KLEIN
TRAFFIC CONSULTING, LLC

156 Walker Road
West Orange, NJ 07052
973-985-3464
leekleintraffic@gmail.com

October 30, 2026

David Berry
Construction/Zoning Official
Code Enforcement Department
Township of Nutley
1 Kennedy Drive
Nutley, NJ 07110

VIA EMAIL: dberry@nutleynj.org

Re: Traffic Engineering Review
Proposed New Building/Proposed Liquor Store - ShopRite
437 & 441 Franklin Avenue, Block 4501, Lot 24 & 25
Nutley, Essex County, NJ
PB-26-00001

Dear Mr. Berry:

I reviewed the following documents associated with this application:

- Traffic Impact and Parking Study, dated October 22, 2026, prepared by Dynamic Traffic
- Preliminary and Final Site Plan for 536-544 Washington Avenue, various revision dates, consisting of 4 sheets, prepared by David E. Fantina, P.E.
- Architectural plans, dated/revised 05/28/26, consisting of 1 sheet, prepared by DeBarbieri Architects LLC
- Vehicle Circulation Exhibit, dated 10/28/2026, prepared by Dynamic Traffic, LLC
- Capacity Analysis, Franklin Ave & North ShopRite Driveway, dated 10/28/2026 prepared by Dynamic Traffic

I offer the following comments:

1. The Applicant provided a trip generation calculation for the proposed 4,950 square foot (64 foot by 83 foot, two-story, 10,624 square foot) liquor store with storage addition to the existing ShopRite supermarket. The proposed 4,950 square foot liquor store would generate 106 driveway trips per peak hour during the Friday PM peak hour. However, with an internal capture reduction to account for those customers who would shop at both the liquor store and the supermarket, the Friday peak hour trips would be reduced to 84 new trips. According to *Transportation Impact Analysis for Site Development*,

published by the Institute of Transportation Engineers (ITE), an increase of less than 100 vehicle trips would not change the level of service of the local street network nor appreciably increase the volume-to-capacity ratio of an intersection approach. Also, NJDOT Access Management Code considers a significant increase in trips greater than 100 peak hour trips AND greater than a 10 percent increase in previously anticipated daily trips.

2. The Applicant shall opine as to why the approximately 5,000 square foot second floor storage room with stairway access and elevator access was not included in the total square footage for the trip generation calculation. The Applicant shall stipulate as a Condition of Approval that the second floor will only be used for storage and administration, and that no customers will access the second floor.
3. The Applicant performed an assessment of the existing parking conditions in the northern parking lot with 87 existing parking spaces and 66 proposed parking spaces. The peak parking demand of the northern parking lot was 51 parked cars out of 87 parking spaces. With only 66 proposed parking spaces and a peak parking demand of 51 parked cars, there will be only 15 parking spaces available for the liquor store traffic. The Applicant shall provide testimony regarding the overall usage of the parking areas for ShopRite. The Applicant shall provide information on the location of employee parking for ShopRite supermarket as well as employee parking for the proposed liquor store.
4. The Site Plan, sheet 1 of 4, shows the required parking computations to be 257 parking spaces, whereas the parking supply of 324 spaces is being reduced to 303 spaces. The Applicant shall opine as to the potential impact of the parking reduction during major shopping events such as holidays, sporting events, etc.
5. The site plan is proposed with 2 ADA parking spaces for 66 parking spaces. The ADA requires 3 ADA parking spaces between 51 and 75 parking spaces.
6. The Applicant does not propose any Electric Vehicle Charging Station (EVCS)/make-ready parking spaces on the site plan.
7. The fire official should provide comments on emergency vehicle access and circulation.
8. The Applicant shall provide testimony regarding the hours and days of operation of the proposed liquor store.
9. The Applicant shall testify to the frequency of deliveries, duration of deliveries, and times of deliveries.
10. The Applicant has provided turning templates for a 26-foot long box truck, maneuvering into the site from both northbound and southbound Franklin Avneue, circulating to and reversing into the designated loading area for the liquor store, and exiting both northbound and southbound onto Franklin Avenue. The Applicant must stipulate as a Condition of Approval that a 26-foot long box truck will be the largest truck that will access the subject portion of the property.
11. The Applicant collected peak period traffic turning movements at the existing driveway for the northern parking lot on Friday, October 16, 2026, between 4:30 PM and 6:30 PM, and on Saturday, October 17, 2026, between 12 Noon and 3:00 PM. The highest

