



# McDonough & Rea Associates, Inc.

*Traffic and Transportation Consulting*

Kevin P. McDonough (1953-1994)  
John H. Rea, P.E.  
Jay S. Troutman, Jr., P.E.  
Scott T. Kennel

*Revised December 21, 2022*  
October 12, 2022

Neptune Township Planning Board  
25 Neptune Boulevard  
Neptune, NJ 07753

Re: United Shipping Alliance  
Lot 3.02 in Block 3903  
Neptune Township, Monmouth County  
MRA File No. 22-256

DEC 22 2022

Dear Board Members:

McDonough & Rea Associates (MRA) has been asked to prepare a *Traffic Statement* for plans to convert the existing office building on the noted property into a warehouse use with ancillary office space. Plans prepared by Kennedy Consulting Engineers (KCE) show the following changes:

- Existing use – 32,737 SF of office space
- Proposed uses – 28,659 SF of warehouse space and 4,388 SF of ancillary office space

In addition to the foregoing, modifications will be made to the parking lot adjacent to the building in order to accommodate 4 truck loading spaces. The modifications will involve loss of 28 parking spaces within the parking lot in order to accommodate the turning radius of trucks utilizing the loading docks.

## **SCOPE OF STUDY**

In order to prepare this *Traffic Statement*, MRA conducted the following tasks:

1. Made a field visit to the site to establish existing traffic conditions in and around the vicinity of the proposed changes.
2. Prepared trip generation estimates for the existing 32,737 SF of office space.
3. Prepared trip generation estimates for the proposed 28,659 SF of warehouse space and 4,388 SF of ancillary office space.

**FILE**

Please reply to:

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



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4. Compared the trip generation differences between the existing and proposed uses.
5. Reviewed the *Site Plan* prepared by KCE with respect to adherence to proper traffic engineering principles.

The following report sets forth our findings.

### **EXISTING CONDITIONS**

The subject property is located off Jumping Brook Road in an existing business park. The property in question contains a 32,737 SF office building with 152 dedicated surface parking spaces.

### **PROPOSED CHANGES**

The KCE plans show conversion of a portion of the building into truck loading docks in order to support the warehouse use. Specifically, 4 loading docks have been provided. Two of the loading docks have been designed for a WB-50 intermediate semi-trailer truck and one loading dock for a WB-40 intermediate semi-trailer truck.

Parking spaces within the parking lot have been eliminated (28 spaces eliminated) in order to accommodate the turning radius of the trucks utilizing the 3 truck loading docks. 124 parking spaces will remain after the changes, whereas 20 are required; therefore, the new parking requirement is met and exceeded.

### **TRIP GENERATION-EXISTING VERSUS PROPOSED**

Estimates of traffic to be generated by the existing use versus the proposed use were made after consulting the 11<sup>th</sup> Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Table I illustrates the existing versus proposed AM peak street hour and PM peak street hour trip generation.



**TABLE I**  
**TRIP GENERATION-EXISTING VS. PROPOSED**

USE	AM PSH			PM PSH		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Existing 32,737 SF Office	44	6	50	8	39	47
Proposed 28,659 SF Warehouse	21	6	27	8	22	30
Proposed 4,388 SF Office	5	2	7	2	4	6
<b>Total</b>	<b>26</b>	<b>8</b>	<b>34</b>	<b>10</b>	<b>26</b>	<b>36</b>
<b>Difference</b>	<b>-18</b>	<b>+2</b>	<b>-16</b>	<b>+2</b>	<b>-13</b>	<b>-11</b>

As can be seen from the foregoing, there will be a decrease of 16 AM peak street hour trips and 11 PM peak street hour trips. Although there will be an overall decrease in peak hour traffic, it is anticipated that there could be several peak hour truck trips associated with the proposed use. However, given the fact that only 4 loading bays will be provided, MRA is of the opinion that overall truck traffic associated with the change will be minimal.

**SITE PLAN CHANGES**

As previously indicated, 28 parking spaces will need to be eliminated in order to support the turning radius for trucks utilizing the loading bays. Turning radius templates have been utilized on the KCE plans that support the design changes that will allow trucks to back into the truck loading docks.

**CONCLUSIONS**

It is concluded, based on MRA's analysis of this project, that plans to convert the existing 32,737 SF office building on the noted property into a 28,659 warehouse with 4,380 SF of ancillary office space can be approved and operate compatibly with existing uses within the business park. Overall AM peak street hour and PM peaks street hour traffic generation will be decreased, although there could be a small number of peak hour truck trips associated with the change. Given the fact that only 4 truck loading bays will be provided, MRA believes that overall truck traffic associated with the change will not be significantly heavy.

The KCE plans have been specifically prepared to accommodate the turning radius of the trucks utilizing the 3 new truck loading bays.



**McDonough & Rea Associates, Inc.**

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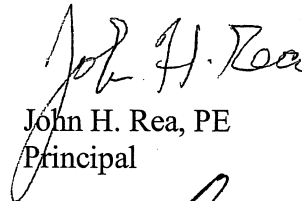
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A representative from MRA will be in attendance at an upcoming Neptune Township Planning Board meeting to provide expert testimony and to answer any questions board members, board experts or the public may have.

Very truly yours,



John H. Rea, PE  
Principal



Scott T. Kennel  
Sr. Associate

cc: Rick Brodsky, Esq.  
Andrew Comi, PE  
Adam Greenfield