

In The Matter Of:
In Re: Tilcon New York

Transcript of Proceedings
December 19, 2019

ORIGINAL



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BOROUGH OF WANAQUE
PLANNING BOARD

In the Matter of: : TRANSCRIPT
TILCON NEW YORK, INC. : OF
BP2019-11 :
: PROCEEDINGS
SITE PLAN FOR CONSTRUCTION OF
ACCESS ROAD PER SUSQUEHANNA :
REDEVELOPMENT AGREEMENT AND
PLAN :

Wanaque Municipal Building
579 Ringwood Avenue
Wanaque, New Jersey
December 19, 2019
Commencing at 8:42 p.m.

B E F O R E:

- GILBERT FOULON, Chairman
- JOSEPH GRACEFFO, Vice Chairwoman
- DANIEL MAHLER, Mayor
- DOMINICK CORTELLESA, Councilman
- KEVIN PLATT, Member
- CHARLES STROBEL, Member
- DAVID SLATER, Member
- JOHN CRILLY, Member
- JOHN JORDAN, Member
- DONALD PASQUARIELLO, III, Member
- MARY LEONARD, Member

Reported By
DIANE DiTIZII, CCR

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MARKED PRIOR TO THE COMMENCEMENT OF THE MEETING

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1 CHAIRMAN FOULON: Next application is
2 PB2019-11, Tilcon New York Incorporated. Site plan
3 for construction of access road for Susquehanna
4 Redevelopment Agreement and Plan. Authorization
5 Agent, Brian R. Tipton of Florio, Perucci,
6 Steinhardt & Cappelli.

7 You're hitting me with tough names
8 tonight.

9 MR. TIPTON: Good evening. I'm Brian
10 Tipton from Florio, Perucci, Steinhardt & Cappelli
11 here on behalf of Tilcon New York for the
12 preliminary and final site plan application that's
13 before you.

14 This evening we have -- the witnesses
15 are that we have, we've got Chuck Olivo. We've got
16 Wayne Ingram and Vince Gallo.

17 But before we get into that portion
18 of the application, due to the fact that this is a
19 Redevelopment Plan Project, Bob and Fred are going
20 to provide some testimony and background on the
21 redevelopment process.

22 At this time, do you want to swear in
23 all the witnesses.

24 MR. VELTRI: I'd rather swear
25 everyone in at the same time to save time for later.

1 So gentlemen, ladies, whoever is
2 testifying, come forward. Raise your right hands,
3 please.

4

5 ROBERT BENECKE, FRED SULJIC, CHUCK OLIVO, WAYNE
6 INGRAM and VINCENT GALLO are all simultaneously
7 sworn.

8 MR. VELTRI: Counsel, you can present
9 each witness in order. Just give us their full name
10 so the secretary can get them.

11 CHAIRMAN FOULON: It should be noted
12 first that this Applicant appeared before us awhile
13 ago.

14 MR. VELTRI: September.

15 CHAIRMAN FOULON: And the application
16 was denied. And I think you're resubmitting with
17 some major changes, correct?

18 MR. TIPTON: Correct. This is a new
19 application, new plans, new escrow, new fees. We
20 have new testimony, and you're going to see some
21 significant changes in the operations testimony, as
22 well as in the traffic improvements that are going
23 to be proposed. So in totality, it's a new
24 application.

25 With that being said, I guess we need

1 to deal with completeness first.

2 CHAIRMAN FOULON: Mike.

3 MR. CRISTALDI: Yes, the application
4 is complete.

5 CHAIRMAN FOULON: A motion to deem
6 the application complete.

7 BOARD MEMBER CRILLY: So moved.

8 CHAIRMAN FOULON: A second.

9 BOARD MEMBER STROBEL: (Hand
10 gesture.)

11 CHAIRMAN FOULON: Roll call.

12 SECRETARY FIORITO: Chairman Foulon?

13 CHAIRMAN FOULON: Yes.

14 SECRETARY FIORITO: Vice Chairman
15 Graceffo?

16 VICE CHAIRMAN GRACEFFO: Yes.

17 SECRETARY FIORITO: Mayor Mahler?

18 MAYOR MAHLER: Yes.

19 SECRETARY FIORITO: Councilman

20 Cortellessa?

21 COUNCILMAN CORTELLESSA: Yes.

22 SECRETARY FIORITO: Member Platt?

23 BOARD MEMBER PLATT: Yes.

24 SECRETARY FIORITO: Member Strobel?

25 BOARD MEMBER STROBEL: Yes.

1 SECRETARY FIORITO: Member Slater?

2 BOARD MEMBER SLATER: Yes.

3 SECRETARY FIORITO: Member Crilly?

4 BOARD MEMBER CRILLY: Yes.

5 SECRETARY FIORITO: Member Jordan?

6 BOARD MEMBER JORDAN: Yes.

7 MR. TIPTON: At this time I'm going
8 to turn over the application to Bob Benecke to talk
9 about the Redevelopment Plan, economic benefits, and
10 any other relevant information he deems appropriate.

11 MR. BENECKE: Just for the record, my
12 name is Bob Benecke, Benecke Economics. To my right
13 is Fred Suljic, professional planner.

14 I actually represent the Mayor and
15 Council and I wrote the Wanaque Susquehanna Avenue
16 2019 Redevelopment Plan together with Mr. Suljic and
17 we prepared the ordinance implementing that plan.
18 The ordinance and the plan are dated March 12, 2019.
19 Mr. Suljic separately has a September 17th, 2019
20 completeness and planner's memo.

21 CHAIRMAN FOULON: Mr. Benecke, was
22 that plan brought before this Board for approval?

23 MR. BENECKE: It was, yes, and it
24 was --

25 CHAIRMAN FOULON: It was approved,

1 correct?

2 MR. BENECKE: Yes.

3 CHAIRMAN FOULON: By this Board?

4 MR. BENECKE: That's correct, yes,
5 sir. And of course, it was adopted by the governing
6 body. Between the period of time of March 12, 2019
7 and August 5th, 6th, and 7th of 2019, approximately
8 a five-month period, the Borough and Tilcon
9 negotiated a redevelopment agreement that
10 interlinked the requirements under the ordinance and
11 the requirements under the Redevelopment Plan. When
12 we write redevelopment plan ordinances, we typically
13 put some of the significant measurements of the
14 redevelopment plan into the ordinance. We write it
15 in. That's what we did with respect to this
16 particular plan.

17 The Redevelopment Plan area covers
18 approximately 39 acres in the Susquehanna Twin Lakes
19 area of the Borough and it moves up through
20 Bloomingdale, if you will, through that general
21 vicinity. There are approximately 30 properties.
22 There's actually 31 properties, 29 of which are in
23 the plan area, and there's a few paths and streets
24 that were also scheduled to be vacated as part of
25 the redevelopment plan.

1 The Redevelopment Plan calls for the
2 redeveloper to pay the Borough \$80,000, plus
3 extinguish two liens on two very difficult
4 properties, one in the amount of approximately
5 \$30,000 and another in the amount of approximately
6 \$90,000. So it's 80, 90, plus 30 approximately.
7 That would be about \$200,000. In addition, these
8 two awkward and somewhat nasty liens would be
9 extinguished and expunged, and that's a big benefit
10 to the Borough.

11 We had some issues with respect to
12 the redevelopment agreement in terms of how the
13 payment would be processed from the redeveloper,
14 Tilcon, in this case, to the Borough. That was
15 initially a license and a licensing type of
16 mechanism. It's now an access fee through the
17 right-of-way to the private road. So that licensing
18 fee, it's actually an access fee, will be in two
19 tranches. The first tranche is four payments of
20 \$250,000, or a million dollars to the town.
21 Significantly within 30 days of execution of the
22 redevelopment agreement, which will be subsequent to
23 approval by this Board and final approval by the
24 county Planning Board, we will receive \$250,000.
25 And then within 36 months thereafter, we'll receive

1 the remainder of \$750,000. It's a million dollars.

2 From your five -- your payment
3 through year 40, 36 equal payments of \$150,000 will
4 be received by the Borough. Total compensation of
5 \$6,400,000, plus the \$200,000 for the property.
6 \$6.6 million. In addition, we'll receive taxes at
7 whatever reasonable value our tax assessor assigns
8 to the land and the property. We believe that tax
9 will be somewhat slightly less than a hundred
10 thousand dollars annually, but we'll leave it up to
11 everyone's proofs, including the tax appealability
12 of the redeveloper to typically, normally,
13 traditionally tax the properties. That will be an
14 additional 90 to \$100,000 there. Again, that would
15 be in perpetuity for as long as they have the land.

16 The Redevelopment Plan is not a very
17 complicated plan, in as much as this is a road
18 system, but it's a private road system into an
19 underlying zone, and that underlying zone is an
20 affordable housing area. This plan moves the
21 property from a group of disparate lots to a roadway
22 system to access Union Avenue, or provide access
23 from Union Avenue to the quarry operations, which is
24 not in Wanaque. It's in an adjacent town of
25 Bloomingdale/Pompton Lakes/Riverdale.

1 With that, what I'd like to do,
2 Mr. Chairman, with your permission, is to mark as
3 exhibits three documents. The first document is
4 marked A, that is the Redevelopment Plan. That's an
5 executed copy dated March 12th. Then we have
6 Exhibit B, which is Ordinance 1-0-19 of the same
7 date, identified as Exhibit B. And that's certified
8 by the Borough Clerk. And Exhibit F, for Fred,
9 which is dated September 17th, 2019, and that's the
10 Planner's Report.

11 (Redevelopment Plan, 3/12/19, is
12 marked Exhibit A.)

13 (Ordinance No. 1-0-19, 3/12/19 is
14 marked Exhibit B.)

15 (Planners Memo, 9/17/19, is marked
16 Exhibit F for identification.)

17 MR. BENECKE: One or two other quick
18 aspects. The maintenance of the road, the bridge,
19 and the dam will all be done and provided for by the
20 redeveloper, slash, Tilcon. In addition, Tilcon has
21 to maintain the road up to standards and ensure that
22 their trucks are clean and manually processed.

23 Now, in terms of moving about the
24 site. Now with that, we don't want to get into any
25 site plan issues, but Fred has reviewed the site

1 plan and it does now conform to the Redevelopment
2 Plan and the Redevelopment Plan Ordinance, whereas
3 in September, that plan, if you recall, had an issue
4 with the widening of the lanes.

5 Tonight we have Stonefield's traffic
6 engineer with us. That's their presentation, but we
7 do believe, based upon the plans that we have and
8 Fred's review and, of course, your engineer's
9 review, that this plan now conforms and comports
10 with the Redevelopment Plan and the ordinance that
11 we spoke about on September 19th, and those
12 documents I just entered into the record.

13 Thank you very much, Mr. Chairman.

14 MR. VELTRI: Mr. Benecke, one
15 question. The prior plan that was voted on in
16 September, did that comply with the Redevelopment
17 Plan?

18 MR. BENECKE: No. If you recall our
19 testimony, it did not. There was quibbles as to the
20 widening of the road and some of the other traffic
21 improvements that were sought.

22 MR. VELTRI: And that's one of the
23 substantial changes that were spoken about earlier?

24 MR. BENECKE: Yes.

25 MR. VELTRI: Thank you.

1 MAYOR MAHLER: Mr. Benecke, with
2 regard to the fee, I believe the guaranteed fee
3 which would be 41, but it continues after year 41.

4 MR. BENECKE: It does in perpetuity.

5 MAYOR MAHLER: In does in perpetuity.

6 MR. BENECKE: It does go in
7 perpetuity.

8 MAYOR MAHLER: It's guaranteed for 40
9 years and after 41, it continues.

10 MR. BENECKE: That's correct. A
11 Redevelopment Plan in New Jersey is typically
12 limited to 30 to 40 years depending on the nature of
13 it. We didn't think it would be best to have a
14 Redevelopment Plan that survives and be challenged
15 past the 40 years; so we put that line in. But it
16 is in perpetuity, yes.

17 MAYOR MAHLER: Just wanted to make
18 that clear.

19 BOARD MEMBER STROBEL: Where does the
20 public road become private for Tilcon?

21 MR. BENECKE: Well, Stonefield will
22 go through the site plan issue, but generally in the
23 location of the bridge, but the bridge they must
24 maintain.

25 BOARD MEMBER STROBEL: You're going

1 to be responsible for the road to the bridge or to
2 Union Avenue?

3 MR. BENECKE: Well, let's have the
4 site plan delivered. We're not going to deliver the
5 site plan. Let them do that.

6 BOARD MEMBER STROBEL: Okay. Thank
7 you very much.

8 BOARD MEMBER CRILLY: The \$150,000 a
9 year, is there any cost of living adjustment to that
10 or is that just a flat 150?

11 MR. BENECKE: No, it's a flat 150,
12 but in consideration of having the taxes ad valorem,
13 those ad valorem taxes will grow.

14 BOARD MEMBER CRILLY: Will have
15 inflation.

16 MR. BENECKE: Right. Those will have
17 inflation and other taxes, like county taxes and
18 school taxes, as traditional.

19 This is 40 acres of property. This
20 will not be a light assessment. Keeping in mind
21 that that underlying zone of affordable housing will
22 remain intact.

23 VICE CHAIRMAN GRACEFFO: Would it
24 have any impact on future housing development?

25 MR. BENECKE: Yes.

1 VICE CHAIRMAN GRACEFFO: So there's a
2 possibility that there might be an application in 30
3 years or after 40 years for an application for
4 housing?

5 MR. BENECKE: Not in 30 years, no.

6 VICE CHAIRMAN GRACEFFO: Forty?

7 MR. BENECKE: Yes, possibly. But not
8 in 30 years, no. This -- you don't want to go into
9 too much speculation, but this pretty much
10 forecloses that opportunity.

11 COUNCILMAN CORTELLESA: Why?

12 MR. BENECKE: Why? Because it's a
13 private road system with a private lot. It's going
14 to have a deed restriction filed with the
15 Redevelopment Agreement.

16 COUNCILMAN CORTELLESA: So you're
17 saying there could never ever be any development
18 there?

19 MR. BENECKE: No, we're not saying
20 never ever, but during the term of this
21 Redevelopment Plan.

22 Approximately 35 to 40 years you can
23 see an application for development. Now, if you
24 want development there, the Borough can sit down
25 with the property owner and try to generate

1 development there, but ceteris paribus, everybody
2 will just stay apart and they will operate their
3 quarry road and we'll collect our taxes on our
4 development fee for road access purposes and we're
5 done.

6 COUNCILMAN CORTELLESSA: But the
7 owner can come back to us and say, I know it's 40
8 years but I'd like --

9 MR. BENECKE: In 40 years, yes.

10 COUNCILMAN CORTELLESSA: I thought
11 you said --

12 MR. BENECKE: It could be 30, 35, 40
13 years. But in 40 years, they would have that right.

14 COUNCILMAN CORTELLESSA: I thought I
15 heard you say they could come back to the Borough at
16 any time.

17 MR. BENECKE: Well, you could go to
18 them any time and they can come to you any time, but
19 they do not have an as-of-right application at that
20 point.

21 COUNCILMAN CORTELLESSA: But they
22 could apply for that application?

23 MR. BENECKE: Well, they could apply
24 for anything. They could apply for a rubber plant
25 or they could apply for a tower, but the bottom line

1 is --

2 COUNCILMAN CORTELLESSA: Okay, Bob.

3 MR. BENECKE: -- the same thing will
4 occur with those applications. They will end up in
5 a pail.

6 MR. SULJIC: They can't be considered
7 until the 40 years are up.

8 MR. BENECKE: Unless you want to
9 consider them. In other words, if you're interested
10 as the Borough, then they're not going to be able to
11 be considered. If you want to, you can.