peak hour was 4:30 PM to 5:30 PM on Friday and 12 Noon to 1 PM on Saturday. The highest peak hour was used in the analysis of the operation of the northern driveway. A 4 percent growth factor was applied to the 2026 traffic volumes to calculate the future No-Build traffic volumes. The Applicant added the trips that will be generated by the proposed 4,950 square foot liquor store to calculate the future Build traffic volumes. Comparing the future No-Build and the future Build Levels of Service (LOS) and Average Vehicle Delay (Delay) results in no change in LOS or Delay for traffic on Franklin Avenue. The change in LOS and Delay for the site driveway results in an insignificant change in LOS from C to D and change in Delay from 20 seconds to 27 seconds during the Friday peak hour. The LOS does not change during the Saturday peak hour, with an increase in Delay of 3 seconds for traffic exiting the subject property. The 95th percentile vehicle queue will increase from less than 1 vehicle to 2 vehicles during the Friday peak hour. During the Saturday peak hour, the 95th percentile vehicle queue will increase from less than 1 vehicle to slightly more than 1 vehicle. The vehicle queues will be contained within the subject property and will not have an impact on the operation of Franklin Avenue.

If you have any questions, please contact me at 973-985-3464.

Very truly yours,

Lee D Klein

_____

Lee D. Klein, P.E., PTOE
NJPE 24GE03710400
PTOE Certification 1627
https://d.docs.live.net/aea953f91575cccf/Documents/WORK/NUTLEY/Nutley-437FranklinAve/Klein-TrafficReview_PB-26-00001_Nutley_103026.docx

Capacity Analysis

6585-26-0466

10/28/2026

Intersection	Direction/ Movement		Friday Peak Hour		SAT Peak Hour	
			No Build LOS *(delay)*	Build LOS *(delay)*	No Build LOS *(delay)*	Build LOS *(delay)*
Franklin Ave & North ShopRite Driveway	EB	LR	c (20)	d (27)	c (18)	c (21)
	NB	TR	a (9)	a (9)	a (9)	a (9)

HCS Two-Way Stop-Control Report

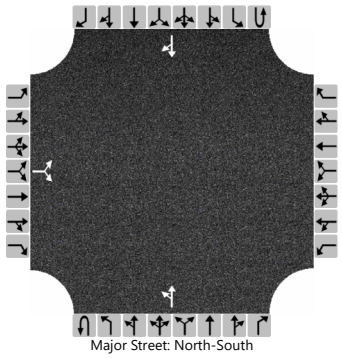
General Information

Analyst	CGH
Agency/Co.	Dynamic Traffic
Date Performed	10/27/2026
Analysis Year	NB
Time Analyzed	FRI PSH
Intersection Orientation	North-South
Project Description	6585-26-04866

Site Information

Intersection	Franklin Ave & North ShopRite Driveway
Jurisdiction	County
East/West Street	North ShopRite Driveway
North/South Street	Franklin Avenue
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		29		34						12	457				531	40
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			71							13						
Capacity, c (veh/h)			305							943						
v/c Ratio			0.23							0.01						
95% Queue Length, Q_{95} (veh)			0.9							0.0						
95% Queue Length, Q_{95} (ft)			22.9							0.0						
Control Delay (s/veh)			20.3							8.9	0.2					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		20.3								0.4						
Approach LOS		C								A						

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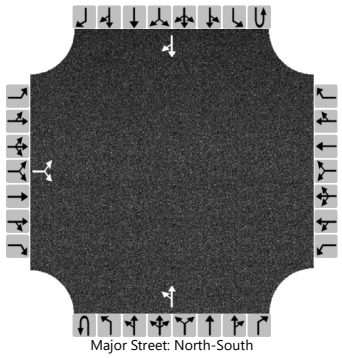
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Site Information

