


# **APPENDIX D**

## **NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY COORDINATION**



# Memorandum

To: Planning Committee  
From: Joel Weiner   
Date: 9/27/99  
Re: CMS Determinations

NJDOT is seeking a determination from the NJTPA regarding the applicability of Congestion Management System: Single Occupancy Vehicle Capacity Increase Studies for a number of NJDOT projects. In accordance with the NJTPA's Procedures for Operational Congestion Management System: Single Occupancy Vehicle Capacity Increase Studies, adopted by the NJTPA Board of Trustees on January 12, 1998, determinations of applicability have been made and are being reported to the Planning Committee for informational purposes.

## Projects Excluded from Further CMS Study:

- **Route 33, Section 9A (Corlies Avenue), Monmouth County, DBNUM 170**  
*Excluded: Non-Significant Capacity Increase/Safety Improvement*  
The proposed improvements to Route 33 widen the existing roadway to accommodate a dual use or two way left center turning lane (one lane each direction, with the center turning lane), outside shoulders, and proposed sidewalk. To create a safer roadway, the project also includes additional improvements to increase the turning movements at five intersections within the project boundaries and horizontal alignment to eliminate the curvature to the south towards Route 71.
- **Route I-78 Westbound Resurfacing, Somerset County, DBNUM 99335**  
*Excluded: Non-Significant Capacity Increase*  
Although this project primarily consists of resurfacing, it also involves the lengthening of deceleration lanes throughout the project limits. NJDOT, however, has stated that this will occur only at the entrance and exit ramps to I-78 Westbound and will not be carried out through the entire length of the project.
- **Route 46/Boulevard, Control Section 0220, Bergen County, DBNUM 93278**  
*Excluded: Spot Improvement*  
The Route 46/Boulevard interchange will be reconfigured and provided with a new traffic pattern. The ramps of the southeast quadrant will be closed along with the entrance ramp to Route 46 eastbound in the southwest quadrant. The moves eliminated by the ramp closure will be allowed at the Boulevard/Route 46 intersection traffic signal which will be retimed. The remaining ramps will add an auxiliary lane for turning movements, to meet current geometry standards. A Park and Ride lot is proposed for the area vacated by the southeast quadrant ramps. Additionally, Route 46 will add a turning lanes for the approaches of the intersection.
- **Route 46/Main Street - Borough of Netcong, Morris County, DBNUM 97115**  
*Excluded: Spot Improvement*  
This project realigns the Route 46 and Main Street intersection from a split T-intersection to a 4 leg intersection with Down Street to the south. The number of lanes in each direction on all approaches remains the same. Additional turning movements and traffic signals will be added on Route 46.