12 MAYOR MAHLER: And who knows what
13 state regulations are in 40 years.

14 MR. SULJIC: Who knows what's going
15 to happen.

16 MR. BENECKE: That's anyone's guess.
17 You can't speculate too much beyond the term of a
18 redevelopment plan legally or even practically.
19 Could they be interested in a development? Sure.
20 Could you be disinterested? Sure. Could you be
21 interested? Sure. Could they be disinterested?
22 Sure. But the bottom line is this Redevelopment
23 Plan was crafted so that these properties would be
24 coalesced. You'd have one road with one purpose and
25 it would be deed restricted.

1 VICE CHAIRMAN GRACEFFO: Are there
2 any restrictions presently on the housing that may
3 have an opportunity to go in there in 40 years?
4 Like density wise, or is there anything on the books
5 now that would give them the right 40 years from now
6 to say, well, now I want to build X number of units?

7 MR. BENECKE: Forty years is a long
8 time. The next round of COAH is due out in five
9 years. We are more than halfway through the
10 territory judgment process of the last COAH round.
11 It's going on, believe it or not, five full years
12 since the Supreme Court heeded. So no one knows
13 what's going to happen in five years, and certainly
14 no one knows what's going to happen in 25 to 40, to
15 45 to 50 years from now. But the bottom line is
16 that the area is Highlands preserved and now it has
17 a licensed quarry access road for operation into the
18 future.

19 That's the whole point of this is to
20 have a private road, improving the damn, improving
21 the bridges to go along, providing for improvements
22 to the roadway structure, coalescing and combining
23 the properties into a cohesive unit. Removing the
24 three or four dilapidated homes and moving forward
25 with this so that there's a landlock road to access

1 the quarry, and we're sort of done with that for
2 several decades, a few decades.

3 MAYOR MAHLER: So if -- go ahead.

4 BOARD MEMBER CRILLY: So if not for
5 this use -- and being a relative newbie, I may not
6 be asking this properly -- let's say if housing went
7 in there, what would be the allowable density?

8 MR. BENECKE: Between four and six
9 units per acre. That would be between 140 and 240
10 units, depending upon the steep slope restrictions
11 and the other Highlands type of restrictions. Our
12 estimate early on in this process about two years
13 ago was about 180 units.

14 BOARD MEMBER CRILLY: What are we
15 using in terms of an approximation in terms of
16 headcount per unit? Three people or so?

17 MR. BENECKE: It depends on the
18 bedroom count, one, two, three bedrooms. Don't
19 forget COAH does have a three-bedroom requirement.
20 The market doesn't really call for three bedrooms.
21 I know perhaps in Pulte there's some market for it.
22 There's some upscale units. So you would figure on
23 somewhere around two and a half, maybe 2.2, two and
24 a half persons per unit. Approximately 400 persons.
25 You'd probably figure on somewhere between 10 and 15

1 minimum percent being school-aged children.

2 That's sort of digressing and going
3 down a direction we don't really plan on going down
4 because we think that based upon the work that was
5 done with the Council, based upon the work that was
6 done with the Applicant, based upon the work that
7 was done with the foreclosure of those two difficult
8 properties, that we have sort of the right mix.
9 Whether or not this application satisfies the
10 criteria under the Redevelopment Plan and under the
11 ordinance, it's open to question until they put
12 their proofs in. But based upon what we've seen, it
13 now complies with that giving them an effective
14 as-of-right application. In other words, variance
15 and deviation free. We really don't use the word
16 "variance" in a municipal redevelopment context.
17 It's really a deviation from the plan.

18 MAYOR MAHLER: So in addition to 15
19 percent school children, 140 to 240 units would add
20 quite a volume of traffic?

21 MR. SULJIC: Almost 200 units, yeah,
22 yeah.

23 CHAIRMAN FOULON: For the Board's
24 information, I don't know who was here 20 years ago,
25 but I was, unfortunately. We did have an informal

1 approach by a developer who was thinking of using
2 this property for 150 units.

3 MAYOR MAHLER: That was 12 years ago.

4 CHAIRMAN FOULON: After he did his
5 homework and realized the topography of the land and
6 the terracing he would have to do, he kind of just
7 moved on to other places. This company is in --
8 let's say they're in the terracing business. That's
9 their -- blowing up rocks is their business. I
10 don't think they would have as near as much trouble
11 making it buildable as a regular contractor. A
12 little history.

13 MR. TIPTON: Okay. We can,
14 obviously, ask questions of Bob and Fred. But at
15 this time, I'm going to move over to Chuck Olivo
16 from Stonefield. He's -- we intend to have him
17 present both the site plan, as well as the traffic
18 testimony tonight.

19 To the extent technical issues come
20 up on the site plan, Wayne Ingram is here to provide
21 additional testimony. And for operations of Tilcon
22 operations, we have Vince Gallo. So if things come
23 up while Chuck's testifying, I will call upon Vince
24 or Wayne to jump in.

25 At this time, I don't know if you

1 need to have Chuck and Wayne qualified. Wayne was
2 qualified in September as a civil engineer and I
3 believe Chuck has testified here before, but that's
4 up to the Board.

5 CHAIRMAN FOULON: I think we should.
6 Make it a new application.

7 MR. TIPTON: Okay. So Chuck, can you
8 provide your qualifications to the Board?

9 MR. OLIVO: Yes, I can. Good
10 evening, Mr. Chairman, members of the Board. My
11 name is Charles Olivo, O-l-i-v as in Victor, O.
12 Stonefield Engineering & Design located at 92 Park
13 Avenue, Rutherford, New Jersey.

14 I have a Bachelor of Science in the
15 field of Civil Engineering from the University of
16 Notre Dame. I'm a licensed professional engineer in
17 the State of New Jersey. I hold licensure
18 throughout the east coast from Maine to Florida
19 where I've worked on hundreds of land development
20 properties and traffic impact studies.

21 I'm a Certified Professional Traffic
22 Operations Engineer, and that is a certification
23 that is provided by the Institute of Transportation
24 Engineers.

25 I have been qualified before over 50

1 municipalities as an expert in the field of civil
2 engineering, site engineering, and over a hundred
3 municipalities as an expert in the field of traffic
4 engineering. I have also served as a consultant to
5 New Jersey Department of Transportation for various
6 planning projects, and serve as the traffic
7 consultant for various municipalities in the State.

8 CHAIRMAN FOULON: I guess you're
9 qualified.

10 THE WITNESS: Thank you.

11 MR. TIPTON: I guess at this time I
12 ask Wayne to step up and provide his qualifications
13 for the Board.

14 MR. INGRAM: Wayne Ingram,
15 I-n-g-r-a-m. Licensed civil engineer in the State
16 of New Jersey. Degree from Rutgers University in
17 Civil Engineering. Practicing for over 15 years and
18 have appeared before over 50 municipalities,
19 including your Board a few months ago.

20 CHAIRMAN FOULON: Thank you.

21 MR. TIPTON: All right. At this time
22 I'm going to turn it over to Chuck to, you know,
23 provide testimony on the site plan.

24

25 CHUCK OLIVO, having been sworn earlier in evening,

1 testified as follows:

2 THE WITNESS: Yes. We have premarked
3 a couple of exhibits and I will identify those for
4 the record. The first has been marked Exhibit D,
5 and the date of preparation, or the date, for the
6 record, December 19th, 2019. This is an aerial
7 exhibit that has been prepared by Stonefield
8 Engineering & Design. And what is running through
9 the middle of the exhibit, as you look at the
10 exhibit board, is interstate 287. So we're showing
11 a zoomed out view of where the project site is
12 located. And then also towards the top of 287, so
13 the right-hand side, which is the cardinal direction
14 north, is where the intersection of Union Avenue and
15 Susquehanna Avenue is located, which I've marked
16 with an X on this exhibit sheet.

17 And now as we move from the right to
18 the left-hand side, we're essentially moving
19 southerly along 287. Exit 55 is marked, exit 53,
20 and the interchange at 52 is marked as well.

21 So this exhibit is meant to give us
22 some context as it relates to regional mobility,
23 transportation mobility, located throughout this
24 area. Interstate 287 provides traffic mobility for
25 about a hundred thousand vehicle trips on a daily

1 basis. This is your main arterial roadway that is
2 pumping traffic through the regional roadway
3 network. Union Avenue is a county roadway, but just
4 for a sense of scale, Union Avenue carries about
5 8,000 vehicle trips on a daily basis; Ringwood
6 Avenue carries about 13,000 vehicle trips on a daily
7 basis; Hamburg Turnpike, around 17,000 vehicle trips
8 on a daily basis. So you can get this sense of
9 scale traffic moving through this roadway network.
10 Within this region, 287 is certainly accommodating
11 the large majority of traffic.

12 Generally speaking, the peak hours
13 during a typical week, the highest peaks fall from
14 seven a.m. to nine a.m. and four p.m. to seven p.m.
15 And those are your commuter rush periods. In fact,
16 by about 10 a.m., the traffic on 287, the ramp
17 system located here is about fifty percent of what
18 it is at peak. So --

19 COUNCILMAN CORTELLESSA: Say it
20 again.

21 THE WITNESS: The peak hour traffic
22 from seven a.m. to nine a.m. is about double the
23 traffic that you would experience at approximately
24 10 a.m. So you can get a sense of the peaks and
25 valleys, the ebb and flow of traffic volume through

1 the roadway network.

2 Now, as part of this project, what
3 we're proposing to do is create a private roadway
4 connection that connects the Susquehanna Avenue, the
5 public right-of-way, and that would allow for the
6 trucks coming to and from Tilcon to do so -- to do
7 so in a much more concentrated manner, more direct
8 to 287 and from 287, than they do today.

9 Now, not perhaps the most the
10 glamorous of land uses, but extremely necessary.
11 Why I say that is all of these roadways that I just
12 spoke about -- 287, Hamburg Turnpike, Union Avenue,
13 Ringwood Avenue -- that carry all this traffic
14 through the roadway network, very likely rely on
15 Tilcon's operation to make sure roads are
16 constructed properly, maintained properly, fixed and
17 repaired under various conditions. In fact, one of
18 the reasons we're here is for the purposes of New
19 Jersey Department of Transportation projects which
20 all have to do with transportation mobility. So the
21 purpose of these trucks is to serve the roadway that
22 we use on a daily basis.

23 And what we are proposing as part of
24 that private connection would now be, immediately
25 adjacent to interchange or the ramp system at 287,

1 55 whereas under existing conditions, the site entry
2 and exit is located on Broad Street. And I know
3 that Ringwood Avenue, Hamburg Turnpike, some of
4 these roadways don't all traverse through the
5 Borough and where we're sitting and standing right
6 now, but they are roadways that we all use as part
7 of the public roadway system, public driving
8 throughout this roadway network. Pompton Lakes,
9 Wayne, Franklin Lakes, these are the roads that we
10 use to travel down towards the bottom of the exhibit
11 which is located to the east and the south of where
12 we are.

13 To travel into and out of the site
14 today, Broad Street is the roadway that's utilized.
15 And you can see between exit 53 and 55, Broad Street
16 is almost smack dab in the middle.

17 What we're proposing is to have the
18 truck traffic, again, located immediately adjacent
19 to exit 55 because the trucks, generally speaking,
20 utilizing 287 for mobility. They use the ramp
21 system, which is conveniently accessed from Union
22 Avenue and Ringwood Avenue in that area, and then
23 are able to come into and out of the quarry
24 operation and then continue on their way to project
25 sites and job sites.

1 Now, one of the other exhibits that
2 we prepared as part of updates to the project, and
3 this is previously marked Exhibit E, December 19th,
4 2019, and this is very similar to a submission that
5 has been made by our office to the Board as well.
6 We're now zoomed in on Susquehanna Avenue, and along
7 the center of the sheet is Union Avenue. So now the
8 cardinal direction north is towards the top. So
9 we've rotated the perspective, but now we're looking
10 in a more focused way at where the connection would
11 be to Susquehanna Avenue.

12 What we've done prior to this meeting
13 is on November 25th, we had a meeting with Passaic
14 County to discuss this connection and to discuss the
15 roadway improvements that we're showing on the plan.
16 We met with traffic engineer, county engineer, as
17 well as members of the planning department, to show
18 them a conceptual plan. And if you're looking at
19 the exhibit that has been submitted to the Board,
20 again, this is very similar, but what I'll do is
21 I'll highlight the areas with a laser pointer that
22 are being shown in a red highlight. Generally
23 speaking, from the west of the traffic signal with
24 Union Avenue and at 287 south on ramp, to Greenwood
25 Avenue.

1 And what we are proposing as a result
2 of discussing with Passaic County, understanding
3 some of the comments that were previously raised by
4 the Board members, Board professionals, is what we
5 are proposing is to widen Union Avenue in the area
6 of where the connector road would connect with
7 Susquehanna Avenue to allow for, as you come east of
8 Susquehanna Avenue, two lanes in an eastbound
9 direction, and as you come west, two lanes in a
10 westbound direction. One of those lanes being a
11 dedicated left turn lane that would allow for
12 vehicles to queue outside of the through lane, wait
13 for a gap in traffic, and then travel down into
14 Susquehanna Avenue and into the connector road.

15 In addition to that, we are showing
16 improvements of Do Not Block The Intersection at
17 both Greenwood Avenue and Susquehanna Avenue as part
18 of the improvement program, in addition to signage,
19 "trucks entering the roadways," and "do not block
20 the intersection" in that area.

21 So those are some of the substantial
22 changes and some background about why we're here
23 this evening.

24 What I'd like to do is speak briefly
25 about the site plan for this project, and typically

1 I know this Board reviews site plans often. But in
2 this particular case, we're looking at a roadway
3 plan. We're looking at a private roadway plan and
4 all the amenities that are associated with that
5 private roadway connection. So this I will mark
6 exhibit --

7 MR. TIPTON: C.

8 (Roadway Plan is marked Exhibit C.)

9 THE WITNESS: This is marked Exhibit
10 C dated December 19th, 2019. Again, cardinal
11 direction north is toward the top of the exhibit,
12 and what you see in a colorized hatch is the plan
13 that has been prepared and submitted to the Board by
14 Mr. Ingram's office. And what we're showing in a
15 dark gray hatch is the connection from the quarry
16 north, then bending around to the east with
17 connection to Susquehanna Avenue, and then to Union
18 Avenue in proximity to interchange 55.

19 What is being proposed is
20 approximately 30-foot roadway, two lanes, one lane
21 in each direction, two-way roadway. The lane widths
22 will be approximately 12 feet with three-foot
23 shoulders. Adequate to accommodate the size of
24 trucks that are expected and they can pass by one
25 another as well.

1 We're maintaining, generally
2 speaking, slopes on the order of five percent to
3 eight percent to create a safe pattern of traffic
4 movement into and out of the quarry operation. And
5 that is why the roadway meanderers in the way that
6 you see, because a direct connection would create
7 greater slopes. And so that has been very
8 purposeful in the nature in which it has been
9 designed, to create that type of circulation pattern
10 to and from the quarry operation.

11 What you see located on either side
12 of the roadway within the site plan set is guide
13 rail on both sides in certain sections, as well as
14 fencing to buffer within the entire length of the
15 roadway.

16 What's being shown in a lighter blue
17 hatch are catchment areas for drainage. We have all
18 DEP permits in hand. We meet all requirements as it
19 relates to storm water collection, conveyance, and
20 reduction.