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Jurisdiction	County
East/West Street	North ShopRite Driveway
North/South Street	Franklin Avenue
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		50		55						33	457				531	61
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			118							37						
Capacity, c (veh/h)			276							924						
v/c Ratio			0.43							0.04						
95% Queue Length, Q_{95} (veh)			2.0							0.1						
95% Queue Length, Q_{95} (ft)			50.8							2.5						
Control Delay (s/veh)			27.4							9.1	0.5					
Level of Service (LOS)			D							A	A					
Approach Delay (s/veh)		27.4								1.1						
Approach LOS		D								A						

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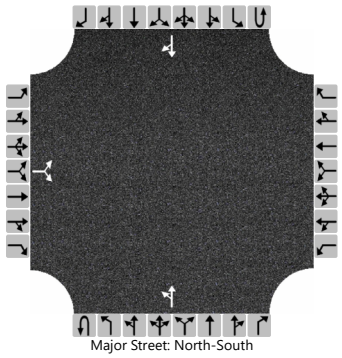
General Information

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Agency/Co.	Dynamic Traffic
Date Performed	10/27/2026
Analysis Year	NB
Time Analyzed	SAT PSH
Intersection Orientation	North-South
Project Description	6585-26-04866

Site Information

Intersection	Franklin Ave & North ShopRite Driveway
Jurisdiction	County
East/West Street	North ShopRite Driveway
North/South Street	Franklin Avenue
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		24		40						17	488				495	44
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			69							18						
Capacity, c (veh/h)			350							994						
v/c Ratio			0.20							0.02						
95% Queue Length, Q_{95} (veh)			0.7							0.1						
95% Queue Length, Q_{95} (ft)			17.8							2.5						
Control Delay (s/veh)			17.8							8.7	0.2					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		17.8								0.5						
Approach LOS		C								A						

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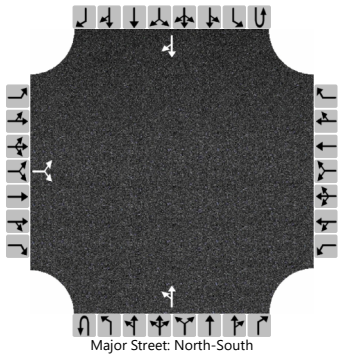
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Jurisdiction	County
East/West Street	North ShopRite Driveway
North/South Street	Franklin Avenue
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		38		54						31	488				495	58
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			99							33						
Capacity, c (veh/h)			322							982						
v/c Ratio			0.31							0.03						
95% Queue Length, Q_{95} (veh)			1.3							0.1						
95% Queue Length, Q_{95} (ft)			33.0							2.5						
Control Delay (s/veh)			21.1							8.8	0.4					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		21.1								0.9						
Approach LOS		C								A						

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Dynamic Traffic, LLC

www.dynamictraffic.com
732-681-0760

EW: Franklin Avenue
N/S: Northern Shoprite Driveway
Town/County: Nutley/Essex
Job #: 6585 26-04866

File Name : Franklin Avenue & North Shoprite Driveway - SAT
Site Code : 00000000
Start Date : 10/17/2026
Page No : 1

Groups Printed- Cars - Trucks (SU) - Trucks (TT)

