



## 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. Kenne

December 5, 2025

Jackson Township Zoning Board of Adjustment  
95 West Veterans Highway  
Jackson, New Jersey 08527

Re: Richmond Ready Mix  
51 Progress Place  
Lot 8 in Block 2401  
Jackson Township, Ocean County  
MRA File No. 25-234

Dear Board Members:

McDonough & Rea Associates (MRA) has been asked to provide the Zoning Board of Adjustment with a *Traffic Statement* for a proposed concrete batch plant on an approved industrial site on the noted property. The subject property is located on the south side of Progress Place, west of Cedar Swamp Road (CR 527) as shown on *Figure 1*, a *Site Location Map*, in the *Appendix*.

### **SCOPE OF STUDY**

In order to prepare a thorough *Traffic Statement* for this project, MRA conducted the following tasks:

1. Made field visits to the site to establish existing roadway and traffic conditions in the area.
2. Reviewed peak hour traffic counts at the intersection of Cedar Swamp Road/Progress Place during the critical morning and afternoon peak hours.
3. Prepared estimates of traffic to be generated by the concrete batch plant based upon communications with the Applicant with respect to operations for the concrete batch plant.
4. Reviewed the *As-Built Plan* with respect to access, site layout and conformance to proper traffic engineering principles.

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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The following report sets forth the database accumulated and the conclusions reached with respect to the *Richmond Ready Mix* use.

**EXISTING CONDITIONS/TRAFFIC VOLUMES**

The subject property is located on the south side of Progress Place, west of Cedar Swamp Road and is referenced as Lot 8 in Block 2401. The subject property was previously approved in 2022 for a contractors' storage yard and the site improvements have been installed.

Progress Place is a 2-lane Municipal east/west roadway. Progress Place serves existing industrial uses as well as the Jackson Township commuter lot.

Cedar Swamp Road is an Ocean County roadway (CR 527) generally running in a north/south direction in the vicinity of this site and provides for 2 travel lanes in each direction.

Traffic volume data was collected by conducting manual turning movement counts at the intersection of Cedar Swamp Road/Progress Place in March 2023. The traffic counts were conducted from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM with the peak hours recorded from 7:00 AM to 8:00 AM and 4:30 PM to 5:30 PM. *Table I* illustrates base AM peak street hour and PM peak street hour traffic volumes at the Cedar Swamp Road and Progress Place intersection.

**TABLE I**  
**EXISTING BASE TRAFFIC VOLUMES**

ROADWAY	DIRECTION	AM PSH	PM PSH
Cedar Swamp Road	Northbound	435	300
	Southbound	220	408
Progress Place	Eastbound	9	50
	Westbound	17	20

**TRIP GENERATION/DISTRIBUTION**

Estimates of traffic to be generated by the concrete batch plant were made after consulting with the Applicant with respect to the anticipated operation of the concrete batch plant.

With respect to the operation of the proposed use, the Applicant has provided the following information:



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- On a typical day, approximately 10-12 employees arrive at the site between 6:30 AM and 7:00 AM and they depart between 4:00 PM and 4:30 PM.
- Approximately 5 employees arrive at the site to operate concrete trucks parked on-site.
- Approximately 1-2 tractor-trailer inbound deliveries are projected per day.
- Approximately 5-6 dump truck inbound deliveries are projected per day.
- Approximately 10-15 concrete truck outbound deliveries are projected per day.

Based on the foregoing, MRA assumed a worst-case scenario; one in which 12 employees arrive at the site and 5 concrete trucks depart from the site during the AM peak street hour. During the PM peak street hour, it was assumed that the concrete trucks return to the site and the employees depart from the site. In addition, it was assumed that one delivery vehicle would enter and depart from the site during the AM and PM peak hours.

*Table II* illustrates the anticipated traffic generation for the concrete batch plant based upon these parameters.

**TABLE II**  
**TRIP GENERATION**

AM PSH			PM PSH		
IN	OUT	TOTAL	IN	OUT	TOTAL
13	6	19	6	13	19

The foregoing traffic generation estimates reveal the traffic impact associated with the proposed use will be minimal and will be substantially lower than the industry typical threshold of 100 peak hour trips required for an off-site traffic analysis.

