not  
21 working?

22 MR. OLIVO: I'm sure it has.

23 MS. KWAN-AU-YANG: What about the  
24 working then it will be a backup?

25 MR. OLIVO: There are multiple systems

1 MS. KWAN-AU-YANG: You mentioned that  
2 because Quick Chek does not welcome truck drivers.  
3 It's only for gas or is it for they taking a break  
4 there and have some sandwich and your fabulous  
5 coffee, as well?

6 MR. OLIVO: As I mentioned, designed  
7 sites specifically made for truck stops, truck  
8 fueling, truck rest areas, there is no area on this  
9 site that is hospitable for a truck to park without  
10 blocking an aisle and causing operational issues  
11 and that is why these sites don't foster that type  
12 of traffic and they continue on their way or if  
13 they happen to come in. They are directed off of  
14 the site and as we mentioned we'd be willing to put  
15 up signage to that effect, as well.

16 MS. KWAN-AU-YANG: All right. Thank  
17 you.

18 CHAIRMAN: Before the next person goes,  
19 Vo-Tech has given us a 10:30 hard stop. Continue.

20 MS. LI: Jing Li, L-L. I'm using your  
21 closer picture here. We did road test ten times  
22 repeating. We can't even see our sign. We used  
23 the high 20, you know to simulate your sign and we  
24 only can see the sign from this top corner, you  
25 know, the top corner and we understand total from

1 this top corner to the sign it's 300. You're  
2 explanation for safety for this decelerate 500. We  
3 all understand. We all heard it. So my question  
4 is, from the sign, your sign to the entrance, how  
5 far is it?

6 MR. OLIVO: Ma'am, I know you mentioned  
7 a balloon test. I don't know the details of it.  
8 I'll be happy to speak to you about it, but with  
9 regard to the visibility of this sign, upstream of  
10 the site, it's in advance of that 500.

11 MS. LI: I'm saying our study we did  
12 ten times repeating test?

13 MR. ROBERTSON: I have to object to the  
14 question because she's referencing a study we've  
15 never seen. We don't know what she's referring to,  
16 what the location is.

17 MS. LI: I did a study and I have doubt  
18 on your study so I should be able to express --

19 CHAIRMAN: Do you have a question on  
20 his study? Please ask it.

21 MS. LI: Yeah, I have question on  
22 distance. I'm asking the distance from this site  
23 to entrance how far?

24 CHAIRMAN: Did you get that?

25 MR. OLIVO: From the entrance?

1 safely. This site has been designed for safe  
2 entrance.

3 MS. LI: Okay. So what you say --

4 CHAIRMAN: Ma'am, your three minutes  
5 are up. Your three minutes are up. You need to  
6 give people time to ask their questions. You've  
7 had your three minutes. It's time for the next  
8 person.

9 MS. BODINO: My name is Angela Bodino.  
10 I live at 21 Deer Run Drive and my question is, is  
11 there a comparative study of traffic accidents in  
12 Bridgewater and in the Somerville Route 22 corridor  
13 because if we really believe in the master plan and  
14 we want to protect the quality of life in  
15 Bridgewater, I think that's an important issue. If  
16 we become like the Somerville corridor, should we  
17 anticipate more than accidents?

18 MR. OLIVO: Well, the way I respond to  
19 that is, this corridor of Route 22 is dissimilar  
20 from the corridor that we have in Somerville for a  
21 number of reasons having to do with the way you  
22 travel on Route 22, the building locations, the  
23 driveway configurations, the spacing, which is  
24 exactly what I've been talking about for some time  
25 which these driveways and spacing distance along

1 MS. LI: From your entrance to the sign  
2 distance, how far?

3 MR. OLIVO: About 110 feet to the  
4 middle of the driveway.

5 MS. LI: I'm saying my question based  
6 on our study from the sign --

7 CHAIRMAN: We don't care about your  
8 study. If you have a question to him about his  
9 study, please ask it. We don't care about your  
10 study.

11 MS. LI: He didn't do the study. I did  
12 study with my friend. We drive --

13 CHAIRMAN: I don't care about your  
14 study.

15 MS. LI: If it's only 300 minus 110,  
16 it's 190 feet for your consideration. You're  
17 saying 500. If only it's 190, do you think it's  
18 still safe and why?

19 MR. OLIVO: First of all, I don't know  
20 what you studied. I don't support the study. I  
21 have no ability to verify the study. There are a  
22 number of different types of indicators that bring  
23 you into the site the sign is one. It is an  
24 important indicator, but there are other ways to  
25 recognize a site, a driveway and come into it

1 this stretch of roadway in no way mimic what's  
2 occurring on Route 22 in Somerville.

3 CHAIRMAN: Your question is an  
4 excellent one. It's one I promise you we will take  
5 a deep dive into when the planner testifies and  
6 when we respond to that testimony.

7 MS. BODINO: I feel better. Thank you  
8 so much.

9 AUDIENCE MEMBER: Do you do any  
10 accident reports with Quick Chek or convenience  
11 stores anywhere in the state, anywhere else? Do  
12 you do any part of the study?