	Franklin Avenbue Eastbound				Franklin Avenbue Westbound					Northern Shoprite Driveway Southbound				
Start Time	Left	Thru	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
12:00 PM	1	106	0	107	0	136	6	2	144	4	14	9	27	278
12:15 PM	5	129	0	134	0	110	14	2	126	6	9	14	29	289
12:30 PM	5	124	0	129	0	131	18	5	154	6	10	4	20	303
12:45 PM	6	112	0	118	0	101	6	2	109	8	7	9	24	251
Total	17	471	0	488	0	478	44	11	533	24	40	36	100	1121
01:00 PM	4	99	0	103	0	121	17	0	138	12	11	11	34	275
01:15 PM	6	115	0	121	0	129	11	3	143	5	9	6	20	284
01:30 PM	6	104	0	110	0	125	12	0	137	8	7	6	21	268
01:45 PM	4	106	0	110	0	129	2	0	131	4	2	2	8	249
Total	20	424	0	444	0	504	42	3	549	29	29	25	83	1076
02:00 PM	2	109	0	111	0	119	9	4	132	8	7	6	21	264
02:15 PM	6	83	0	89	0	111	7	0	118	7	12	7	26	233
02:30 PM	4	78	0	82	0	104	9	3	116	9	11	5	25	223
02:45 PM	5	97	0	102	0	121	10	1	132	9	12	5	26	260
Total	17	367	0	384	0	455	35	8	498	33	42	23	98	980
Grand Total	54	1262	0	1316	0	1437	121	22	1580	86	111	84	281	3177
Apprch %	4.1	95.9	0		0	90.9	7.7	1.4		30.6	39.5	29.9		
Total %	1.7	39.7	0	41.4	0	45.2	3.8	0.7	49.7	2.7	3.5	2.6	8.8	
Cars	52	1253	0	1305	0	1425	121	22	1568	86	111	84	281	3154
% Cars	96.3	99.3	0	99.2	0	99.2	100	100	99.2	100	100	100	100	99.3
Trucks (SU)	0	9	0	9	0	12	0	0	12	0	0	0	0	21
% Trucks (SU)	0	0.7	0	0.7	0	0.8	0	0	0.8	0	0	0	0	0.7
Trucks (TT)	2	0	0	2	0	0	0	0	0	0	0	0	0	2
% Trucks (TT)	3.7	0	0	0.2	0	0	0	0	0	0	0	0	0	0.1

Dynamic Traffic, LLC

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732-681-0760

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File Name : Franklin Avenue & North Shoprite Driveway - SAT
Site Code : 00000000
Start Date : 10/17/2026
Page No : 2

	Franklin Avenbue Eastbound				Franklin Avenbue Westbound					Northern Shoprite Driveway Southbound				
Start Time	Left	Thru	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 12:00 PM														
12:00 PM	1	106	0	107	0	136	6	2	144	4	14	9	27	278
12:15 PM	5	129	0	134	0	110	14	2	126	6	9	14	29	289
12:30 PM	5	124	0	129	0	131	18	5	154	6	10	4	20	303
12:45 PM	6	112	0	118	0	101	6	2	109	8	7	9	24	251
Total Volume	17	471	0	488	0	478	44	11	533	24	40	36	100	1121
% App. Total	3.5	96.5	0		0	89.7	8.3	2.1		24	40	36		
PHF	.708	.913	.000	.910	.000	.879	.611	.550	.865	.750	.714	.643	.862	.925
Cars	17	468	0	485	0	474	44	11	529	24	40	36	100	1114
% Cars	100	99.4	0	99.4	0	99.2	100	100	99.2	100	100	100	100	99.4
Trucks (SU)	0	3	0	3	0	4	0	0	4	0	0	0	0	7
% Trucks (SU)	0	0.6	0	0.6	0	0.8	0	0	0.8	0	0	0	0	0.6
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Start Time	Left	Thru	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
04:30 PM	2	96	0	98	0	131	8	1	140	8	16	12	36	274
04:45 PM	2	135	0	137	0	143	10	1	154	7	5	9	21	312
Total	4	231	0	235	0	274	18	2	294	15	21	21	57	586
05:00 PM	4	103	0	107	0	130	9	2	141	9	6	7	22	270
05:15 PM	4	107	0	111	0	109	13	7	129	5	7	5	17	257
05:30 PM	0	89	2	91	0	131	4	2	137	5	7	4	16	244
05:45 PM	3	107	0	110	0	118	12	0	130	7	5	3	15	255
Total	11	406	2	419	0	488	38	11	537	26	25	19	70	1026
06:00 PM	3	114	1	118	0	140	11	2	153	4	12	6	22	293
06:15 PM	2	108	0	110	0	123	7	7	137	5	11	6	22	269
Grand Total	20	859	3	882	0	1025	74	22	1121	50	69	52	171	2174
Apprch %	2.3	97.4	0.3		0	91.4	6.6	2		29.2	40.4	30.4		
Total %	0.9	39.5	0.1	40.6	0	47.1	3.4	1	51.6	2.3	3.2	2.4	7.9	
Cars	20	850	3	873	0	1018	74	22	1114	50	69	52	171	2158
% Cars	100	99	100	99	0	99.3	100	100	99.4	100	100	100	100	99.3
Trucks (SU)	0	9	0	9	0	7	0	0	7	0	0	0	0	16
% Trucks (SU)	0	1	0	1	0	0.7	0	0	0.6	0	0	0	0	0.7
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Dynamic Traffic, LLC

