



McDonough & Rea Associates, Inc.

Traffic and Transportation Consulting

Kevin P. McDonough (1953-1994)
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July 10, 2023

Town of Clinton Land Use Board
Municipal Building
43 Leigh St.
P.O. Box 5194
Clinton, NJ 08809

Re: Clinton Commons
65 ½ Center Street
Lot 32 in Block 14
Town of Clinton, Hunterdon County
MRA File No. 17-182

Dear Board Members:

McDonough and Rea Associates (MRA) has had an opportunity to review the June 16, 2023 review letter prepared by Robert J. Clerico, PE, of Van Cleef Engineering (VCE). The purpose of this letter is to address comments relating to traffic issues in the review letter. The following will be a point-by-point repose to the traffic engineering issues raised by Mr. Clerico.

Page 3 Item 2b. The right-in/right-out access from and to the southbound lanes of Route 31 in front of the fast-food pad is in a proper location, meets New Jersey Department of Transportation (NJDOT) requirements as per the *State Access Code* and will function safely and efficiently in our opinion. Additional testimony will be provided at the next hearing as required.

Page 8 Item T. The Applicant has only requested a *Permit* for the multi-family development and fast-food pad at this time (*Phase I*). Since tenants are unknown for the food market and convenience store with gas pumps, an updated NJDOT *Permit Application* will be submitted once that information is known (*Phase II*)

Page 9 Item B. 1. a) As previously indicated, the Applicant has only applied for a *Permit* for the residential use and fast-food pad at this juncture since tenants for the food market and convenience store with gas pumps are not known. The Applicant will provide the Town with a copy for the NJDOT application and all submitted materials.

Please reply to:

- 1431 Lakewood Road, Suite C, Manasquan, NJ 08736 • (732) 528-7076 • Fax (732) 528-6673
- 105 Elm Street, Lower Level, Westfield, NJ 07090 • (908) 789-7180 • Fax (908) 789-7181



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Page 9 Item B. 1. b) See above.

Page 9 Item B. 1. c) 1. The proposed driveway locations provide for safe and efficient access from and to the southbound lanes of Route 31 and, most importantly, meet NJDOT lot conformance requirements. It is our expectation that the driveway locations will be approved by NJDOT.

Page 10 Item B 1. c) 2. The weekend peak hour analysis will be conducted when the full traffic impact study, including the food market and convenience store with gas pumps, is submitted to NJDOT. The Town of Clinton will be provided with all materials submitted to NJDOT in support of the *Access Permit Application*.

Page 10 Item B 1. c) 4. Utilization of the Applicant's methodology or the standard methodology for determining background traffic growth rates is essentially the same (Applicant 1.056, Standard Methodology 1.064).

In order to address this, the Applicant will use the higher 1.064 multiplier when preparing the full traffic impact study for the entire project, including the food market and convenience store with gas pumps.

Page 10 Item B 1. c) 5. The Applicant will utilize the accepted NJDOT Land Use Code when preparing trip generation estimates for the food market and convenience store with gas pumps at the time of the NJDOT submission. The methodology utilized will also include accepted pass-by credits by NJDOT.

Page 11 Item B 1. c) 6 b). There is no *weave* to be analyzed between the 2 driveways which have a separation of approximately 300 ± feet. A weaving analysis is only appropriate when traffic is utilizing a shared traffic lane and involves crossing movements within that travel lane. In this case, traffic exiting the northern driveway to Route 31 will need to wait for a gap in southbound Route 31 traffic and will not *weave* with traffic entering the southern driveway. The area between the 2 driveways is anticipated to be a shoulder area and not a travel lane. We also note that gaps created by the traffic signal on Route 31, just north of this property at Halstead Street periodically provides gaps for the exit movement from the north driveway to be made safely and efficiently. Sight distance from this driveway is also well in excess of required standards. Turning radius templates show that vehicles up to the size of an SU-30 single unit box truck can negotiate this turn to enter the property. Additional testimony will be provided at the next hearing as necessary.



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Page 11 Item B 1. c) 6 c). Stop signs and stop bars are provided in the southbound lane for traffic attempting to exit the site from the fueling pumps and for traffic circulating around the fast-food pad. The stop signs and stop bars will give the right-of-way to traffic entering the site from Route 31.

Page 11 Item B 1. c) 6 d). The exit from the fast-food pad will be double posted with *Do Not Enter* signs and will be provided with a stop sign and stop bar, making it clear that it is an exit only from the *Taco Bell* and not an entrance into that area.

Page 12 Item 3. a). Each townhouse unit will be provided with a 2-car garage and driveway combination resulting in a count of 3.5 parking spaces per unit under New Jersey Residential Site Improvement Standards (RSIS). However, 1 additional requirement of RSIS is to provide for 0.5 visitor parking spaces per unit in off-street areas. 35 off-street parking spaces, perpendicular to the circulation roadways, are provided in order to meet this requirement.

Page 12 Item 3. b). The Applicant will provide updated architectural plans as required.

Page 13 Item 3. c). 49 paved parking spaces are proposed to support the convenience store. The additional *banked* parking is shown in the event that additional parking is required in order to support the convenience store. It has been MRA's experience, having conducted dozens of traffic impact studies for convenience stores with gas pumps (such as *Wawa*, *Quick Chek*, etc.) that 49 parking spaces is an adequate number of parking spaces in order to support a store of this size. However, the additional areas for *banked* parking provide an extra factor of safety should additional parking be required.

Page 13 Item 3. d). The Applicant will provide an additional 2 spaces as required (122 spaces required) in order to meet this requirement.

Page 15 Item 4. The Applicant will continue to meet with fire department officials in order to insure that all necessary fire and emergency equipment can enter the site and negotiate through the site properly.

We believe the foregoing responses address the traffic related comments with respect to the traffic impact study and site circulation comments as they relate to traffic issues. Additional testimony will be provided at an upcoming hearing, as required, in order to address these comments. Additional testimony may be required from the site engineer, Wayne Ingram, PE, as well, in order to address some of the traffic related issues.



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We thank you for the opportunity to respond to the traffic issues as raised in the VCE review letter of June 16, 2023 and look forward to providing additional testimony as may be required at an upcoming hearing.

Very truly yours,

John H. Rea, PE
Principal

Scott T. Kennel
Sr. Associate

cc: Howard Apgar, Esq.
Bhaskar Halari, PE
Wayne Ingram, PE
Robert Clerico, PE