Site generated traffic was distributed north and south along Cedar Swamp Road, 25 percent to and from the north and 75 percent to and from the south based on the Route 527 and I-195 Interchange adjacent to the site.



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**AS-BUILT PLAN AND ACCESS**

An existing 2-way driveway is provided for the concrete batch plant to Progress Place. With respect to the existing yard, areas are provided on site for employee parking, concrete trucks, storage of materials, etc. A 30-foot-wide asphalt driveway serves as access to the site, batch plant, bulk material vehicles and equipment.

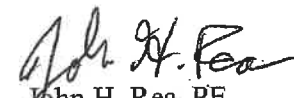
**CONCLUSIONS**

It is concluded, based on the analysis set forth in this report, that plans to operate a concrete batch plant on the noted property can be approved and operate compatibly with future traffic conditions.

The site is served by a 30-foot wide driveway to accommodate parking and storage of vehicles and materials for the concrete batch plant.

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

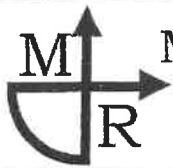
Very truly yours,

  
John H. Rea, PE  
Principal

  
Scott T. Kennel  
Sr. Associate

cc: Sal Alfieri, Esq.  
Ian Borden, PP  
Joseph Garofalo  
David Rothenberg

## APPENDIX



McDONOUGH & REA ASSOCIATES

TRAFFIC AND TRANSPORTATION CONSULTING

FIGURE 1

JOB NO.