21 There are stone swails located on
22 either side of the roadway that convey the water,
23 storm water into the area, and then it is released
24 in accordance with DEP standards into Twin Lake.

25 In addition to those features of the

1 roadway, this roadway is somewhat naturally buffered
2 in that as the grade climbs into the quarry, we are
3 cutting into, something that Tilcon knows very well,
4 to create roadways and obviously as part of their
5 business. But we are dropping the roadway, some
6 sections, 30 to 40 foot walls are being created
7 which allows for the truck traffic to be lowered
8 into the roadway section, which is very naturally
9 buffering of that traffic volume. But in addition
10 to that, there is vegetation or revegetation that
11 would be planted along certain sections of the road
12 all detailed within the site plan set as well.

13 Lighting would be provided to create
14 a safe environment for travel during nighttime hours
15 along the roadways in accordance with general
16 engineering standards.

17 And as I previously mentioned, we're
18 meeting all regulatory requirements as it relates to
19 the construction of this type of roadway. We
20 certainly will have a stabilized road and stabilized
21 areas located on either side of the roadway.

22 COUNCILMAN CORTELLESA: Would you
23 just tell me again or explain again, you're going to
24 drop the roadways to create 20- to 40-foot walls on
25 either side?

1 THE WITNESS: That's right.

2 COUNCILMAN CORTELLESSA: So you're
3 going to drop the roadway?

4 THE WITNESS: Yes.

5 COUNCILMAN CORTELLESSA: And then
6 automatically you're going to build walls on either
7 side?

8 THE WITNESS: The walls are created
9 by the cut into the earth.

10 CHAIRMAN FOULON: It's a natural
11 wall.

12 THE WITNESS: That's absolutely
13 right. Natural, stable wall.

14 CHAIRMAN FOULON: What is the
15 distance from when you come out of the quarry to
16 287?

17 THE WITNESS: What is the distance
18 along the roadways?

19 CHAIRMAN FOULON: Not along the
20 roadways, no. What is your distance on Union
21 Avenue?

22 MR. TIPTON: From Union Ave. to 287.

23 THE WITNESS: I'll give you that
24 number in short order.

25 The distance from -- I want to make

1 sure I understand. The connection at Union Avenue
2 to the first 287 ramp?

3 CHAIRMAN FOULON: Yes.

4 THE WITNESS: Approximately 300 feet.

5 CHAIRMAN FOULON: Okay. Thank you.

6 THE WITNESS: Now, moving to after
7 the road is constructed and working very closely
8 with the project team and Tilcon's operation, we
9 prepared an updated traffic study. We have reviewed
10 the trip generation or the amount of truck traffic
11 coming into and out of the facility as a result of
12 this connection. We have conducted a drone speed
13 study of the ramps. We understood that there was
14 some concern about the potential delay that could be
15 caused by a truck hauling rock versus a
16 tractor-trailer versus a passenger car. So I'll get
17 to that a little bit later in testimony.

18 And as I mentioned, we've had
19 coordination with Passaic County which led us to
20 complete the roadway improvement plan, which the
21 Applicant is willing to construct at their expense
22 as you see here.

23 VICE CHAIRMAN GRACEFFO: Can you go
24 back to the original, the first -- I guess it's C,
25 the highlighted one. So the map that's highlighted

1 there, that's on your property that will exit out to
2 Susquehanna. What revisions will be on Susquehanna
3 that will be made? Because it stops right there the
4 way it shows, doesn't it?

5 THE WITNESS: The roadway connects
6 with the southerly portion of Susquehanna. But to
7 the extent that the roadway has to either be
8 extended to connect with the southerly portion,
9 essentially the southerly portion where the Burger
10 King property is and where the road ends, we are
11 building that complete connection. If there's any
12 repaving required, if there's any improvement
13 required --

14 VICE CHAIRMAN GRACEFFO: But you're
15 not showing it on the map right now, correct?

16 THE WITNESS: We are not showing
17 what? I'm sorry.

18 VICE CHAIRMAN GRACEFFO: That portion
19 of the roadway.

20 BOARD MEMBER CRILLY: It's not
21 colored.

22 THE WITNESS: It's not completely
23 colored.

24 VICE CHAIRMAN GRACEFFO: But that
25 road will be the same quality and width --

1 THE WITNESS: It will, yes.

2 VICE CHAIRMAN GRACEFFO: -- of the
3 road you're starting with. But you're not showing
4 that on the map going to Union Avenue at the present
5 time.

6 THE WITNESS: It exits.

7 VICE CHAIRMAN GRACEFFO: It's here,
8 but it's not showing in terms of it --

9 THE WITNESS: It's just not
10 highlighted but it exists on the plan itself.

11 VICE CHAIRMAN GRACEFFO: Is that part
12 of the reconstruction?

13 THE WITNESS: Is the existing portion
14 of Susquehanna part of the reconstruction?

15 VICE CHAIRMAN GRACEFFO: My question
16 is you're showing what development will be of the
17 roadways coming out of the Tilcon property onto the
18 redevelopment site and as it exits onto Susquehanna.
19 There's nothing there showing me what the
20 redeveloper is going to build, construct, and
21 maintain from that point to Union. What will that
22 road look like? Will it be the same kind of
23 construction? Will it be wider? Is that still
24 considered a private roadway or is that part of the
25 town?

1 MR. TIPTON: Wayne, if you could.

2 THE WITNESS: If I could just move
3 back to one of the exhibits, I think I can explain
4 because I think I understand the question now.

5 The question is -- and I'm referring
6 back to Exhibit E. If we look at Exhibit E,
7 Susquehanna Avenue is paved up to where it turns
8 into a circulation aisle for the Burger King. We
9 are connecting a road to the Susquehanna Avenue.
10 It's approximately 30 feet wide already paved area.
11 If there's any reconstruction required, we would be
12 doing that, all the way up to Union.

13 MR. TIPTON: Part of that includes
14 there's a bridge -- a smaller bridge there. We're
15 going to be reconstructing that bridge for the full
16 width to allow the two lanes.

17 VICE CHAIRMAN GRACEFFO: Right now
18 you're not showing any engineering on those maps,
19 correct?

20 MR. TIPTON: Not on these exhibits.

21 THE WITNESS: It's within the plan
22 set that has been submitted to the Board. The
23 complete -- every section of roadway and bridge.

24 VICE CHAIRMAN GRACEFFO: The maps
25 that we have showing the breakdown goes right to

1 Union, correct?

2 MR. INGRAM: The site plans that were
3 prepared basically -- and the exhibit, were meant to
4 show what was being done on the private property.
5 So the property itself terminates essentially at the
6 bridge. The full design plans are being prepared as
7 part of the County improvements and that's what
8 we're working out with the County. It's not
9 physically shown on the site plan. It wasn't on the
10 site, but part of the agreement, what we are doing
11 is we're going to improve it to the same standard.
12 It's going to be a 30-foot road that's why we're
13 widening the bridge.

14 VICE CHAIRMAN GRACEFFO: That's why
15 I'm asking. I'm curious to know just what kind of
16 road it's going to be from where it exits on your
17 property into Susquehanna. Is it going to be the
18 same 30-foot road, the same roadbed? The elevation
19 at that point is basically almost flat, if I'm not
20 mistaken, as far as the radius, the turn, all that
21 engineering that's going to be done, which we don't
22 see right now, will impact whatever, obviously, goes
23 out onto Union.

24 THE WITNESS: Are all part of the
25 County application and the roadway plans that would

1 be required because it would be a County
2 intersection. Public intersection under the
3 jurisdiction of the County due to Union Avenue.

4 VICE CHAIRMAN GRACEFFO: So we're not
5 really seeing that basically.

6 MR. TIPTON: Part of that stretch
7 there after you exit our property is a public
8 right-of-way. Part of the Redevelopment Plan
9 Ordinance Agreement and our proposal is we're going
10 to improve and maintain that going forward. It's
11 yet another improvement as part of this application.

12 VICE CHAIRMAN GRACEFFO: Susquehanna
13 at present is considered a town road, Wanaque Road.

14 THE WITNESS: It is.

15 VICE CHAIRMAN GRACEFFO: And the
16 developer's agreement is going to include the
17 continuing upgrade and maintenance of that road to
18 Union?

19 MR. TIPTON: Yes.

20 MR. BENECKE: That's correct.

21 CHAIRMAN FOULON: We're vacating the
22 road.

23 MR. BENECKE: It's going to be
24 maintained as a public right-of-way for access to
25 the Burger King and the commercial properties to the

1 north. Other than that, it will be a private drive
2 from that point on. However, the Redevelopment Plan
3 covers only those properties that are situated in
4 parcels of the lots from the dam to the Bloomingdale
5 border. The Redevelopment Plan envisions and
6 requires Susquehanna to be improved to Union Avenue;
7 requires that Union Avenue intersection to be
8 approved pursuant to Passaic County standards
9 because it is a county road and it does require that
10 the ordinance -- I believe it's Section 98 of the
11 ordinance regarding construction of roads be
12 complied with as well. And that's the 30-foot
13 width. That's the base, et cetera.

14 VICE CHAIRMAN GRACEFFO: What's the
15 elevation drop from as it enters into the Wanaque
16 area to the end of your constructed road as it exits
17 onto Susquehanna? What's the elevation drop from
18 top to bottom?

19 THE WITNESS: The elevation drop from
20 Union?

21 VICE CHAIRMAN GRACEFFO: No. The
22 very top of your property as it exits out through
23 the bottom, what's the elevation drop from top to
24 bottom?

25 MR. INGRAM: About 200 feet. It goes

1 from about 400 or so down to 210, 220 by the lake.
2 And that's, again, why the excessive length of the
3 road.

4 COUNCILMAN CORTELLESSA: Just for my
5 perception, it seems like the road is significantly
6 wider at the point where the -- part of the quarry
7 and it goes down. And you're talking about it's
8 dropping slowly because but you don't want to have
9 an issue of trucks moving too quickly down that
10 road, but it sort of narrows very, very much when it
11 gets down to the Susquehanna point.

12 Can you just tell me why that would
13 work like that when you keep talking about a 30-foot
14 road that would allow trucks to go in an uphill
15 direction. From a perception perspective, it seems
16 very narrow. It may be a little more dangerous.

17 THE WITNESS: It doesn't narrow.
18 It's always 30 feet.

19 CHAIRMAN FOULON: The green is not
20 the road, correct?

21 MR. SULJIC: The green is not the
22 road.

23 MR. INGRAM: That's your disturbance
24 limit?

25 THE WITNESS: Green is not the road.

1 The gray area --

2 COUNCILMAN CORTELLESSA: The green
3 where you're cutting down, you're going to drop that
4 area? I'm looking at the green area.

5 THE WITNESS: That's where you're
6 working. That's where you're disturbing.

7 COUNCILMAN CORTELLESSA: You're
8 dropping that down 20 to 40 feet?

9 MR. INGRAM: Even more.

10 COUNCILMAN CORTELLESSA: Or 50 feet
11 to create the barrier in that area?

12 MR. INGRAM: Correct.

13 THE WITNESS: That's right.

14 (Simultaneous crosstalk.)

15 THE WITNESS: It meets all the mine
16 safety standards for catchments and, you know,
17 separations exactly.

18 MAYOR MAHLER: Question for
19 Mr. Gallo. I believe we discussed that the
20 Susquehanna from the bridge to Union Ave. will be, I
21 think, three lanes, a right turn and then a left
22 turn lane for people coming out of Burger King, and
23 then one lane --

24 MR. GALLO: Right. So it's actually
25 going to be wider at that spot because we're

1 providing the two lanes and then the third for the
2 Burger King drop. So there's going to be three
3 lanes there. And we've also agreed that we're going
4 to be maintaining the entire stretch to Union Avenue
5 as our responsibility.

6 MAYOR MAHLER: So it's going to be
7 really two lanes coming out --

8 MR. GALLO: Right.

9 MAYOR MAHLER: -- at Union. One's
10 for mostly the trucks making a right turn heading to
11 287, and another lane for left turn for Burker King
12 people making the left.

13 MR. GALLO: Correct.

14 MR. TIPTON: One of the reasons you
15 don't see that plan in front of you right now is
16 because the application is before the Passaic County
17 Planning Board and all those proposed changes are
18 there and those plans will be provided to you once
19 we get the final.

20 MAYOR MAHLER: But I think that's in
21 the Redevelopment Ordinance Plan, is it not?

22 MR. BENECKE: Yes.

23 MR. TIPTON: Yes. Absolutely.

24 You're covered in the plan, the ordinance, the
25 agreement, and our testimony here tonight.

1 MAYOR MAHLER: I think that's where
2 Joe's question was coming from.

3 MR. VELTRI: I just want to throw
4 this in because we do have the Redevelopment Plan
5 marked as Exhibit A and I'm looking at Section 3,
6 pages 8 and 9. They do list a lot of what we're
7 talking about in the agreement. I just want to be
8 sure the Applicant is going to be complying with the
9 wording in that Redevelopment Plan.

10 MR. TIPTON: That's correct.

11 MR. VELTRI: Specifically pages 8 and
12 9.

13 MR. TIPTON: Yes. 8 and 9, for the
14 record, is basically all the improvements that we're
15 talking about and actually, we're even doing more
16 than we have in here.

17 MR. VELTRI: More than that, but
18 you're doing at least everything in that agreement.

19 MR. TIPTON: At least everything in
20 that and more based on our testimony here tonight.

21 MR. VELTRI: Very good.

22 VICE CHAIRMAN GRACEFFO: And that
23 includes the traffic study and traffic signal
24 possibly, not in the very beginning of this project,
25 right?

1 MR. TIPTON: Correct. There's a
2 \$50,000 submission for traffic studies in the future
3 as needed and -- as needed or as wished by the
4 Borough and then I'll let Chuck continue with his
5 testimony about the other improvements.

6 MR. VELTRI: Thank you.

7 A In terms of the traffic, is there a
8 question -- in terms of the traffic analysis that we
9 have updated and revised, there has been some back
10 and forth. I think we've touched upon a number of
11 the improvements.

12 But as I previously mentioned, in November we
13 met with Passaic County and we presented them with a
14 roadway plan that showed a signalized intersection
15 at Susquehanna Avenue and Union Avenue, along with
16 the widening or the roadway improvements along Union
17 Avenue. And Chuck Silverstein, the county traffic
18 engineer, as well as all members there, stated that
19 they would review the application. We have been
20 deemed complete by Passaic County. That application
21 is being furthered along. Certainly the
22 intersection is under their jurisdiction and if a
23 traffic signal is required, the Applicant would be
24 willing to construct it.

25 In addition to that, the Applicant is

1 agreeable to constructing the roadway improvements
2 that we show here that create that widened section
3 that I believe was spoken about earlier by Mr. Gallo
4 and others.

5 And so these are significant capacity
6 improvements that are being proposed, and it was
7 alluded to that as you're now exiting the facility
8 coming to Susquehanna Avenue at its intersection
9 with Union Avenue, if a truck going onto 287 were to
10 emerge from the facility, it's able to make a right
11 turn, stay in the right most lane of a two-lane
12 section on eastbound Union Avenue, and then make a
13 subsequent right turn onto 287. So as I -- yes.

14 BOARD MEMBER STROBEL: We can't have
15 maps in front of us here. So your idea to widen
16 Union Avenue is to go north widening it or both
17 north and south?

18 THE WITNESS: Both, both. We'd be
19 working, generally speaking, within the existing
20 right-of-way that's there today and we would be
21 coordinating with Passaic County to understand if
22 there's any additional widening or easement areas
23 required.