- **Route 46/Main Street, Bergen County, DBNUM 93281**  
*Excluded: Spot Improvement*  
 This project provides for ramp modifications that include the addition of acceleration and deceleration lanes. It also relocates access to Sidney Street.
- **Route 9W/I-95, Bergen County, DBNUM 95013**  
*Excluded: Spot Improvement*  
 This project adds additional turning movements and widens the existing ramp. The signalization will also be modified to better improve the operation of the intersection.
- **Route 1&9/North Avenue, Union County, DBNUM 95022**  
*Excluded: Spot Improvement*  
 This project involves ramp modifications and the addition of an acceleration and deceleration lane. As a part of this project, access to the auto auction will be changed from Route 1&9 to North Avenue East.
- **Downtown Connector, Essex County, DBNUM 824A**  
*Excluded: Spot Improvement*  
 This roadway segment is a classic bottleneck. The project will match the contiguous roadway by providing an additional lane in each direction for this 1600 foot segment of First Street.
- **Route 28/Westfield Circle, Union County, DBNUM 93228**  
*Excluded: Spot Improvement*  
 This project will eliminate the traffic circle and construct, in its place, an intersection, with adequate turning movements. Several of the traffic signals will be also be eliminated or retimed to better aid the operational capacity of this improvement.
- **Route 27 Intersection with Wood Avenue, Middlesex County, DBNUM 93227C**  
*Excluded: Spot Improvement*  
 This project proposes a grade separation at the existing signal location, with a two-way ramp connection located in the southwest quadrant. Additional slip ramps will be provided to allow for the same options for turning movements. All approaches will have the same number of lanes as existing conditions.
- **Route 72 and East Road Intersection Improvement, Ocean County, DBNUM 94071**  
*Excluded: Spot Improvement*  
 This project adds a deceleration lane to the westbound lane of Route 72, for those exiting onto the Garden State Parkway. It also reconfigures East Road on the south side of Route 72 by separating and reversing the traffic pattern and feeding it onto a proposed internal access road (between Doc Kramer Road and the shopping center road). Access to Route 72 off the shopping center road is also eliminated and forced back onto East Road to make all turns. This design is intended to facilitate a better flow of traffic, alleviate a safety problem, and improve phasing of the traffic light with Route 72.
- **Route 173 Roadway Restoration, DBNUM X212**  
*Excluded: Spot Improvement*  
 This project will improve operations at three intersections by providing separate turning or channelized movements, provide adequate drainage facilities, repair a defective bridge (in-kind), and reconfigure the geometrics of the existing roadway by realigning the I-78 westbound exit ramp approach and the Route 173 eastbound approach to oppose one another.
- **First and Second Street Bridges over NJT, Essex County, DBNUM 94049**  
*Excluded: Spot Improvement*  
 These improvements upgrade two structurally deficient bridges over the NJ Transit Morris and Essex Line on First and Second Streets in Newark. The Second Street Bridge is an in-kind replacement with design upgrades. The First Street Bridge improvement will add a lane northbound to match the existing First Street alignment (which tapers back to one lane in each direction, approximately 300 feet north of the structure).

Projects Not Applicable to the CMS Process: *(projects that do not meet all the threshold criteria)*

- **Route 35, MP 1.1-1.8, Ocean County, DGNUM 9147A**  
This project consists primarily of drainage improvements, parking configuration changes and resurfacing. The proposed improvements will not change the existing lane configurations.
- **Route 35, MP 1.8-4.0, Ocean County, DGNUM 9147B**  
This project consists primarily of drainage improvements, parking configuration changes and resurfacing. The proposed improvements will not change the existing lane configurations.
- **Route 35, Sixth Avenue to Curtis Point Drive, Ocean County, DGNUM 9147C**  
This project consists primarily of drainage improvements, resurfacing, repair of selected PCC pavements slabs, sidewalks, pedestrian crosswalks, and parking configuration changes. The proposed improvements will not change the existing lane configurations.
- **Route 35, Curtis Point Drive to Delaware Avenue, Ocean County, DGNUM 9147D**  
This project consists of limited widening of existing lanes from 10 foot to 12 foot, rehab of PCC pavement, drainage improvements and improvements to the intersection of County Route 528 (to include lengthening turn lanes, limited widening of existing lanes and installation of a traffic signal). The proposed improvements will not change the existing lane configurations.

Projects Not Excluded from Further CMS Study:

- **NJ23/US46/I-80 Interchange Study, DBNUM 9233B**  
The proposed projects within this study address improvements needed for immediate and near-term improvements to help improve safety and alleviate congestion in the area (long term improvements are unresolved at this time). Immediate Improvements include additional turning lanes, a new two-lane ramp, widening of an existing ramp, realignments to redirect traffic, and widening to provide a third lane from the Mall; Near-Term Improvements include adding a collector-distributor road, providing additional lanes, and constructing a new ramp. It is appropriate to conduct a CMS study, to coordinate transportation investments for the *corridor*.

Those projects that have been determined to be excluded from further CMS study are considered to result from a fully operational CMS as established by the NJTPA.

Should you have any questions regarding these determinations, contact Linda LaSut of our staff.