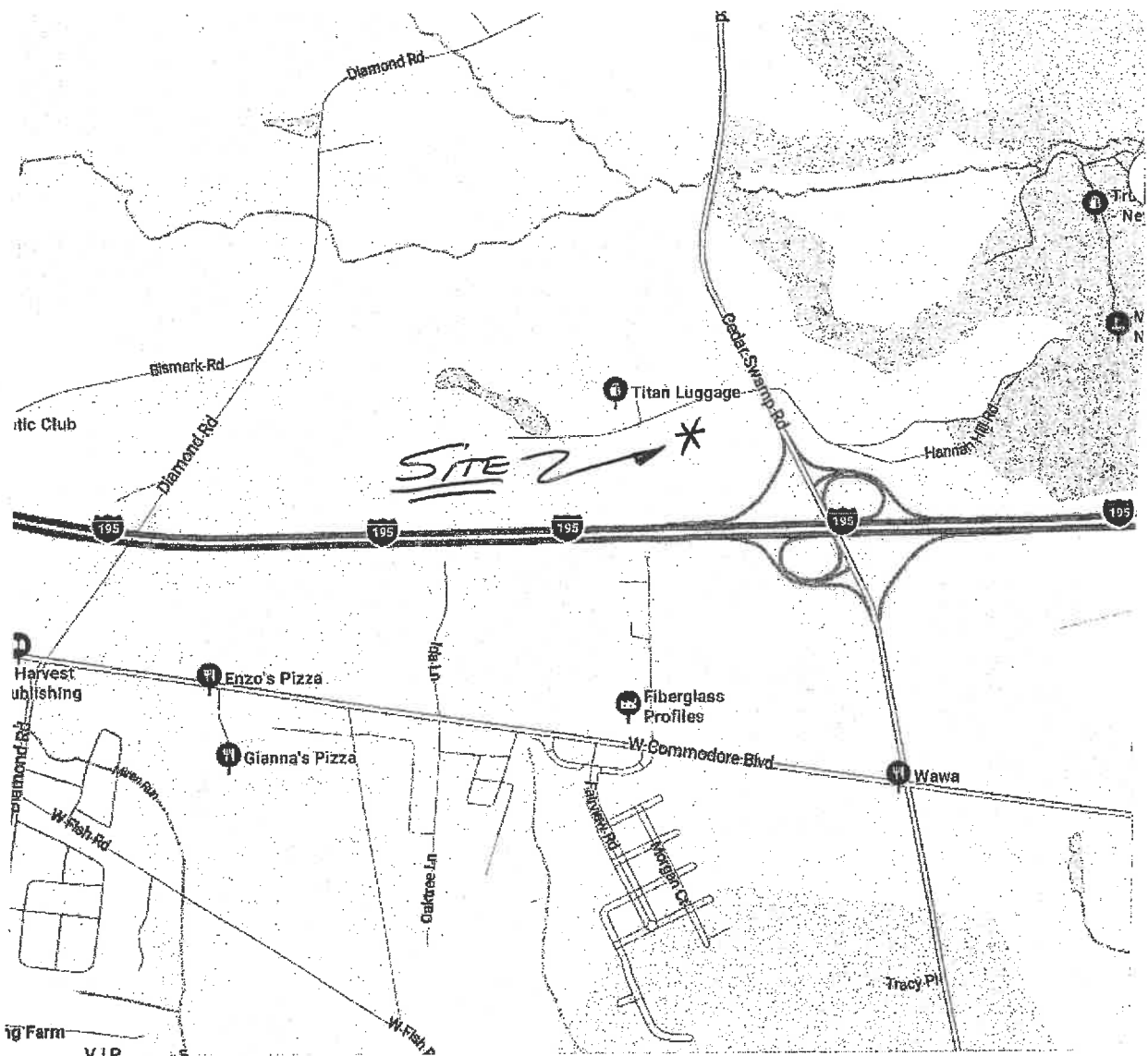
25-234

DATE:

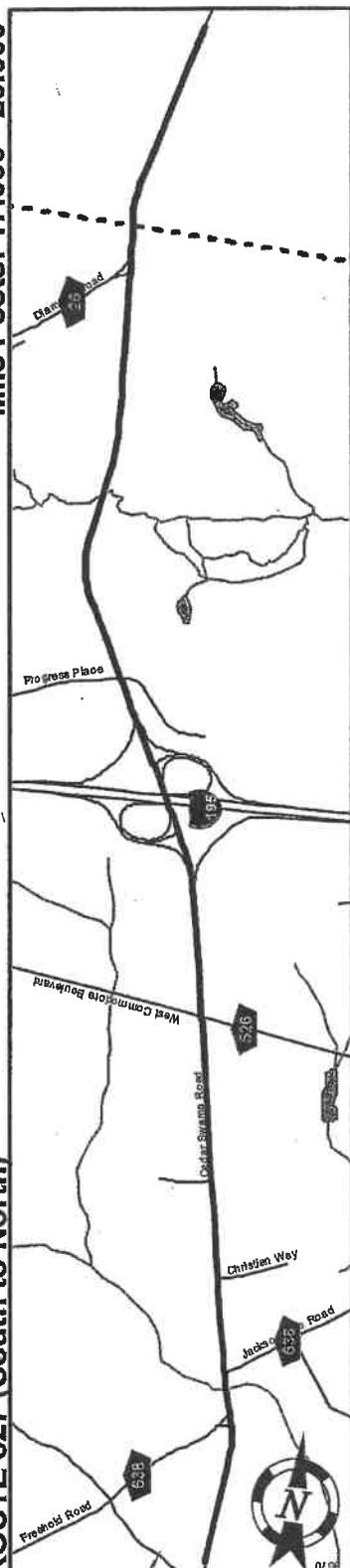
DEC 2025

SUBJECT:

SITE LOCATION MAP



## ROUTE 527 (South to North)



Pavement	Shoulder	Number of Lanes	Speed Limit	Street Name	Secondary Direction	Primary Direction	Units in miles
							17.0
							17.0
							17.0
							17.0
							17.0
							17.0
							17.0
							17.0
							17.0
							17.0
							17.0
							17.0
							17.0
Street Name	Cedar Swamp Road			County			17.0
Jurisdiction	County						17.0
Functional Class	Urban Minor Arterial						17.0
Federal Aid - NPS Sy	STP						17.0
Control Section	STP						17.0
Speed Limit	50						17.0
Number of Lanes	2						17.0
Med. Type	None						17.0
Med. Width	0						17.0
Pavement	24						17.0
Shoulder	2						17.0
Traffic Volume	17,574 (2013)						17.0
Traffic Sta. ID	131503						17.0
Structure No.	161158						17.0
Entered Views	N/A						17.0

Date last inventoried: November 2012

**SRI = 00000527**

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File Name : 23133 cedar swamp & progress am1  
Site Code : 00023133  
Start Date : 3/9/2023  
Page No : 1