24 BOARD MEMBER STROBEL: And currently,
25 how wide is that road?

1 THE WITNESS: The road today, it
2 actually widens out to a two-lane approach at the
3 traffic signal. But under existing conditions, I'll
4 call it a one-lane in each direction, it is
5 approximately 28, 29 feet.

6 BOARD MEMBER STROBEL: And you're
7 going to make it how long -- how wide?

8 THE WITNESS: Approximately 48 feet.

9 BOARD MEMBER STROBEL: So you're
10 going to put another 28 -- 20 feet on either side?

11 THE WITNESS: We are going to add a
12 lane on each side which will be somewhere between 22
13 and 24 feet.

14 BOARD MEMBER CRILLY: And if I'm
15 looking at this correctly, I'm trying to understand
16 the construction area. But I'm looking around the
17 Burger King, Susquehanna Avenue and going, I guess
18 that's east towards Union Court, there's going to be
19 additional cutout there as well?

20 THE WITNESS: There will be
21 additional pavement there as well.

22 COUNCILMAN CORTELLESA: Right. So
23 you're going to be cutting into the Burger King
24 the islands that are adjacent to?

25 (Simultaneous crosstalk.)

1 BOARD MEMBER CRILLY: The islands --
2 Susquehanna Avenue.

3 BOARD MEMBER STROBEL: I'm talking
4 also Susquehanna. Are you widening Susquehanna also
5 where Burger King is?

6 THE WITNESS: Well, there is an
7 island at the end of Susquehanna that will likely
8 either be eliminated or slightly reduced, that's at
9 the southerly extent of Susquehanna, to achieve the
10 30-foot wide area.

11 MAYOR MAHLER: The county
12 right-of-way is 50 feet.

13 THE WITNESS: Fifty feet
14 approximately.

15 MAYOR MAHLER: The right-of-way is
16 already 50 feet.

17 THE WITNESS: It is already 50 feet.
18 If it requires additional easements or areas, we
19 would be working with the county to provide them
20 with plans that are sufficient for the purposes of
21 roadway construction.

22 Based on the meeting that we had with
23 the county, they were generally agreeable to the
24 roadway plan that you see here. They thought it was
25 a good idea from a traffic management perspective,

1 particularly with the trucks coming out of the
2 facility. We showed them the "Do Not Block The Box
3 or Intersection striping," signing, "Trucks
4 Entering," they were also agreeable to that, and
5 they will continue to review that as part of the
6 formal review.

7 VICE CHAIRMAN GRACEFFO: Now, the
8 County hasn't given you final approval on this
9 proposed roadway widening?

10 THE WITNESS: No. It's typical that
11 as part of these applications or applications of
12 these types, that we would submit an application to
13 Passaic County; that if the Board is inclined to
14 approve the project, it would be a condition of
15 approval that the roadway improvements are
16 constructed as shown in accordance with county
17 approval given that they are the jurisdiction
18 agency.

19 VICE CHAIRMAN GRACEFFO: What happens
20 if the county does not approve your plan? What
21 happens to, you know, the Borough in essence, in
22 that case?

23 THE WITNESS: If the approval is
24 conditioned on improvements of this type and the
25 county does not approve those improvements, we have

1 to come back.

2 VICE CHAIRMAN GRACEFFO: Okay.

3 That's important.

4 THE WITNESS: Understood.

5 Now, in terms of the traffic study,
6 I'll be brief and happy to answer any questions when
7 I get through it, but I do think it's important
8 because we've updated and revised that traffic study
9 to be more than just the traffic impact study that
10 was submitted the last time before the Board.

11 We've studied the existing roadway
12 network, as I mentioned. The roadways that are
13 surrounding us in this general region, as I spoke
14 about earlier in testimony. And in addition to
15 that, we focused on the intersections that we are
16 closest to. To the east of us, we have the
17 intersection with the shopping center driveway, 287
18 south ramps. And just to the east of that, we have
19 the intersection of Union Avenue and Ringwood
20 Avenue.

21 We understand those are critical
22 intersections within this area, within the Borough,
23 as well as within the county in terms of regional
24 mobility. We studied those during the morning and
25 the evening peak hours.

1 What we also did is we looked at the
2 trip generation associated with this project and I
3 know there was a bit of confusion the last time; so
4 hopefully there are some things that I can clarify.

5 But as it relates to the peak hours
6 of the roadways, as I mentioned earlier, the peak
7 hours of the roadway system are different than the
8 peak hours of the generator or Tilcon. The peak
9 hours of the roadway system, which is the 60-minute
10 window of time during the morning and the evening
11 when traffic is at the highest level. So that's a
12 one-hour period in the morning and a one-hour period
13 in the evening. Those are the peak hours of the
14 road.

15 The peak hour of Tilcon, generally
16 speaking, is before those hours. But what we've
17 done as part of the traffic study is we've reviewed
18 the traffic volume going through the roadway
19 network, and then we've reviewed the truck traffic
20 volume that's also traveling through the roadway
21 network today through Broad Street and through the
22 287 ramp system as a result of Tilcon's operation.

23 MR. SULJIC: Are there any seasonal
24 changes in truck traffic? For example, summer
25 versus the winter? And again, not knowing what

1 contracts Tilcon would have, but is there at least a
2 fairly good estimate of any seasonal changes?

3 THE WITNESS: Yes. Tilcon's
4 operation for four months out of the year is at 50
5 percent, and that is during the wintertime of its
6 typical operations during other times.

7 MR. SULJIC: Okay.

8 THE WITNESS: So I'll say that again
9 slightly differently. But during the winter months,
10 because of this type of operation which is largely
11 waterized, there's water flowing through pipes and
12 infrastructure to create the quarry system that then
13 allows trucks to be filled and continue on their
14 way. Because of freezing temperatures, lower
15 temperatures, that for four months out of the year,
16 Tilcon operates at about fifty percent less than it
17 does at any other time. Now, that's very different
18 than other land uses.

19 MR. SULJIC: That translates to 50
20 percent reduction in truck traffic approximately?

21 THE WITNESS: It does. It does
22 equate exactly to that. And what that means is peak
23 hours are 50 percent less; offpeak hours are 50
24 percent less. Tilcon can't risk having all of this
25 equipment and infrastructure working at a hundred

1 percent capacity when you have freezing
2 temperatures. However, there are operations for the
3 purpose of emergency roadway repair. The freeze and
4 thaw cycle that we have on our highways and our
5 roadways where it's extremely important that there
6 is some element, a much smaller element of the
7 operation that is working during the wintertime. So
8 that's an important part of the trip generation.

9 BOARD MEMBER CRILLY: Let's look at
10 the flip side of that. Summertime, school is out,
11 summer vacations, in the traffic study, the regular
12 vehicular traffic, is that down and is that Tilcon's
13 peak, the summer months?

14 THE WITNESS: The summer months are
15 generally the peak when schools are off. July is
16 when we counted and July is when we analyzed the
17 Tilcon operation.

18 What we found in July, in terms of
19 the Tilcon operation today, is that during the
20 highest peak hour throughout the course of a typical
21 day, which is about six a.m. to seven a.m., that 38
22 trucks enter and 38 trucks leave. Generally
23 speaking, the same trucks happening during that
24 time, it could be slightly off sequence depending on
25 when they come at the edge of that hour. So that's

1 38 trips in, and 38 trips out, during the highest
2 peak hour.

3 Now, as I spoke about, we counted the
4 roadways during the peaks. And as I mentioned
5 earlier, if you were to look at 287 from seven a.m.
6 to eight a.m., the volume on the roadways and the
7 ramps, and then look at it at ten a.m., there's a
8 fifty percent drop in traffic volume. So there is a
9 very large distinction between peak and offpeak
10 time.

11 Now, the goal of this project is to
12 allow for Tilcon to provide trucks more throughout
13 the course of a typical day. Trucks are necessary
14 at job sites for NJ DOT projects during overnight
15 hours. You don't typically close a state highway
16 during rush hour. So it's extremely important that
17 construction is allowed to happen and that materials
18 are being delivered during offpeak times.

19 What that means is that nine p.m.,
20 ten p.m., eleven, midnight, when activity on
21 construction sites and roadway sites is at its
22 highest, you have trucks coming in and out of the
23 facility, still at much lower levels than you do
24 during that six a.m. to seven a.m. window.

25 So the peak of the peaks -- right?

1 We speak about the different peak times. If we look
2 at all of the peaks together, what we're really
3 focusing on is the morning. The morning peak hour
4 is when you have school dropoff traffic, commuter
5 traffic, and you still have higher levels of traffic
6 associated with the Tilcon operation. And if the
7 connection road was constructed to Susquehanna
8 Avenue, your trucks coming into and out of the
9 facility are now concentrated on a stretch of
10 roadway that I would say is approximately about a
11 thousand feet, versus what I showed earlier on
12 Exhibit D with the Broad Street location where you
13 have connectivity that could be anywhere from a
14 quarter to half a mile, depending on which roads
15 you're taking, through commuter driven roadways,
16 through recreational roadways, through school
17 traffic roadways, because of the lack of direct
18 connection right in the middle of 35 and 55.

19 So the idea is to concentrate and
20 focus the truck traffic, and to do so even further
21 with the roadway improvements that are being
22 proposed. By allowing essentially two lanes of
23 traffic, the eastbound lane to connect to 287 ramp
24 system and the left turn lane traveling west that
25 would allow vehicles, those two lanes are being

1 constructed almost primarily for, at peak, 38 trucks
2 coming in and 38 trucks coming out. Now, from a
3 traffic engineering perspective, the capacity of
4 those improvements greatly exceeds, at the highest
5 volume, 38 trips coming in and out. Yes.

6 BOARD MEMBER CRILLY: And that 38 was
7 a July study, correct, you said?

8 THE WITNESS: It was a July study
9 that was increased to account for a 20 percent more
10 efficiency in operations associated with it.

11 BOARD MEMBER CRILLY: 38 inclusive of
12 that 20 percent, correct?

13 THE WITNESS: It includes it.

14 BOARD MEMBER CRILLY: Inclusive.

15 THE WITNESS: It includes it.

16 BOARD MEMBER CRILLY: So the other
17 part of my question, the study in July, what is the
18 traffic dropoff from let's say the springtime when
19 school is in session to July? What is that dropoff?
20 Meaning --

21 THE WITNESS: In the roadway, Hamburg
22 Turnpike, Ringwood Avenue, Union Avenue.

23 BOARD MEMBER CRILLY: What is the
24 percentage drop.

25 THE WITNESS: Somewhere between five

1 and ten percent depending on the day. So now
2 looking again at the overlaying of the peaks, we've
3 taken the volume at the highest peak six a.m.
4 That's not the highest peak of the road. That's not
5 the highest peak of 287. But to be conservative, we
6 said let's look at the trips of this facility and
7 connector road, overlaid on top of the peak hours.
8 And this site would not generate -- the truck
9 traffic is slower, which I'll get to, yes, but at
10 such a small amount of traffic. It will not impact
11 the traveling public's duration on the roadways
12 system. It doesn't move the needle in terms of
13 level of service and delay. It doesn't move the
14 needle in terms of roadway performance when we look
15 at different types of performance indicators as
16 traffic engineers.

17 Technically speaking, these types of
18 capacity improvements are not necessarily warranted
19 for 38 peak hour trucks coming in and out, but we
20 recognize that the connection between 287,
21 Susquehanna Avenue, and the private connector
22 roadway is something we want to keep at essentially
23 the capacity level that it is today. And in
24 thinking about these types of vehicles mixed with
25 other vehicles, we felt that these capacity

1 improvements are important, as did the county which
2 is why we're willing to construct them as part of
3 this development plan.

4 Q Chuck, can you speak to the lesser
5 extent of inbound trucks versus outbound trucks
6 based on your most recent review of records, Tilcon
7 records?

8 A Yes.

9 THE WITNESS: We've looked at the
10 Tilcon records of trucks coming in and trucks coming
11 out previously as part of the prior hearing of the
12 application. You heard peak hour truck traffic.
13 And again, we were attempting to be worst case
14 scenario, never happen, very conservative and
15 talking about levels of traffic much higher than I'm
16 speaking about this evening. And that was for the
17 purposes of, again, to be conservative in our
18 analysis.

19 But inbound versus outbound, that
20 question of the reduction even further, is that when
21 trucks come into the facility, generally they're
22 starting to arrive four a.m., five a.m., six a.m. to
23 then travel to job sites, tending to be off of the
24 roadways by the time the commuter rush period is
25 really occurring. Because again, job activity,

1 construction activity is beginning before the 8:30
2 a.m., the nine a.m. type of peak period. But
3 generally what we would expect is that the traffic
4 leaving the site during the peak hours would be
5 significantly more than those trucks that are coming
6 back in.

7 But again, for the purposes of
8 analysis, we looked at 38 in, 38 out to be
9 conservative during this proposed discussion.

10 So in terms of the improvements being
11 constructed, they would create significant capacity
12 improvements in the connection of Susquehanna Avenue
13 to the 287 ramp system, which we think is a
14 significant and important part of the project as
15 well.

16 Should the traffic signal be required
17 by the county, the Applicant is willing to construct
18 it. If it is not required, what the Applicant is
19 willing to do is make the intersection of
20 Susquehanna Avenue and Union signal-ready, and this
21 is an excellent benefit. Should a signal not be
22 warranted if it doesn't meet the Federal Highway
23 Administration warrants that are required for the
24 county to deem it necessary, the Applicant is
25 willing to provide the junction boxes, the conduit,

1 which would allow you to pull wire through the
2 intersection and assemble a signal in relatively
3 short order. That is something that you typically
4 see as part of capital improvement projects, but as
5 part of this private development project, the
6 Applicant is willing to do that as well.

7 MR. TIPTON: And part of that, which
8 is also part of the plan and the agreement, is we
9 would be -- if that was the case, \$150,000 would be
10 given to the Borough also to construct that traffic
11 light. And like Chuck said, you know, all the
12 wiring will be there to make it easier, more
13 efficient.

14 THE WITNESS: What I'd like to do is
15 transition briefly to -- because there were
16 questions and I believe comments as it related to
17 the study of speeds on the ramp system.

18 The traffic associated with these
19 trucks, the amount of traffic is minimal. Typically
20 as traffic engineers we say anything more than a
21 hundred peak hour trips could potentially change the
22 way we drive through a roadway network. We're less
23 than half of that, but we recognize that these
24 trucks are slower moving. And we recognize that the
25 question was raised, well, what happens if the truck

1 traffic now increases with these types of rock
2 haulers or these types of trucks that are utilizing
3 interchange 55 versus interchange 53, largely? So
4 what we did is we took a look at what I'll refer to
5 as a drone study.

6 MR. TIPTON: For the record, we'll
7 mark that Exhibit G and I'll get that in a format
8 for the Board's records.

9 (Drone study is marked Exhibit G.)

10 THE WITNESS: What this drone
11 study -- this is on a flash drive on a projector
12 screen. What we are looking at on this video is
13 exit 53. And the ramp exit is located towards the
14 top right-hand side. You see 287 running across,
15 generally speaking, the middle of the screen. And
16 what we're going to focus on is a truck that's
17 located at the intersection of the 287 ramp as it's
18 exiting onto the ramp to get a sense of how long it
19 takes for that truck to traverse this section.

20 COUNCILMAN CORTELLESA: And that's
21 going onto 53?

22 THE WITNESS: Yes.

23 BOARD MEMBER SLATER: Southbound
24 you're coming out of Riverdale corridor going
25 southbound on the highway.

1 THE WITNESS: That's correct, yes.

2 You'll see that truck make a right
3 turn and you will see vehicles that are coming down
4 through the intersection that are following that
5 truck which is now traveling onto the ramp and onto
6 287. I'll pause it for a moment. You'll notice
7 there is no residual queuing in the right turn lane
8 of the intersection. You'll notice there is no
9 significant queuing behind the truck onto the
10 intersection or through the intersection.

