
June 9, 2021

Town of Phillipsburg
120 Filmore Street
Phillipsburg NJ 08865

Attn: Planning Board

**Re: NJDOT Permit Assessment
PR Bridge I78 Phase II Owner
Urban Renewal, LLC
US Route 22
Town of Phillipsburg
Warren County, New Jersey
DT#: 1313-99-026T**

Dear Board Members:

In connection with the proposed modified development program for the above referenced project, Dynamic Traffic has reviewed the current development proposal as it relates to the NJDOT Access Permits that were issued for the subject property.

Buildings 3, 5, 6 & 7 were constructed as part of Phase 1 and are operated as “High-Cube Transload and Short-Term Storage” warehouses pursuant to the definitions of the Institute of Transportation Engineers (ITE) which are also accepted by NJDOT. Phase 2 contemplated two (2) additional buildings of a similar operation. The current proposal modifies Phase 2 to a single building which will operate as a “High Cube Fulfillment Center Warehouse (Non-Sort)” pursuant to the ITE definition. Below is a summary of the existing and proposed buildings and their respective sizes:

Phase 1:

- Building 3 – 607, 260 square feet
- Building 5 – 175,055 square feet
- Building 6 – 419,460 square feet
- Building 7 – 975,760 square feet
- TOTAL – 2,177,535 square feet High Cube Transload and Short-Term Storage Warehouse

Phase 2:

- Building 1 – 1,283,702 square feet High-Cube Fulfillment Center Warehouse (Non-Sort)

NJDOT issued two (2) Access Permits for the subject property with consideration of a portion of the site generated traffic be routed via the 3rd Street Bridge or the new signalized access to Route 22. The permit numbers are as follows:

- A-22-C-18209-2018 – Rand Boulevard & Route 22 (Lock Street) – 74% of Site Traffic
- A-22-C-18210-2018 – Rand Boulevard & Route 22 (3rd Street) – 26% of Site Traffic.

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It should be noted that each permit prescribes weekday morning, weekday evening and weekend peak hour “Expansion Limit Volumes” whereby “A violation of this permit will occur if there is an expansion or change of use which will result in the traffic volumes exceeding one of the peak hour volumes listed below.” These volumes are summarized in Table I below:

Table I
Access Permit #: A-22-C-18209-2018 & A-22-C-18210-2018

Land Use	AM PSH	PM PSH	Weekend Peak
A-22-C-18209-2018 Expansion Limit Volumes	683	776	475
A-22-C-18210-2018 Expansion Limit Volumes	305	338	232
Total	988	1,114	707

Based on the above, trip generation projections were prepared utilizing the latest NJDOT published rates for the currently proposed development of the site inclusive of the modified Phase 2 proposal. Table II compares the current trip generation to the thresholds listed on the respective Access Permits:

Table II
Trip Comparison with NJDOT Rates

Land Use	AM PSH	PM PSH	Weekend Peak
Phase I - Constructed	261	348	261
Phase II – Proposed (NJDOT Rates)	552	616	167
Total	813	964	428
Access Permit Expansion Limit Volumes	988	1,114	707
Violation?	No	No	No

As shown, the proposed development does not exceed the trip limits on the Access Permits and the prior traffic studies associated with the original NJDOT Access Permit Application remain valid.

It should be noted that NJDOT has developed their own rates for High Cube Fulfillment Center warehouses based on locally collected data. The ITE has their own published rates based on nationally collected data. For informational purposes, Table III compares the trip generation of the modified development proposal utilizing the ITE trip rates.

Table III
Trip Comparison with ITE Rates

Land Use	AM PSH	PM PSH	Weekend Peak
Phase I - Constructed	261	348	261
Phase II – Proposed (ITE Rates)	282	347	257
Total	543	695	518
Access Permit Expansion Limit Volumes	988	1,114	707
Violation?	No	No	No

As shown above, the ITE rates result in a lower trip generation and also do not violate the provisions in the Access Permits issued for the property.

Lastly, the operator of the new building proposed as part of Phase 2 has provided their own peak hour trip generation projections for both their peak season and non-peak season operations. These volumes were also utilized to compare the total trip generation projections of the overall development with those prescribed on the issued Access Permits as shown in Tables IV and V below. Note that weekend peak hour data was not provided although it is anticipated to be lower than the weekday peak hours.

**Table IV
 Trip Comparison with Operator Rates**

Land Use	AM PSH	PM PSH
Phase I - Constructed	261	348
Phase II – Proposed (Operator Rates)	195	312
Total	456	660
Access Permit Expansion Limit Volumes	988	1,114
Violation?	No	No

**Table V
 Trip Comparison with Operator Rates – Peak Season**

Land Use	AM PSH	PM PSH
Phase I - Constructed	261	348
Phase II – Proposed (Operator Rates-Peak)	280	494
Total	541	842
Access Permit Expansion Limit Volumes	988	1,114
Violation?	No	No

As shown, with the site specific anticipated operations, there is no violation of the NJDOT Access Permit limits. Furthermore, there will be no further work proposed within the NJDOT right-of-way. Therefore, additional review and or permitting by NJDOT is not necessary.

It is noted that the initial Traffic Impact Study prepared by McDonough & Rea Associates, dated October 15, 2015 preliminarily indicated that the 3rd Street bridge access point was to provide a three-lane section including two (2) outbound travel lanes at its intersection with Route 22. This analysis examined a higher volume of traffic utilizing the 3rd Street access point than the ultimately approved NJDOT Traffic Impact Study, last revised in June of 2018, as restricting truck traffic at this location had yet to be considered. The approved NJDOT Traffic Impact Study as well as prior Municipal approvals restrict truck traffic from utilizing the 3rd Street bridge. As a result, the outbound movements to Route 22 at Lock Street were provided with a second right-turn lane and second left-turn lane which were not originally considered in the 2015 Traffic Impact Study. In other words, as the site development program was refined, and a truck restriction was imposed at 3rd Street, the second outbound lane at 3rd Street was eliminated and two (2) additional outbound lanes were added at Lock Street to accommodate the redistributed site generated traffic. Again, this was the access configuration that was ultimately approved by NJDOT and on which the Access Permits and above traffic

assessment were based. Therefore, 3rd Street access point will function adequately as analyzed and approved by NJDOT with single inbound and outbound travel lanes.

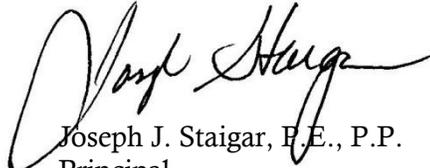
If you have any questions on the above, please do not hesitate to contact the undersigned.

Sincerely,

Dynamic Traffic, LLC



Craig W. Peregoy, P.E.
Principal



Joseph J. Staigar, F.E., P.P.
Principal