**Groups Printed- CARS - TRUCKS - SCHOOL BUS**

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DMS WAREHOUSE  
CEDAR SWAMP RD & PROGRESS PL/HANNAH  
JACKSON TOWNSHIP, OCEAN COUNTY  
MRA JOB.23-133 THURSDAY PM COUNT

Groups Printed- CARS - TRUCKS - SCHOOL BUS

Start Time	Cedar Swamp Road (CR 527)						Hannah Hill Road						Cedar Swamp Road (CR 527)						Progress Place Eastbound												
	Southbound			Westbound			Westbound			Northbound			Northbound			Left			Thru			Right			App. Total			Int. Total			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
03:00 PM	0	90	0	0	0	1	0	0	1	0	0	0	4	67	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	164
03:15 PM	0	92	3	3	0	0	0	0	3	1	68	2	1	68	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	172
03:30 PM	0	106	1	107	0	1	0	0	15	2	52	0	2	52	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	178
03:45 PM	0	70	0	70	0	0	0	0	0	4	52	0	4	52	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	132
Total	0	358	4	362	17	0	2	19	11	239	3	3	253	0	0	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	646
04:00 PM	0	93	0	93	1	0	0	1	2	63	0	0	2	63	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	168
04:15 PM	0	91	0	91	2	0	0	2	0	61	1	1	0	61	1	0	0	0	0	0	2	2	0	0	2	0	0	0	0	0	157
04:30 PM	0	125	2	127	3	0	1	4	7	96	0	0	7	96	0	0	0	0	0	0	8	8	0	0	8	0	0	0	0	0	242
04:45 PM	0	89	2	91	3	0	0	3	4	87	1	1	4	87	1	0	0	0	0	0	12	12	0	0	12	0	0	0	0	0	199
Total	0	398	4	402	9	0	1	10	13	307	2	2	322	1	0	31	32	32	32	32	32	32	32	32	32	32	32	32	32	32	766
05:00 PM	0	76	0	76	3	0	0	3	3	61	1	1	0	65	1	0	0	0	0	0	14	15	0	0	14	0	0	0	0	0	159
05:15 PM	0	118	1	119	0	0	0	0	1	55	0	0	1	55	1	0	0	0	0	0	13	14	0	0	13	0	0	0	0	0	189
05:30 PM	0	98	0	98	1	0	1	2	1	76	0	0	1	76	0	0	0	0	0	2	2	0	0	2	0	0	0	0	0	0	179
05:45 PM	0	95	0	95	0	0	0	0	2	51	1	1	2	51	1	0	0	0	0	4	5	0	0	4	0	0	0	0	0	0	154
Total	0	387	1	388	4	0	1	5	7	243	2	2	252	3	0	33	36	36	36	36	36	36	36	36	36	36	36	36	36	36	681
Grand Total	0	1143	9	1152	30	0	4	34	31	789	7	7	827	4	0	76	80	80	80	80	80	80	80	80	80	80	80	80	80	80	2093
Approach %	0.0	99.2	0.8	88.2	0.0	11.8	0.0	1.6	3.7	95.4	0.8	0.8	39.5	5.0	0.0	95.0	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	
Total %	0.0	54.6	0.4	1.4	0.0	0.2	0.0	1.6	1.5	37.7	0.3	0.3	39.5	0.2	0.0	3.6	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	

Start Time	Cedar Swamp Road (CR 527)						Hannah Hill Road						Cedar Swamp Road (CR 527)						Progress Place					
	Southbound						Westbound						Northbound						Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																								
Intersection																								
Volume	0	408	5	413	9	0	1	10	15	299	2	316	3	0	47	50	789							
Percent	0.0	98.8	1.2		90.0	0.0	10.0		4.7	94.6	0.6		6.0	0.0	94.0									
04:30 Volume	0	125	2	127	3	0	1	4	7	96	0	103	0	0	8	8	242							
Peak Factor																	0.815							
High Int.																								
Volume	0	125	2	127	3	0	1	4	04:30 PM	04:30 PM	0	103	05:00 PM	0	14	15								
Peak Factor				0.813				0.625				0.767				0.833								