11 I know it's not the most lovely of trips in a
12 passenger car behind a truck like this, but we have
13 to look at these things empirically and somewhat
14 objectively in terms of how a truck of this size
15 hauling rock impacts the nearby intersections. And
16 in this particular case, you can see that there is
17 no impact to the signalized intersection as the
18 truck comes on. It takes about 30 to 32 seconds.

19 VICE CHAIRMAN GRACEFFO: What time of
20 the day was that?

21 THE WITNESS: Peak hour in the
22 morning. Sometime between seven a.m. and nine a.m.

23 BOARD MEMBER CRILLY: Is the grade on
24 that ramp similar as to on 55?

25 THE WITNESS: It may not be the exact

1 same grade but we're going to do to 55 shortly.

2 BOARD MEMBER CRILLY: Because it
3 would be apples to apples. The grade would have to
4 be similar.

5 THE WITNESS: Yes, but we wanted to
6 take a look at how much longer it takes a rock
7 hauler truck versus the next in the video, which is
8 you can see in white a tractor-trailer, to determine
9 what's the speed differential. Because to your
10 point, we're looking at exit 53, apples to apples,
11 what is the comparison.

12 BOARD MEMBER SLATER: I've got a
13 quick question. I drive a fire engine. I do it as
14 a volunteer firefighter, and we have one engine
15 that's stick shift and we have another one that's
16 automatic. I assume there's some -- are the newer
17 trucks mostly automatic these days, as I understand
18 it?

19 MR. GALLO: I would say we're
20 probably 30 percent automatic.

21 BOARD MEMBER SLATER: You're probably
22 30 percent automatic?

23 MR. GALLO: Still, but it's growing
24 every day.

25 BOARD MEMBER SLATER: From what I'm

1 understanding, the whole truck industry is moving
2 because it gets a lot quicker up the hill. I know I
3 get up the hill a lot quicker even when I'm
4 carrying --

5 MR. GALLO: We utilize all owner
6 operators. We don't have any of our own trucks.
7 It's only owner operators. We're finding it more
8 economical, far less maintenance. So they're going
9 towards automatic transmission.

10 BOARD MEMBER STROBEL: Is that going
11 south 287 or north 287?

12 THE WITNESS: Mostly south. Large
13 majority south. Ninety percent approximately.

14 BOARD MEMBER JORDAN: What's the
15 speed limit on the ramp?

16 THE WITNESS: I don't know off the
17 top of my head, but fastest moving were moving
18 around 30 miles an hour and the rock hauler moved
19 around 17 to 19 miles per hour. But I would expect
20 it somewhere around 25, 20 miles an hour, something
21 like that.

22 COUNCILMAN CORTELLESA: That's the
23 best traffic pattern I've seen on 287 at 7:00 in the
24 morning.

25 THE WITNESS: The tractor-trailer is

1 now moving up the ramp and on 287. And again,
2 you'll notice with the tractor-trailer, there's no
3 backup into the intersection. There is queuing
4 along the roadways, but there is not a backup into
5 the intersection as a result of the tractor-trailer.

6 BOARD MEMBER PLATT: Do you have a
7 picture of that where that merges into 287? Does
8 that slide down?

9 THE WITNESS: No. This is the drone
10 shot. I can't move the drone now, but we have it to
11 basically where you see all the way to the left-hand
12 side.

13 BOARD MEMBER CRILLY: I guess the
14 question is how quick it gets up to 60, 65 miles an
15 hour.

16 BOARD MEMBER PLATT: But there's a
17 long stretch before they get into the left-hand
18 lane. There's quite a bit of road there you're not
19 seeing. You're only seeing half the road.

20 MAYOR MAHLER: That intersection,
21 there's another intersection, 52 right after it.

22 MR. SULJIC: The one to 23, right.
23 It's very short.

24 THE WITNESS: But as you'll see with
25 the tractor-trailer moving, it starts to pick up

1 speed and then it's onto 287.

2 Again, we're looking at impacts. Do
3 these trucks impact signalized county roadways? Do
4 they impact adjacent intersections? Are they
5 impacting in front of storefronts and other uses on
6 the roadway system? And because of the length of
7 these ramps, generally speaking, somewhere between
8 800 and a thousand feet long, even with lower
9 speeds. So just for quick reference it takes a rock
10 hauler about 30 to 32 seconds to traverse what you
11 see here; tractor-trailer, about 24 seconds; and a
12 passenger car, somewhere between 17 and 19 seconds.

13 So what we're talking about is moving
14 around 10 miles an hour slower for the section of
15 ramp before you get on 287 and somewhere around, at
16 worst, 15 seconds to 20 seconds longer on the ramp.
17 There is no -- I teach transportation engineering at
18 Stevens. I've diversified traffic engineering for
19 the large majority of my life. There is no traffic
20 metric that says 15 to 20 seconds longer on a ramp
21 is a significant impact to safety, mobility, or
22 traffic management. So we look at this from an
23 empirical perspective as it relates to exit 53 and
24 then we transition to exit 55.

25 COUNCILMAN CORTELLESA: Why is there

1 such a backup now?

2 THE WITNESS: A backup where?

3 COUNCILMAN CORTELLESSA: When you're
4 trying to get on 53, there's a whole string of
5 trucks or cars that are stopped there not able to
6 make the right-hand turn. I don't understand why.
7 Is that the truck starting to go, the light turned
8 red, they couldn't go, and the truck was going up?
9 Go back to that. I just want to understand what the
10 implications of that are because there seems to be a
11 lot more traffic there at that point.

12 MR. SULJIC: That's 55.

13 COUNCILMAN CORTELLESSA: I think this
14 technology is great, by the way.

15 THE WITNESS: Thank you. Yeah, it's
16 really changed. It really has changed the industry
17 in terms of how you can study traffic. It's
18 certainly been welcome to the industry.

19 MAYOR MAHLER: Hamburg Turnpike is
20 backed up back to my office, a mile and a half.

21 THE WITNESS: I believe the comment
22 was about why. So we're looking.

23 COUNCILMAN CORTELLESSA: You've got
24 all that traffic now backed up all the way there.

25 THE WITNESS: It's not in the right

1 turn lane.

2 COUNCILMAN CORTELLESSA: And nothing
3 on the ramp itself.

4 THE WITNESS: The traffic is in the
5 through lane. That traffic is seeking to travel
6 through the intersection and continue. That has
7 nothing to do with the ramp.

8 COUNCILMAN CORTELLESSA: None of that
9 traffic goes on the ramp.

10 THE WITNESS: No. That ramp, the
11 right turn lane is what feeds the ramp.

12 COUNCILMAN CORTELLESSA: There's a
13 light there.

14 THE WITNESS: So we move to exit 55.
15 Exit 55 we're now looking at a tractor-trailer
16 making a left-hand turn along the bottom of the
17 screen onto the ramp.

18 BOARD MEMBER PLATT: That's at 7:00
19 in the morning?

20 MR. BENECKE: That's my wife behind
21 him honking her horn.

22 THE WITNESS: So you'll notice that
23 the left turn clears and now you have the traffic
24 that is behind the tractor-trailer, but at no
25 point -- it takes about 19 seconds for the

1 tractor-trailer to traverse from the middle of the
2 intersection to the ramp entryway to 287 south.
3 There is no residual queuing within the
4 intersection. There are no traffic problems that
5 are created by a tractor-trailer. Landscape
6 vehicles, tractor-trailers, traverse that turning
7 movement throughout the course of the day. You'll
8 see another truck travel through at this time.

9 Now, one of the concerns that was
10 raised is shown here, which I think is important to
11 talk to you as well, because during the morning peak
12 hour, we see vehicles beginning to queue back
13 towards Susquehanna Avenue. This is what happens in
14 the morning peak hour. That traffic is seeking to
15 get onto the 287 ramps. You have the left turn lane
16 that's traveling. We understand that's also seeking
17 to do the same thing and you begin to see the queue
18 form, and that is why we're proposing the Do Not
19 Block the Intersection area. And you'll see that
20 queue moving easterly begin to clear, but it does
21 stack passed Susquehanna Avenue during certain
22 cycles.

23 BOARD MEMBER SLATER: A few of them
24 turn right and go up the ramp.

25 THE WITNESS: What's that?

1 BOARD MEMBER SLATER: I said notice
2 how few of them that come across Union Avenue turn
3 right and go up the southbound ramp.

4 THE WITNESS: That's correct. Now
5 what we're proposing to do, where you have the two
6 lane section that's coming into the traffic signal
7 is continue that back to Susquehanna Avenue. So you
8 would take those two lanes, widen the roadways
9 completely so that you would achieve a two-lane
10 approach that would allow for trucks to not be in
11 conflict with the through lane and then travel onto
12 the ramp.

13 BOARD MEMBER CRILLY: So the majority
14 of the traffic then in the morning traveling
15 eastbound on Union does not make the right-hand
16 turn, it continues down to Ringwood Avenue and
17 either goes north on Ringwood Avenue or makes its
18 way going 287 north?

19 THE WITNESS: That's right. That's
20 right.

21 COUNCILMAN CORTELLESA: It's
22 interesting.

23 BOARD MEMBER SLATER: Safe bet is 80
24 percent goes to 287 north or Ringwood Avenue north.

25 THE WITNESS: It's very close. It's

1 actually very, very close. That's a great estimate.

2 If you were to look at the existing
3 traffic volume diagrams that are provided within the
4 traffic study, you'll see that about 500 in the
5 morning are going through the intersection, and
6 approximately 129 are making the right. Very, very
7 close.

8 And then lastly --

9 COUNCILMAN CORTELLESSA: Let me just
10 ask you the other question. Coming off 55, I assume
11 there's gonna be trucks coming off of 55 to get to
12 the quarry?

13 THE WITNESS: That's right.

14 COUNCILMAN CORTELLESSA: Those trucks
15 coming off 55 have to make the left?

16 THE WITNESS: That left being the
17 left from the Ringwood Avenue north to Union Avenue?

18 COUNCILMAN CORTELLESSA: The left off
19 of the quarry onto Union Avenue into the quarry.

20 THE WITNESS: Yes.

21 COUNCILMAN CORTELLESSA: The impact
22 of that traffic coming down, those trucks coming
23 down, the backup on 55, do you have any pictures or
24 views of that in terms of your videos?

25 THE WITNESS: The backup of

1 traffic --

2 COUNCILMAN CORTELLESSA: Cars and
3 trucks coming off of 55.

4 THE WITNESS: Yes.

5 COUNCILMAN CORTELLESSA: The trucks
6 have to make a left-hand turn to get to the quarry.

7 THE WITNESS: Yes.

8 COUNCILMAN CORTELLESSA: There's an
9 implication, at least I'm visualizing an implication
10 when they come off, they're making a left. They're
11 gonna impact the traffic that is going on Union
12 Avenue that is going toward Bloomingdale. They have
13 to be impacting the traffic that is going to try to
14 be going in the direction towards Ringwood Avenue,
15 and also onto the -- the entrance ramp there.

16 It's surprising to me and I'm not --
17 I think this technology is great. This is gonna
18 sound strange, and I don't mean it to be negative,
19 but it doesn't look like 287 and Union Avenue and
20 Ringwood Avenue the way I see it in the morning at
21 7:00. It just doesn't.

22 THE WITNESS: Happy to provide the
23 files. They're time stamped. It's exactly what it
24 is. It's real. It's very different than when
25 you're behind the driver's eye and you're driving.

1 COUNCILMAN CORTELLESSA: I drive it
2 all the time and it just doesn't look like there's
3 any traffic there. And I know --

4 THE WITNESS: There's a hundred
5 thousand cars a day. The traffic is there.

6 COUNCILMAN CORTELLESSA: I understand
7 that.

8 BOARD MEMBER JORDAN: Is that July?

9 THE WITNESS: This? This is about
10 three weeks ago.

11 MR. CRISTALDI: Weekday?

12 THE WITNESS: Weekday.

13 BOARD MEMBER JORDAN: It's a weekend?

14 THE WITNESS: No. We wouldn't count
15 weekends here. It's just not indicative of the type
16 of traffic.

17 But let me just address the one
18 question, and this is irrespective of the drone
19 study because we can't show this with the drone
20 study because it doesn't exist.

21 I'm referring back to Exhibit E.
22 There was a question about what happens when the
23 truck comes off of 55 and now is making its way into
24 Susquehanna Avenue? It will back up traffic into 55
25 and to the ramps.

1 COUNCILMAN CORTELLESSA: And to Union
2 Avenue.

3 THE WITNESS: The reason it would not
4 is there's a proposed left turn lane and a through
5 lane. So those trucks, about one a cycle. So the
6 signal cycle at Union Avenue and the ramp is about a
7 90-second cycle. That means in an hour, it turns
8 green, yellow, red 40 times. And as I mentioned to
9 you, 38 trucks potentially are coming into the site
10 during the highest peak. One truck a cycle passes
11 through and sits in a left turn lane and does not
12 obstruct through traffic.

13 MR. SULJIC: That's because you're
14 increasing it.

15 THE WITNESS: That's exactly right.
16 That's part of the improvements that are being
17 proposed to the Board.

18 BOARD MEMBER STROBEL: We have this.
19 This is what we're looking at.

20 THE WITNESS: That's it.

21 BOARD MEMBER STROBEL: When you get
22 past Stop & Shop, you widen -- basically you're
23 taking out some of the parking lot of Stop & Shop.
24 Okay? But then you hit the building which is a bar
25 there. You can't remove that.

1 THE WITNESS: Can't touch the
2 building.

3 BOARD MEMBER STROBEL: So you're
4 shifting everything then to the south part where
5 Union Court is. So the road is going to kind of go
6 straight and sway into Union Court and go down.

7 THE WITNESS: If you look at that
8 exhibit you have, there's a red trace line just to
9 the south of the double dash black line where the
10 existing building is.

11 BOARD MEMBER STROBEL: Right.

12 THE WITNESS: We are effectively
13 going to widen within the section of that double
14 dash black line on both the north and the south side
15 of the road. We can't touch the building. We're
16 not going to be able to push the roadway any closer
17 than where the right of way.

18 BOARD MEMBER STROBEL: So there's no
19 shoulder then, no nothing, correct? Like this here,
20 how close are you getting? These cars --

21 THE WITNESS: There's no shoulder
22 today; there would be no shoulder in the future.

23 BOARD MEMBER CRILLY: Just one
24 question and I specifically -- you know, it's hard
25 to account for people's behaviors.

1 THE WITNESS: Yes.

2 BOARD MEMBER CRILLY: But you're a
3 traffic engineer and you spoke about safety and part
4 of that are people's behaviors.

5 THE WITNESS: Yes.

6 BOARD MEMBER CRILLY: So when we're
7 talking about a truck going up that exit and getting
8 to a speed, did you say 25 miles an hour?

9 THE WITNESS: That is what we talked
10 about as potentially being the -- it's probably
11 around the average, keep going.

12 BOARD MEMBER CRILLY: 25, okay. So
13 now we get off the ramp and once we get into the
14 acceleration lane on 287 in that right lane, how
15 long does it take the truck to get up to 60, 65
16 miles an hour?