13 MR. OLIVO: Well, typically, when he do  
14 an accident study, we look at incidents over a  
15 three-year period. There may be times when we go  
16 back and look at post-type occupancy or as we  
17 talked about large-scale development projects that  
18 we work on, but it's usually during the process  
19 will under the existing conditions is to see are  
20 there problems in the roadway network today that  
21 can potentially be diagnosed and fixed, but when  
22 you design a site the goal is to design it safely  
23 and make sure that what you're proposing to the  
24 best of our engineering ability that will not  
25 create any problems in the future condition that

1 may exacerbate those accident rates.

2 AUDIENCE MEMBER: Are there any reports  
3 and studies, can you submit it's only one percent  
4 raise in the accident, anything that you can submit  
5 any change in accidents?

6 MR. OLIVO: Because of the way the  
7 design and spacial relationship to other driveways  
8 and ramps, et cetera, this site will not be  
9 expected to add any new accidents along this  
10 corridor.

11 AUDIENCE MEMBER: I disagree because  
12 it's similar to Somerville. Because people come  
13 much faster in this stretch the road of people  
14 coming much faster because they are not expecting  
15 any retail activity.

16 I have a question for the zoning board  
17 because a lot of things he talked about today is  
18 not submitted if we have time to review those  
19 documents he resubmits -- if he submits the  
20 documents for next time.

21 CHAIRMAN: The documents that they put  
22 together are available in our planning office for  
23 your review.

24 AUDIENCE MEMBER: I think some of them  
25 he has not submitted yet?

1 You did not take into account that the -- if you go  
2 to the Quick Chek, the one that exists now during  
3 lunchtime because one of the reasons you buy large  
4 billboards is to sell subs very cheap. It's a very  
5 working class lunch. Let's face it. That's what's  
6 in there lunchtime. If they got an opportunity to  
7 continue to work down there, they are going to  
8 change their traffic pattern from going from one  
9 Quick Chek to the other on you wouldn't have built  
10 another Quick Chek or wanted to build another Quick  
11 Chek up the road. So did you take into account the  
12 amount of traffic that comes from your existing  
13 Quick Chek to the proposed new one, yes or no?

14 MR. OLIVO: Sir, we don't put a label  
15 on every car that would come into this site, where  
16 it comes from, where it's going, where it  
17 originated from and its ultimate journey. What we  
18 do know is how many will come in and out within a  
19 reasonable expectation. And so my answer to you is  
20 yes, it has been considered that vehicles may  
21 divert from the Quick Chek. They may divert from  
22 other users and they would come into the site, make  
23 a right in on 22 and leave via right onto 22.

24 MR. MERCOSMI: You contradicted  
25 yourself.

1 MR. OLIVO: I've provided testimony  
2 about other information that we've collected, but  
3 that is up to the board's professionals if they  
4 desire to see that. We've submitted an extensive  
5 amount of data for this project.

6 MR. MERCOSMI: I'm Jim Mercosmi. I  
7 live at 211 Church Road and for full disclosure, I  
8 am chairman of the Environmental Commission. I'm  
9 not here to ask questions about environmental  
10 issues or represent that commission. My question  
11 is, you've got another Quick Chek not far up the  
12 road. Is the plan to keep that open or close it  
13 and second part of it is, either way, did you take  
14 into account that people are going to come east,  
15 the direction that is accidently going to bring  
16 customers into that Quick Chek instead of making  
17 that little fun turn to go into the Quick Chek,  
18 they are going to keep going. Have you taken into  
19 account for traffic?

20 MR. OLIVO: First question is the  
21 answer is open. The second question is, again, all  
22 the traffic is coming from Route 22. If they  
23 divert from that existing one to this one, it's the  
24 same vehicle on Route 22.

25 MR. MERCOSMI: So your answer is, no.

1 MR. ROBERTSON: Can I ask one follow-up  
2 question from a traffic standpoint?

3 CHAIRMAN: You have two seconds.

4 MR. ROBERTSON: From a traffic  
5 standpoint, do you have an opinion as to this  
6 particular site particularly suitable for the  
7 proposed use that is being considered for this  
8 property?

9 MR. OLIVO: Absolutely. The site has  
10 been designed with safe intent, efficient design  
11 coming in and out of the site, itself, can more  
12 than accommodate the speed.

13 CHAIRMAN: Ladies and gentlemen, we  
14 will take our next step on December the 15th, 7:30  
15 back at the high school. I want to thank you for  
16 your cooperation tonight. Thank you very much.

17 - - -  
18 (The hearing concluded 10:30 p.m.)  
19  
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25

CERTIFICATE

I, LATITISA RUSSELL, a Certified Court Reporter and Notary Public of the State of New Jersey, certify that the foregoing is a true and accurate transcript of the stenographic notes of the deposition of said witness who was first duly sworn by me, on the date and place hereinbefore set forth.

I FURTHER CERTIFY that I am neither attorney, nor counsel for, nor related to or employed by, any of the parties to the action in which this deposition was taken, and further that I am not a relative or employee of any attorney or counsel in this case, nor am I financially interested in this case.

LATITISA RUSSELL, C.C.R.  
LICENSE NO. 30XI00234100

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