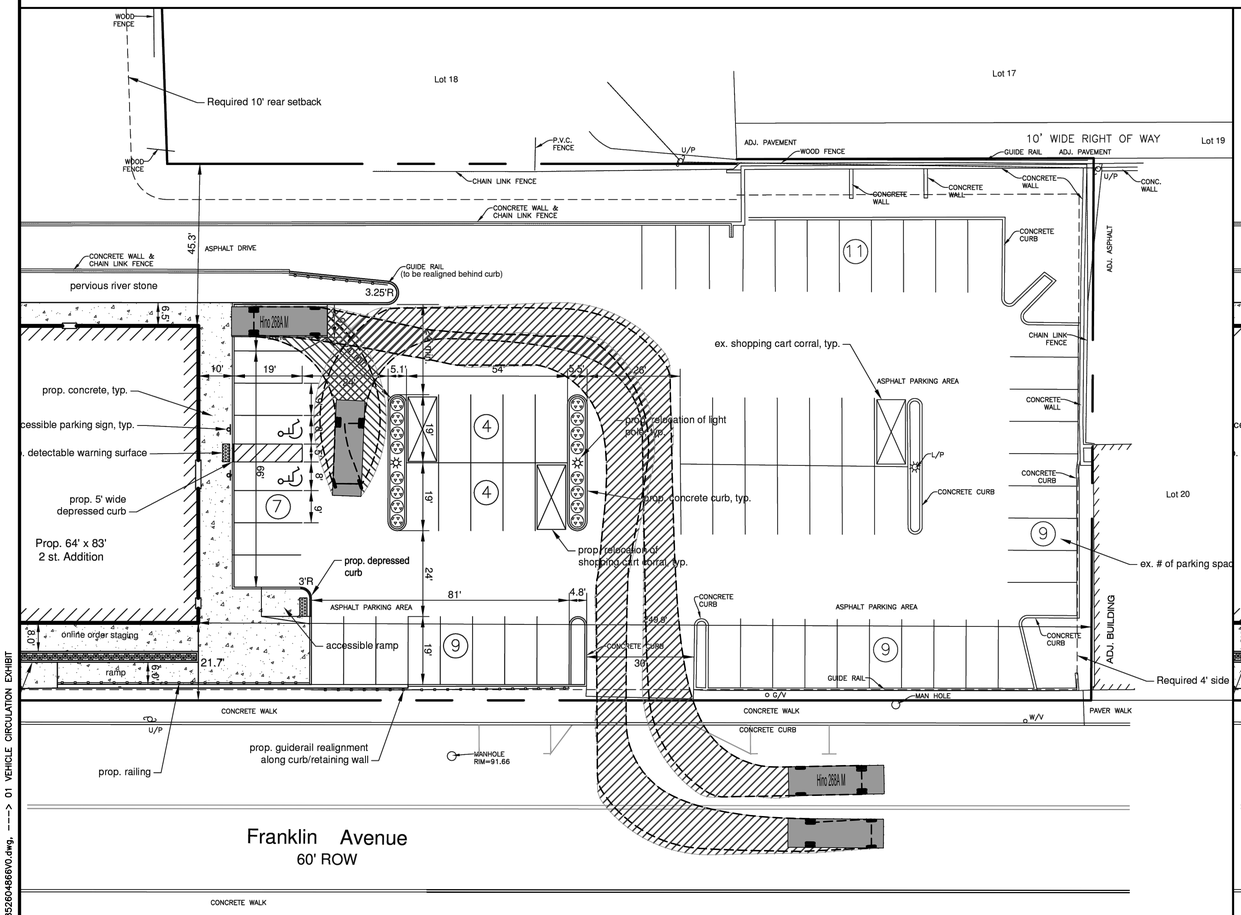
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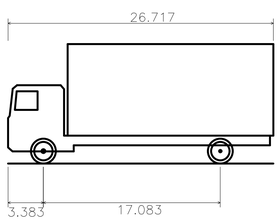
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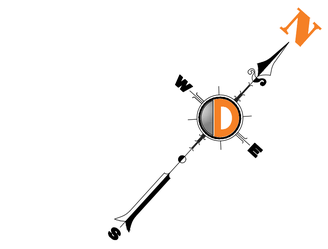
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Page No : 2