17 THE WITNESS: I don't know what the
18 acceleration rate of the truck is. But by the time
19 you're getting to that ramp, I would say it probably
20 takes somewhere around eight to ten seconds for the
21 truck to accelerate to get onto the traveling speed
22 of the right most lane. Now, obviously, the trucks
23 aren't moving at the same speed.

24 BOARD MEMBER CRILLY: What my concern
25 is, you know, you're late for work. People just,

1 Oh, my God, I'm late for work, and then they're
2 going up there and they're going a little bit slower
3 than they want, they're behind the truck and then
4 they dart out into the middle lane. In terms of the
5 safety issue, I'd love to understand kind of the
6 engineering of the truck from that point. You
7 know -- because, look, once they're on the ramp,
8 we're talking about queuing, right? To me the
9 queuing is not --

10 (Simultaneous crosstalk.)

11 THE WITNESS: The roadway extends.
12 So we have to work in the right-of-way.

13 BOARD MEMBER STROBEL: Is the whole
14 road going to shift?

15 THE WITNESS: The whole road does
16 shift. I'll explain it. So the question -- I'm
17 sorry.

18 BOARD MEMBER CRILLY: That's all
19 right. We're all friends.

20 THE WITNESS: The question was how do
21 you resolve --

22 BOARD MEMBER CRILLY: What I'm saying
23 is, all right, you're going 25 miles an hour and
24 you're saying the cars might want to go 30, 40 and
25 you've got antsy people and they get -- I get it.

1 There's no queuing. The queuing in and of itself,
2 the cars are kind of stuck. People are frustrated.
3 That's not where the safety issue occurs.

4 The safety issue occurs, to me, due
5 to the erratic behavior that once they're in the
6 acceleration lane behind the truck, how long does it
7 take that truck to get up to speed so that people
8 don't make erratic moves darting out into the center
9 lane of 287?

10 THE WITNESS: You can't control --

11 BOARD MEMBER CRILLY: You can't
12 control, I get that. But it's a function of -- how
13 long does it take the truck to get up to speed on
14 287?

15 THE WITNESS: I wouldn't -- I agree
16 with essentially how you've talked about what
17 drivers may do behind a truck, but it is a function
18 of the truck's speed. It is a function of driver
19 aggression. And this is actually something that we
20 look at in traffic engineering because we drive
21 cars. And so as much as we'd like it all to be like
22 storm water flow and everything goes downhill and
23 into a basin and then discharges, we have to
24 consider levels of driver aggression. There's
25 actually calibrations in how you conduct traffic

1 studies as it relate to the driver aggression, but
2 you cannot control driver aggression.

3 BOARD MEMBER CRILLY: I'm not saying
4 you --

5 THE WITNESS: A slower moving truck
6 does not change driver aggression patterns.

7 BOARD MEMBER SLATER: They do it
8 today. I do 25,000 miles a year locally. I'm a
9 licensed class A tractor-trailer driver. Drove over
10 the road for a bunch of years, and it wouldn't
11 matter if you went 60 miles an hour up that ramp
12 presently, some clown is going to go around you into
13 the center or left lane and cut off the truck or
14 another car and care less. Every truck and trailer
15 is limited in New Jersey --

16 BOARD MEMBER CRILLY: And then
17 traffic studies, in the academic studies, that's
18 documented.

19 BOARD MEMBER SLATER: Everything is
20 limited to 80,000 pounds.

21 THE WITNESS: To your question -- and
22 I think a very good point is being made. There
23 is -- there are no empirical studies that show that
24 the presence of a truck moves the needle on driver
25 aggression any less so than the lack of the presence

1 of a truck. So there's no impact as it relates to
2 how we design for safety purposes. In fact, when
3 you're designing ramps and acceleration lane
4 lengths, you're looking at percentage of heavy
5 vehicles, what's traveling through the roadways
6 network. We have drone video of that
7 tractor-trailer moving on. These vehicles are
8 moving through the roadway system today.

9 The ramps are designed to accommodate
10 these type of vehicles because 287 carries -- if we
11 were to watch the drone vehicle and focus on 287,
12 you see tractor-trailers using the road. That's the
13 design vehicle. The design vehicle then drives the
14 size of the ramps, the radius of the ramps, et
15 cetera. So it's all backed into the engineering
16 design.

17 BOARD MEMBER CRILLY: Okay.

18 THE WITNESS: I believe I have one
19 last portion of the video to show.

20 Again, this is a larger box truck
21 making the left turn and traveling onto the ramp.
22 It's not that much different than a passenger car.
23 Some trucks move a little bit faster, some a little
24 bit slower.

25 The difference between the tractor-trailer

1 and the box truck was about four seconds in terms of
2 how long it took to get from the point of the center
3 of the intersection to the ramp. So again, these
4 are very de minimus levels of delay.

5 Rock truck would probably be a bit slower
6 than what you just saw in terms of the
7 tractor-trailer. But again, nothing significantly
8 altering your ability to get on that ramp. It's
9 going to be frustrating for about ten more seconds.
10 That's it. Then you hit 287 and you get to max
11 speed pretty quickly if you're a passenger car.

12 MAYOR MAHLER: Actually, in your
13 previous film for Exit 53, the dump truck was faster
14 than the tractor-trailer.

15 THE WITNESS: There's one or two
16 where they're around the same, but typically the
17 rock truck I would say is the slowest.

18 MAYOR MAHLER: Okay.

19 THE WITNESS: It depends on the size
20 of the tractor-trailers it articulated. It depends
21 on what it's carrying. All of those things.

22 But that is essentially the findings
23 of the traffic study that we've updated extensively
24 from the last time we were here.

25 CHAIRMAN FOULON: Okay. Any other

1 questions on the traffic?

2 BOARD MEMBER JORDAN: I have one.
3 What about from Ringwood back to Union Ave.? You've
4 got to cut a couple of lanes.

5 THE WITNESS: What about from
6 Ringwood Ave. back to --

7 BOARD MEMBER JORDAN: The traffic's
8 coming off 287, making a right and making a left --

9 THE WITNESS: It goes off, comes off
10 Ringwood, left turn, comes into the area of Union.

11 BOARD MEMBER JORDAN: Right.

12 THE WITNESS: So that's why we're
13 proposing a left turn bay. It would pass through --

14 BOARD MEMBER JORDAN: I'm talking
15 about Ringwood Ave. though.

16 THE WITNESS: No change to Ringwood
17 Ave.

18 BOARD MEMBER JORDAN: It's tricky
19 over there.

20 THE WITNESS: It is. I don't
21 disagree. But again, we're talking about the
22 purpose of these improvements. The distance of the
23 travel way from that point into the site versus what
24 we looked at under existing conditions, we're still
25 talking about a very focused area in the

1 interchange. We just watched two of them. There's
2 trucks moving within that section today and we're
3 talking about peak times of 38 in an hour. It's
4 about one every cycle. It's generally, unless you
5 get stuck behind it every single day, which I would
6 just call bad luck, but it would be very challenging
7 to see a change in driver expectation, delay, et
8 cetera, as a result of that.

9 BOARD MEMBER STROBEL: Can you just
10 explain the transition?

11 THE WITNESS: The question that was
12 raised earlier, there is a shift as you're coming
13 past the shopping center driveway, supermarket
14 driveway. There's a shift in the right-of-way
15 width, and you can see that on this exhibit and the
16 one the Board has as well. You see that all of a
17 sudden on the west side of Haskell Avenue, it drops
18 down to fifty feet. So it gets from a wider area
19 down to a narrower area in terms of the
20 right-of-way. You'll see this point of angle to the
21 right-of-way.

22 And the question was as you now come
23 into the widened area, are you shifting traffic over
24 if you wanted to continue in a through direction out
25 to basically the west side.

1 BOARD MEMBER STROBEL: Either
2 direction. You've got to keep the same width of the
3 road.

4 THE WITNESS: You do. So we would
5 keep the same width of the lane and then you would
6 transition. If you are seeking to turn left, you
7 transition into the left turn lane. And if not,
8 then you would slowly, laterally move to the right
9 most part of that travel way which would put you in
10 the through lane and then continues to the west.

11 BOARD MEMBER STROBEL: So as you're
12 coming from Ringwood Avenue across, you're looking
13 at two lanes going in that direction, right?

14 THE WITNESS: As you're coming from
15 Ringwood Avenue across.

16 BOARD MEMBER STROBEL: You're looking
17 at two lanes coming in that direction or one?

18 THE WITNESS: Just one through lane
19 just like you have today.

20 BOARD MEMBER STROBEL: So you're not
21 changing the width of that?

22 THE WITNESS: You would continue
23 through that through lane. So when you come to the
24 supermarket driveway, there's a right turn lane, a
25 through, and a left turn lane onto 287 south. That

1 through would carry past Haskell Avenue, past the
2 left turn bay, and out to the west.

3 BOARD MEMBER STROBEL: So you're not
4 widening --

5 MR. SULJIC: You're not widening the
6 right-of-way. You're widening the curb you've got
7 to push to the one side.

8 MAYOR MAHLER: Just past the bar.

9 THE WITNESS: It's tricky because the
10 bar's parking lot is probably in the right-of-way.
11 It's very close -- it's very close.

12 MR. SULJIC: The building is close.

13 THE WITNESS: The building is right
14 up on the right-of-way. If the county requires that
15 the right-of-way has to change or there's an
16 easement as part of the improvements, then we have
17 to comply with the county's requirements.

18 MR. GALLO: Chuck, my question was if
19 things stay the same as they are today versus the
20 new ingress and egress, how many times would that
21 truck, same truck have to accelerate leaving the
22 quarry from Broad Street compared to?

23 THE WITNESS: To get onto the
24 interstate highway system?

25 MR. GALLO: Correct, that would be

1 impacting local drivers?

2 THE WITNESS: It would be -- in terms
3 of the travel signals, the intersections, the
4 starting and stopping, it's very challenging to say
5 the exact number, but it would be significantly more
6 than what we're talking about here. Once you get on
7 to Union Avenue, this is a very easy movement. You
8 would hug the right-hand side of the pavement in the
9 right-most lane, connect at the signal right onto
10 the ramp. I believe we talked that was about maybe
11 400 feet or something like that, 350 feet.

12 And then again, if you were to be
13 coming from the south and entering the site, it's a
14 relatively short distance as well compared to Broad
15 Street to Hamburg Turnpike to Ringwood Avenue. It's
16 just a much more circuitous pattern.

17 MR. SULJIC: And that turning lane
18 goes from 12 to 14 feet as you're progressing going
19 onto 287, right? So it widens?

20 THE WITNESS: It opens up with the
21 radius as you go on 287, which allows you to
22 accelerate into that turn.

23 BOARD MEMBER CRILLY: The returning
24 truck traffic coming from 287 south and then going
25 on Ringwood Avenue and making a left onto Union,

1 that restaurant is right on the corner. But for the
2 most part, that truck traffic will be in the left
3 lane of that new configuration as it's making the
4 left turn.

5 THE WITNESS: That's exactly right.
6 It's starting to shift over laterally into that left
7 lane and then right in. So it's moving away from
8 that building very naturally.

9 CHAIRMAN FOULON: Anything else?

10 COUNCILMAN CORTELLESSA: I have a
11 question. Help me understand. There's an old July
12 2014 traffic study done.

13 THE WITNESS: The 2019.

14 COUNCILMAN CORTELLESSA: There was a
15 2014 study. It was done June 2019, but it was
16 referring to 2014 traffic study and it indicated
17 that the number of trucks on average during peak
18 times was over 300 coming from the quarry.

19 Try to bridge me from the 300 number
20 to the 38, because there's another report here that
21 talks about in and out of 75 trucks on this study
22 done August 9, 2019. I just want to make sure that
23 I understand why we're saying in one case there's
24 300 trucks in and out of the quarry, and now we're
25 talking 38 in and outs that you mentioned on this

1 report. Even though it may overlap in terms of
2 hours, it talks about 150 trucks in and out.

3 THE WITNESS: Are you referring to
4 Table 1?

5 COUNCILMAN CORTELLESSA: I'm just
6 talking --

7 THE WITNESS: If you're referring to
8 Table 1 in the report and adding all of the Total
9 column.

10 COUNCILMAN CORTELLESSA: No. What
11 I'm doing is I'm referring to this document which is
12 a document that's dated July 30, 2019. It refers to
13 in the traffic -- 3.10 Traffic, it refers to a 2014
14 traffic volume -- I know that's 2014 -- that talks
15 about an average of 300 trucks per day during peak
16 periods of production. I'm trying to bridge from
17 that, okay, to the lower numbers that you referred
18 to, and the fact that I believe Vince is a smart guy
19 and he wants to build his business, which I don't
20 blame him. So where do we go -- how do we go from
21 300 trucks per day during peak to 38 in and out
22 during peak? I'm just trying to understand.

23 THE WITNESS: I understand, but I
24 can't understand the question. What's the
25 document -- what's the title of the document?

1 COUNCILMAN CORTELLESSA: This
2 document here, the impact study. It's dated July
3 30, 2019, prepared --

4 CHAIRMAN FOULON: By who?

5 COUNCILMAN CORTELLESSA: It's the
6 Environmental Impact Statement.

7 MR. SULJIC: He's referring to the
8 EIS.

9 THE WITNESS: That's not the traffic
10 study.

11 COUNCILMAN CORTELLESSA: It's an
12 environmental impact statement that talks about the
13 number of trucks that it has.

14 THE WITNESS: We're checking it.

15 COUNCILMAN CORTELLESSA: I'm just
16 trying to bridge the different information. Even
17 though it's not a traffic study, an environmental
18 impact study has a similar element.

19 MR. INGRAM: Oh, no. What was meant
20 there, peak periods of production, we meant times of
21 year. We weren't talking about peak hour. It was
22 peak production. So when the facility -- there's
23 300 trucks per day when they're in peak production,
24 not per hour.

25 COUNCILMAN CORTELLESSA: 300 trucks

1 per day is a lot of trucks.

2 MR. INGRAM: Well, he's saying 38 per
3 hour. They're open 10 hours a day, 300, 400 trucks.
4 Something in that nature. It's not --

5 COUNCILMAN CORTELLESA: We have
6 something else that says 75 in and out also in this
7 report.

8 THE WITNESS: Right. So there's
9 three different things. On the record, I just want
10 this to be clear because I do think it's an
11 important point.

12 Section 3.10 of the ENLP,
13 Environmental Impact Study prepared by Mr. Ingram,
14 and just testified to, states that at peak
15 production, there would be 300 trucks per day.

16 COUNCILMAN CORTELLESA: This is
17 2014. 2014.

18 THE WITNESS: Per day. What the
19 traffic study refers to and what I referred to in
20 testimony is the amount of trucks in the peak hour,
21 60-minute period, as 38 in and 38 out. And I would
22 just further say that we conservatively estimated
23 almost doubling that to understand the impacts to
24 the road at 75 and 75, and in no case are we
25 significantly impacting the roadway system. So

1 that's how I would characterize those three numbers.

2 COUNCILMAN CORTELLESSA: The question
3 on page 8 of the traffic impact study, you show
4 during four and six a.m. -- I know that's early --
5 you say it shows 75 entering and 75 exiting during
6 that period of time. Okay. That's 150 in and outs
7 in total.

8 I'm just trying to understand the
9 implication of that. That's one every minute in
10 terms of the volume. I'm trying to bridge different
11 numbers that I'm seeing -- and maybe I'm bridging
12 them improperly or wrong. I don't understand them,
13 but I've got one set of numbers that's at 300 during
14 production. Peak production hours, I understand
15 that. In the 2014 study. And I believe the growth
16 of the business, which I hope there's growth in the
17 business, is going beyond 300 during that period. I
18 have another report that talks about 75 ins and 75
19 outs. You talk about 38s ins and 38 outs. So I'm
20 trying to bridge different numbers I've seen in the
21 reports that have been given to us. That's all I'm
22 trying to do.

23 THE WITNESS: Different numbers for
24 different periods of time.

25 MAYOR MAHLER: The 300 that's in and

1 out.

2 THE WITNESS: That's per day. That
3 is literally the entire day.

4 COUNCILMAN CORTELLESA: That's still
5 a lot trucks.

6 THE WITNESS: It's not a lot of
7 trucks. I wouldn't characterize that as a lot of
8 trucks. For roadways that carry 8,000 vehicles per
9 day, 13,000 vehicles per day, 17,000 vehicles per
10 day, and for I287, which carries a hundred thousand
11 vehicles per day, I would not characterize 300 heavy
12 vehicles as being significant per day. Per hour,
13 different story. That's not what we're talking
14 about. And I think you have to put the numbers in
15 the proper context.

16 COUNCILMAN CORTELLESA: I am putting
17 them in proper context and I'm thinking about
18 Wanaque, 300 a day, 8,000 a day, 120,000 a day on
19 the roads is different than 300 trucks in Wanaque.
20 That's the difference.

21 MAYOR MAHLER: That's 150 in, 150 out
22 approximately.

23 THE WITNESS: Over the course of a
24 day.

25 MR. TIPTON: Again, I just want to

1 emphasize that that number was used for the
2 Environmental Impact Statement. And I understand
3 you can compare different reports, but it was a
4 different purpose and it was being done
5 conservatively to show that even that number does
6 not have an environmental impact.

7 COUNCILMAN CORTELLESSA: But we are
8 looking at the impact. That's what we're looking
9 at, the environmental impact to the community.

10 MR. TIPTON: Exactly. I won't
11 testify for Wayne because it was his report, but I
12 think he already told you that was not an actual
13 traffic study.

14 MR. INGRAM: I agree. Our purposes
15 were for an Environmental Impact Statement to give a
16 generalized idea. The work that Mr. Olivo and his
17 firm did in terms of a traffic study is far more
18 detailed, looked at far more things, and was for the
19 purpose you're speaking of. So I wouldn't refer to
20 the 300.

21 COUNCILMAN CORTELLESSA: The fact
22 that it calls it a traffic volume study is
23 incorrect.

24 MR. INGRAM: It was a very simplified
25 version for -- to meet the requirements of the

1 ordinance, not the traffic study you have in front
2 of you.

3 COUNCILMAN CORTELLESSA: Okay.

4 CHAIRMAN FOULON: Do you want to move
5 on to your next witness?

6 MR. TIPTON: At this time, I'll call
7 Vince Gallo just to clarify some of the operational
8 testimony that you heard earlier.

9 Vince, could you give some of the
10 operational testimony for Tilcon.

11

12 VINCE GALLO, having been sworn at the commencement
13 of the hearing, gave the following testimony.

14 THE WITNESS: Just to repeat, I'm
15 Vince Gallo, Executive Vice President of Tilcon.
16 Been with the operation, it was my family business
17 since the early 50s, and I've been on with Tilcon
18 since 2004 when they acquired my business.

19 A couple of key things that I didn't
20 hear and I just want to mention. Tilcon uses all
21 owner operators or customer pickup trucks. So the
22 traffic we keep talking about at the end of the day
23 is fairly nonexistent because the owner operators
24 are either going home or the customers' own supplied
25 trucks are going back to their own yard. So the

1 traffic at the end of the day is going to be very,
2 very light, and that's typical.

3 As far as the additional business
4 that we keep referring to, what we're really going
5 after is night paving. We have the ability to ship
6 day jobs now. We're really going -- we're short in
7 our business right now; so we can't pave at night.
8 And New Jersey DOT is, for traffic reasons, the same
9 reason we're here, is pushing more and more projects
10 to the nighttime operations. And we're looking to
11 go after that work, to be very honest, and that's
12 where we're looking to grow our business. That
13 should have little to no impact on the local area.
14 We're going to be on the road for 300 feet. The way
15 we designed the quarry road is going to be to keep
16 all noise contained with those steep walls. So
17 again, I say little impact, but yes, that is where
18 we're looking to grow our business.

19 CHAIRMAN FOULON: What are the hours?

20 THE WITNESS: The hours for the
21 nighttime work? Typically we start loading at 9:00
22 at night to get on the job and it's usually for road
23 closures, and more often than not, we have to be off
24 by seven. The construction crew has to be off by
25 seven. So the last truck is probably leaving the

1 quarry at five, five a.m. and that truck will be
2 done for the day.

3 CHAIRMAN FOULON: It's not returning
4 to the quarry.

5 THE WITNESS: He's not returning.
6 DOT regulations, the driver is not allowed to come
7 back. He's done his shift.

8 That's a quick synopsis of what we're
9 looking to do, why we're looking to do it, and what
10 we're doing. So I'll gladly answer any questions
11 anybody might have.

12 BOARD MEMBER CRILLY: So I'm not --
13 I'm not relying on the environmental study for the
14 traffic study, but what would you anticipate the
15 peak, which let's say would be summertime, the total
16 truck traffic right now and what percentage of that
17 would be at night?

18 THE WITNESS: At night, I have to be
19 very honest, has to vary because it will never be
20 consistent. So I really couldn't say what
21 percentage because it depends on the jobs the DOT
22 comes out with, where they come out. We might have
23 five jobs in our area, we may have zero jobs.

24 BOARD MEMBER CRILLY: Let's say you
25 have five.

1 THE WITNESS: Five, an average job
2 takes 1500 tons of material a night. A truck
3 carries 25 tons. So I'd have to do the quick math,
4 but that's the trucks you would have.

5 Mike, do you have a calculator to run
6 that real quick?

7 MR. BENECKE: It's 60 trucks.

8 THE WITNESS: So about 60 trucks
9 you'd see at night. That would be typical of a
10 nighttime job.

11 BOARD MEMBER SLATER: Sixty loads
12 that will go out and sit and wait.

13 THE WITNESS: You'll never have five
14 jobs going at the same -- the exact same time. That
15 would be at the most.

16 BOARD MEMBER CRILLY: I thought
17 that's what you said.

18 THE WITNESS: We couldn't produce
19 that much.

20 BOARD MEMBER CRILLY: So maximum
21 production, what would you?

22 THE WITNESS: Maximum, I would say we
23 would have a hundred trucks at night. And that
24 would be a super night.

25 BOARD MEMBER CRILLY: What percentage

1 then of the total volume of trucks during the
2 24-hour period?

3 THE WITNESS: At night?

4 BOARD MEMBER CRILLY: No, the
5 percentage for the whole 24 hours.

6 THE WITNESS: That could be as high
7 as 30 to 40 percent because it's going to be a very
8 efficient time period, not only for us, but for the
9 jobs and the trucks. So that could make up 30 to 40
10 percent additional of our day, and that's where we
11 would see the additional traffic.

12 But again, that's very seasonal.
13 It's even shorter than the season we talked about
14 now.

15 BOARD MEMBER CRILLY: That's why I
16 asked for seasonal patterns, because if it's going
17 to be heavy at nighttime and then the summer during
18 nighttime, right, and you're saying that's 30, 40
19 percent. In the summertime, what would your daytime
20 deliveries be?

21 THE WITNESS: Truck wise?

22 BOARD MEMBER CRILLY: Yes.

23 THE WITNESS: 250 trucks roughly.

24 BOARD MEMBER CRILLY: During the day?

25 THE WITNESS: During the day, and

1 that's good production.

2 BOARD MEMBER CRILLY: Right. But
3 we're saying 38 would be during that peak hour?

4 THE WITNESS: That's correct. But it
5 may drop. You know, this is gonna be a new --

6 BOARD MEMBER CRILLY: But see --

7 THE WITNESS: We're hoping to drop
8 that even more.

9 BOARD MEMBER CRILLY: Your best case
10 scenario is our worst case scenario.

11 THE WITNESS: No. I would say our
12 worst case scenario we're trying to give you is the
13 present. If we could redirect the trucks and get
14 them out even earlier, we're going to do it. It's
15 to our benefit not to have our trucks sitting in
16 traffic.

17 BOARD MEMBER STROBEL: Your business
18 is five days a week?

19 THE WITNESS: Five, sometimes six,
20 sometimes six. Sometimes there's an emergency job
21 or there's a special project we have to do on
22 Saturday.

23 BOARD MEMBER STROBEL: Summer is your
24 high peak and winter is low?

25 THE WITNESS: Yes. Typically it's

1 five days a week, but sometimes it can run into
2 Saturdays, and the nighttime paving, sometimes it's
3 shorter because the DOT is not going to let paving
4 go on if it's too cold. Nor the Turnpike. So we
5 are subject to that. So when we said the four-month
6 reduction at fifty percent, it would probably be
7 five or six months on nighttime paving because once
8 it gets cold, you know, asphalt is heat sensitive.
9 So we'd be subject to -- you know, again, if it's a
10 mild winter, it could go longer but typically it
11 doesn't.

12 BOARD MEMBER CRILLY: So let me ask
13 you: Your machine capacity, how many trucks --
14 let's say you're going at a hundred percent of
15 capacity with the equipment and the quarry. How
16 many trucks can you physically load?

17 THE WITNESS: We never did that
18 study, but I would say we could probably load one
19 truck every five minutes if we were really pushing.
20 That's pushing. That would be best case scenario.
21 I don't know if we ever.

22 BOARD MEMBER CRILLY: Now, how does
23 12 an hour reconcile with 38? I'm missing
24 something.

25 BOARD MEMBER SLATER: You're loading

1 multiproduct. You might be loading hot picks.

2 CHAIRMAN FOULON: You're talking
3 asphalt.

4 THE WITNESS: We're talking asphalt.
5 If we're loading stone also -- I'm sorry. I'm
6 confused.

7 We have the asphalt plans. We have
8 the stone. The stone we can have four or five
9 loaders going. So one loader could be loading two
10 or three trucks very quickly.

11 I thought you were talking about
12 asphalt. I apologize.

13 BOARD MEMBER CRILLY: I'm talking all
14 product.

15 THE WITNESS: If the demand is there,
16 we can put the trucks out. But it's not typical
17 because the jobs can only handle so many trucks.
18 It's a balancing act between us and the trucks.

19 BOARD MEMBER SLATER: If you want an
20 idea of asphalt capacity, go to Mount Hope quarry
21 and see what they can push out of that plant.
22 Probably five times what they could do.

23 THE WITNESS: What we have at Mount
24 Hope is a very large asphalt plant in silos. So we
25 make the asphalt in advance. But we have to be

1 careful balancing that because that's just as bad as
2 food being prepared. If that asphalt doesn't get
3 taken, it gets bad -- it goes bad and we have to
4 dump it and it's pretty expensive. It's a balancing
5 act.

6 But yes, under the right direction --
7 say there's a Newark Airport job, which typically we
8 would do out of Mount Hope, where they're closing a
9 runway down, we will produce a lot of asphalt during
10 a short time. But that's a special project and most
11 likely, those jobs will continue to come out of
12 Mount Hope, not Pompton Plains.

13 COUNCILMAN CORTELLESA: I just have
14 a question. Maybe somebody else will answer it.
15 You're going to open up Union Avenue, put in another
16 lane. How long is that going to take overall to do
17 that?

18 THE WITNESS: To do the widening of
19 Union?

20 COUNCILMAN CORTELLESA: Yes.

21 THE WITNESS: From permitting?

22 COUNCILMAN CORTELLESA: Physically.

23 THE WITNESS: That's a hard question
24 to answer because we haven't done the design yet.
25 But the actual construction we could probably do in

1 three to six months, but it depends if we have to
2 utility -- relocate utility lines. That's a tough
3 question. The actual work we could probably do in
4 three to six months.

5 COUNCILMAN CORTELLESSA: The reason
6 for the question is the impact of construction work
7 on Union Avenue when we're trying to help address
8 your problems and support what you're trying to do,
9 but I'm trying to understand the full implications
10 on --

11 THE WITNESS: While we're doing the
12 Union Avenue construction, the other lane will stay
13 open.

14 COUNCILMAN CORTELLESSA: You've got
15 construction going on on one side. It's not that
16 easy to say everything else will be open and cars
17 coming from Bloomingdale in and out.

18 THE WITNESS: 300 foot of roadway,
19 the actual pavement we're going to get that knocked
20 out in a week.

21 COUNCILMAN CORTELLESSA: I thought
22 you said three to six months.

23 THE WITNESS: Of total construction.
24 As I said, there's so many faces of construction.
25 The actual paving, we're going to knock that out in

1 a week. That's not that much for us.

2 MR. CRISTALDI: Does that three to
3 six months include the construction on your
4 property?

5 THE WITNESS: No, that's separate.
6 We have blasting to do. Mike, that's probably about
7 two years, correct? The internal roadways will take
8 about two years but that's a different construction.
9 We're blasting a mountain.

10 MR. OLIVO: Just to add to that, the
11 county will require traffic control plans that show
12 the staging of the roadway improvements and keeping
13 two lanes or two-way traffic moving at all times,
14 with the exception of a crossing or something like
15 that. But there are very specific traffic
16 management plans during construction that need to be
17 submitted.

18 THE WITNESS: But most of the work
19 will be going --

20 MR. OLIVO: On the outside of the
21 travel way.

22 THE WITNESS: And the actual
23 construction, that's going to be very quick.

24 MAYOR MAHLER: And the trucks won't
25 be coming out of Susquehanna. They'll be coming --

1 THE WITNESS: Union Avenue will
2 probably be done before Susquehanna, most likely.

3 CHAIRMAN FOULON: Anything else,
4 gentlemen?

5 MR. TIPTON: Could we take one minute
6 to talk and make sure we got everything in?

7 (Recess is taken.)

8 CHAIRMAN FOULON: Call the meeting to
9 order. Roll call.

10 SECRETARY FIORITO: Chairman Foulon?

11 CHAIRMAN FOULON: Here.

12 SECRETARY FIORITO: Vice Chairman
13 Graceffo?

14 VICE CHAIRMAN GRACEFFO: Here.

15 SECRETARY FIORITO: Mayor Mahler?

16 MAYOR MAHLER: Present.

17 SECRETARY FIORITO: Councilman
18 Cortellessa?

19 COUNCILMAN CORTELLESSA: Here.

20 SECRETARY FIORITO: Member Platt?

21 BOARD MEMBER PLATT: Here.

22 SECRETARY FIORITO: Member Strobel?

23 BOARD MEMBER STROBEL: Here.

24 SECRETARY FIORITO: Member Slater?

25 BOARD MEMBER SLATER: Here.

1 SECRETARY FIORITO: Member Crilly?

2 BOARD MEMBER CRILLY: Here.

3 SECRETARY FIORITO: Member Jordan?

4 BOARD MEMBER JORDAN: Here.

5 SECRETARY FIORITO: Member

6 Pasquariello?

7 BOARD MEMBER PASQUARIELLO: Here.

8 SECRETARY FIORITO: Member Leonard?

9 BOARD MEMBER LEONARD: Here.

10 SECRETARY FIORITO: Attorney Veltri?

11 MR. VELTRI: Here.

12 SECRETARY FIORITO: Mr. Cristaldi?

13 MR. CRISTALDI: Here.

14 MR. TIPTON: That wraps up our
15 testimony for the night. I would like to quickly
16 conclude and summarize for you.

17 We feel this new application is
18 substantially different and has substantial changes
19 from the prior. Number one, because it's fully
20 compliant with the Redevelopment Plan as indicated
21 by your planners. It fully complies with the plan,
22 the ordinance, the agreement.