	Franklin Avenue Eastbound				Franklin Avenue Westbound					Northern Shoprite Driveway Southbound				
Start Time	Left	Thru	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 04:30 PM														
04:30 PM	2	96	0	98	0	131	8	1	140	8	16	12	36	274
04:45 PM	2	135	0	137	0	143	10	1	154	7	5	9	21	312
05:00 PM	4	103	0	107	0	130	9	2	141	9	6	7	22	270
05:15 PM	4	107	0	111	0	109	13	7	129	5	7	5	17	257
Total Volume	12	441	0	453	0	513	40	11	564	29	34	33	96	1113
% App. Total	2.6	97.4	0		0	91	7.1	2		30.2	35.4	34.4		
PHF	.750	.817	.000	.827	.000	.897	.769	.393	.916	.806	.531	.688	.667	.892
Cars	12	436	0	448	0	509	40	11	560	29	34	33	96	1104
% Cars	100	98.9	0	98.9	0	99.2	100	100	99.3	100	100	100	100	99.2
Trucks (SU)	0	5	0	5	0	4	0	0	4	0	0	0	0	9
% Trucks (SU)	0	1.1	0	1.1	0	0.8	0	0	0.7	0	0	0	0	0.8
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0





Hino 268A M	
Overall Length	26.717ft
Overall Width	8.042ft
Overall Body Height	8.703ft
Min Body Ground Clearance	1.374ft
Track Width	8.042ft
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	37.100ft



Rev.	Date	Comments	By

DYNAMIC TRAFFIC, LLC

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TITLE: **VEHICLE CIRCULATION EXHIBIT**

PROJECT: **SHOPRITE WINE & SPIRITS OF NUTLEY, LLC**
PROPOSED LIQUOR STORE ADDITION
BLOCK 4501, LOTS 24 & 25
437 & 441 FRANKLIN AVENUE (CR 645)
TOWNSHIP OF NUTLEY, ESSEX COUNTY, NEW JERSEY

JOB No: 6585-26-04866
DATE: 10/28/2026
DRAWN BY: CGH
SCALE: (H) 1"=20' (V)
DESIGNED BY: CGH
CHECKED BY: CWP
CHECKED BY: _
SHEET No: 1 OF 1

CONNOR G. HUGHES
PROFESSIONAL ENGINEER
NEW JERSEY LICENSE No. 57245

CRAIG W. PEREGOY
PROFESSIONAL ENGINEER
NEW JERSEY LICENSE No. 45880

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FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

Rev. # 1

Plotted: 10/29/26 - 12:06 PM, By: chughes, - Product Ver: 25.0a (LMS Tech)
File: T:\TRAFFIC PROJECTS\6585 Shoprite Wines & Spirits of Nutley\26-04866 Nutley\Dwg\Concept_Exhibit\Vehicle Circulation Exhibit\6585260486V0.dwg, ---> 01 VEHICLE CIRCULATION EXHIBIT