23 The widening of Union Avenue three
24 and a half lanes between Susquehanna and Route 287
25 ramp is a substantial change. The addition of the

1 "Do Not Block the Box" markings on Union Ave. and
2 Ringwood Ave. is a substantial change. The
3 installation of signage for the "Do Not Block the
4 Box" and "Trucks Entering the Roadway" is a
5 substantial change.

6 And on top of that, we had a new
7 traffic engineer here give more expensive testimony.
8 He went much deeper into the operation impacts, and
9 that's a substantial change. The key operational
10 impacts that were brought to you this time were
11 strong testimony on the reduction of seasonal
12 operation from approximately four months at fifty
13 percent. In addition, the testimony about less
14 trucks coming inbound then going outbound due to the
15 owner occupied truck system.

16 In addition, you had the new
17 testimony and new evidence of the video on the ramps
18 at exit 35 and 55 to show, you know, the speeds of
19 the trucks versus the cars, and the limited safety
20 issues and the limited impacts on delays or
21 patients.

22 In addition, we come before you
23 having already met with the county, which was not
24 something we had done before going over all these
25 different traffic impacts and submitting a full

1 application to the county and getting
2 administratively deemed complete.

3 All of those things together in
4 totality we believe creates a new application of
5 substantial difference from the one that was
6 presented in September.

7 That being said, we do also feel that
8 all the testimony presented makes this application
9 fully compliant with the plan and essentially an
10 as-of-right type of application that satisfies the
11 plan. That being said, I'll close.

12 CHAIRMAN FOULON: Thank you. At this
13 time, I'll entertain a motion to open the meeting to
14 the public, public hearing on this application. Do
15 I have a motion?

16 VICE CHAIRMAN GRACEFFO: I'll move
17 it.

18 COUNCILMAN CORTELLESA: Second.

19 SECRETARY FIORITO: Chairman Foulon?

20 CHAIRMAN FOULON: Yes.

21 SECRETARY FIORITO: Vice Chairman
22 Graceffo?

23 VICE CHAIRMAN GRACEFFO: Yes.

24 SECRETARY FIORITO: Mayor Mahler?

25 MAYOR MAHLER: Yes.

1 SECRETARY FIORITO: Councilman

2 Cortellessa?

3 COUNCILMAN CORTELLESSA: Yes.

4 SECRETARY FIORITO: Board Member

5 Platt?

6 BOARD MEMBER PLATT: Yes.

7 SECRETARY FIORITO: Member Strobel?

8 BOARD MEMBER STROBEL: Yes.

9 SECRETARY FIORITO: Member Slater?

10 BOARD MEMBER SLATER: Yes.

11 SECRETARY FIORITO: Member Crilly?

12 BOARD MEMBER CRILLY: Yes.

13 SECRETARY FIORITO: Member Jordan?

14 BOARD MEMBER JORDAN: Yes.

15 CHAIRMAN FOULON: At this time,

16 anyone in the audience, in the public wishing to

17 come and address the Board or the professionals, the

18 Applicant on this matter, and only this matter,

19 please step forward and state your name and address.

20 PUBLIC COMMENT

21 MR. GARRETT: My name is Herman

22 Garrett.

23 I live at 86 Broad Street, Pompton

24 Lakes. I've known Vince Gallo for a long, long time

25 and what I want to say is we do get a lot of trucks

1 going in and out. They've been working with us
2 quite a bit. The impact study that this gentleman
3 just gave about roughly, like, 35 trucks within that
4 hour between six and seven, they start about 6:00 to
5 go into the quarry and that hour between six and
6 seven with the 35 in, 35 out, I do agree with. So
7 they're not bull crapping you as far as that.

8 So as far as the dust and stuff, I
9 know we get a lot of dust in there. In the
10 summertime, it's worse than the winter. You get a
11 lot less trucks in the wintertime, like they said,
12 but with this going out on Union Ave. that we've
13 been trying to work with for quite a few years, I
14 think it's going to impact a lot of people to help
15 them because you're not going to get a lot of truck
16 going down the streets all the way through towns
17 impacting all the schools and stuff and dirt all
18 over the roads, and having people having the stone
19 and cleaning up everything.

20 So I do agree with a lot of what
21 Gallo's study was here and what they said. So I
22 just wanted to let the council know that it's not a
23 big bunch of crap that they're doing, and they are
24 helping the people on Broad Street and they have
25 been working with us for years to help us out. When

1 we have complaints, they take care of it.

2 So I just want to let you know what's
3 been going on.

4 CHAIRMAN FOULON: Thank you. Anyone
5 else? Entertain a motion to close the public
6 hearing?

7 Motion made by Dominick, seconded by
8 Kevin.

9 MR. GARRETT: I have one more
10 question, if that's okay.

11 CHAIRMAN FOULON: Sure.

12 MR. GARRETT: I just wanted to find
13 out from Vince Gallo if the study and stuff, are
14 they still going to be using Broad Street at any
15 time?

16 MR. GALLO: Broad Street will be used
17 for employees, deliveries. But commercial truck
18 traffic for stone deliveries will all be going out
19 through Susquehanna. We'll be relocating all the
20 scaling operations; so it won't be feasible to be
21 using both entrances. It will all be going out of
22 Susquehanna. But yes, Broad Street for certain
23 applications will still be used but not for the
24 truck deliveries.

25 MR. GARRETT: Okay. Thank you.

1 CHAIRMAN FOULON: We have a motion.
2 Role call.
3 SECRETARY FIORITO: Chairman Foulon?
4 CHAIRMAN FOULON: Yes.
5 SECRETARY FIORITO: Vice chairman
6 Graceffo?
7 VICE CHAIRMAN GRACEFFO: Yes.
8 SECRETARY FIORITO: Mayor Mahler?
9 MAYOR MAHLER: Yes.
10 SECRETARY FIORITO: Councilman
11 Cortellessa?
12 COUNCILMAN CORTELLESSA: No.
13 CHAIRMAN FOULON: Councilman, you
14 don't want to close the public question?
15 COUNCILMAN CORTELLESSA: No,
16 unfortunately. Public discussion is over.
17 CHAIRMAN FOULON: The motion is to
18 close it.
19 COUNCILMAN CORTELLESSA: Yes, I
20 thought Grace wanted to speak. Do you want to
21 speak?
22 MRS. GARRETT: He was my
23 spokesperson.
24 COUNCILMAN CORTELLESSA: That's why I
25 said no. She sort of gave the "hi" sign. I thought

1 she wanted to speak.

2 SECRETARY FIORITO: Member Platt?

3 BOARD MEMBER PLATT: Yes.

4 SECRETARY FIORITO: Member Strobel?

5 BOARD MEMBER STROBEL: Yes.

6 SECRETARY FIORITO: Member Slater?

7 BOARD MEMBER SLATER: Yes.

8 SECRETARY FIORITO: Member Crilly?

9 BOARD MEMBER CRILLY: Yes.

10 SECRETARY FIORITO: Member Jordan?

11 BOARD MEMBER JORDAN: Yes.

12 CHAIRMAN FOULON: Any questions

13 gentleman or comments, Mr. Benecke?

14 MR. VELTRI: I just want to clarify
15 for the Board and the record of this concept of
16 substantial changes, what it means and what I'd like
17 the Board to consider before we delve further into
18 this application, this Applicant was here for an
19 approval of an access road in September. We heard
20 an application in September and that application was
21 denied. There is a concept in the law called res ad
22 judicata. That says if the same party comes back
23 with the same application without substantial
24 changes, then that case, that application could be
25 dismissed on the grounds that we already decided it.

1 What's happened tonight is the
2 Applicant has listed for us what they believe the
3 substantial changes were. I didn't comment fully on
4 it because I did want to hear the application and
5 the presentation myself, but they've outlined some
6 changes for the record. They feel they're
7 substantial. The Board has to decide that. We have
8 a planner here. We have an engineer here. I'm
9 going to ask Mr. Suljic on the record what his
10 opinion is regarding these alleged changes.

11 MR. SULJIC: I think after seeing
12 what was submitted by them and what they presented
13 tonight, I think there's sufficient information that
14 the Board can consider to make -- consider this,
15 that there is substantial changes. I think they've
16 updated enough data, presented it to you.

17 I think what they presented in the
18 aerial and also with the drone gave you significant
19 information, based on questions that had come up
20 before. And I think a lot of clarifications have
21 been done tonight to present to the Board that you
22 should consider that as substantial changes and then
23 decide with a vote whether to approve it or deny it.

24 MR. VELTRI: Mike, do you have an
25 opinion?

1 MR. CRISTALDI: Yeah. I remember the
2 last application as well and I don't remember the
3 whole traffic issue really being addressed the way
4 it was tonight. So I feel like we got the second
5 half of the application that they addressed the
6 problems that we never addressed before.

7 MR. VELTRI: I think certainly the
8 road widening and the traffic light issues were
9 clearly delineated tonight and I didn't get that
10 impression in September.

11 MR. SULJIC: I think the improvements
12 are a key to this, Steve. And Mr. Chairman, the
13 improvements they're willing to make, even some of
14 the comments they made, if the county did not
15 require a traffic signal at that intersection, they
16 were going to put up some monies to have that done.
17 So I think they've gone much more beyond than what
18 they did at the September hearing.

19 MR. VELTRI: Any discussion from
20 Board members on this issue? I'm satisfied.

21 CHAIRMAN FOULON: Okay, gentlemen.
22 It's time for a vote. I will entertain a motion to
23 approve the application as presented tonight,
24 conditions on county approval, and any other
25 authority that's required.

1 BOARD MEMBER SLATER: So moved.

2 SECRETARY FIORITO: That's

3 Mr. Slater.

4 MR. VELTRI: And the representations
5 put on the record by Applicant and conditions.

6 CHAIRMAN FOULON: Right, and the
7 representations put --

8 MR. VELTRI: Do you want me to put a
9 list of conditions?

10 CHAIRMAN FOULON: Yes.

11 MR. VELTRI: Some of the conditions I
12 think I heard tonight, and maybe the Board can
13 consider and discuss.

14 CHAIRMAN FOULON: Let me get a second
15 on my motion, first. Can I have a second on the
16 motion?

17 BOARD MEMBER CRILLY: Second.

18 CHAIRMAN FOULON: Now we can discuss
19 it.

20 MR. VELTRI: So some of the issues in
21 the application that I'd like to discuss and
22 consider, number one, this properties and projects
23 located in the Highlands planning area and the
24 Applicant has to satisfy all Highlands requirements.
25 Another condition would be if this was approved,

1 they have to enter into a redevelopment plan
2 agreement with the municipality; that they need to
3 comply with all the terms and conditions as outlined
4 in the Wanaque Susquehanna Avenue 2019 Redevelopment
5 Plan that's been marked as Exhibit A and the Wanaque
6 Ordinance Number 1-0-19 that's been marked as
7 Exhibit B; that includes road widening improvements
8 that are described in Section 3, specifically pages
9 8 and 9 of the Redevelopment Plan; and that they
10 would bear the costs of a possible traffic signal in
11 the vicinity of Union Avenue and Susquehanna Avenue
12 subject to county approval. The Applicant did state
13 for the record that regardless of county approval,
14 they would agree to make that intersection, quote
15 unquote, signal ready by installing junction boxes
16 and wiring.

17 They would need to comply with all of
18 the reports from the Board planner and that was
19 marked as Exhibit C. That report's dated September
20 17th, 2019.

21 MR. BENECKE: Exhibit F.

22 MR. VELTRI: Exhibit F. Oh, you are
23 right. I'm sorry, Mr. Benecke. Thank you. And the
24 Board's engineer report, Alaimo Engineering dated
25 September 16, 2019. This is obviously subject to

1 County Planning Board approval and if the County
2 Planning Board disagrees with any of our specific
3 traffic improvements as outlined in our
4 Redevelopment Plan, then the Applicant would need to
5 come back for us to consider those changes. And
6 subject to NJDEP approval, Hudson, Essex, Passaic
7 Soil Conservation District Approval. And as I said,
8 previously Highlands approval.

9 Those are my conditions and I'll
10 defer to any other Board members or professionals.

11 MR. BENECKE: The only issue with the
12 Highlands is if necessary.

13 MR. VELTRI: If necessary.

14 The other thing I do want to mention
15 is that there was, as Mr. Benecke stated in the
16 beginning, there was a deviation from the steep
17 slope ordinance. There is in excess of 30 acres of
18 disturbance and 20.79 acres is the standard in the
19 ordinance. No more than that. I think the
20 engineer's report does outline some reasoning for
21 that deviation of why it can be granted in
22 that we're dealing here with a lot of rock blasting,
23 not lose soil, and that would lessen the erosion
24 concerns that the ordinance was based on. And then
25 there was a waiver for contour intervals. The

1 Applicant gave us ten-foot intervals in the plan
2 rather than less than that, which is required. And
3 the rationale for that would be that we are dealing
4 with a very large area and it would make sense to
5 have a ten-foot interval rather than a smaller
6 interval.

7 So that was my check, Mr. Chairman,
8 but I'll defer to other members and professionals.

9 CHAIRMAN FOULON: Anyone wishing to
10 add to the admissions? Roll call.

11 SECRETARY FIORITO: Chairman Foulon?

12 CHAIRMAN FOULON: Yes.

13 SECRETARY FIORITO: Vice Chairman
14 Graceffo?

15 VICE CHAIRMAN GRACEFFO: Yes.

16 SECRETARY FIORITO: Mayor Mahler?

17 MAYOR MAHLER: Yes.

18 SECRETARY FIORITO: Councilman

19 Cortellessa?

20 COUNCILMAN CORTELLESSA: No.

21 SECRETARY FIORITO: Member Platt?

22 BOARD MEMBER PLATT: Yes.

23 SECRETARY FIORITO: Member Strobel.

24 BOARD MEMBER STROBEL: Yes.

25 SECRETARY FIORITO: Member Slater?

1 BOARD MEMBER SLATER: Yes.

2 SECRETARY FIORITO: Member Crilly?

3 BOARD MEMBER CRILLY: Yes.

4 SECRETARY FIORITO: Member Jordan?

5 BOARD MEMBER JORDAN: Yes.

6 CHAIRMAN FOULON: Application

7 approved. Thank you, gentlemen.

8 MR. TIPTON: Thank you very much and
9 happy holidays.

10 CHAIRMAN FOULON: Merry Christmas.

11 We say Merry Christmas here.

12 MR. TIPTON: I'm trying to be safe.

13 (Hearing concluded at 10:01 p.m.)

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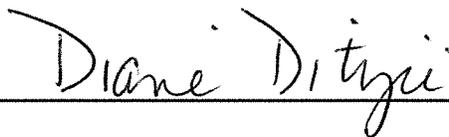
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C E R T I F I C A T E

I, DIANE DiTIZII, Certified Realtime Reporter, a Notary Public and Certified Court Reporter of the State of New Jersey, Certificate No. XI01674, do hereby certify that the forgoing is a true and accurate transcript of the proceeding as taken stenographically by and before me at the time, place and on the date hereinbefore set forth.

I DO FURTHER CERTIFY that the within transcript format complies with Rule NJ ADC 13:43-5.9.

I DO FURTHER CERTIFY that I am neither a relative nor employee nor attorney nor counsel of any of the parties to this action, and that I am neither a relative nor employee of such attorney or counsel, and that I am not financially interested in this action.



DIANE DiTIZII, C.S.R., C.R.R.

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2.2 (1) 19:23				
20 (8)				