Appendix 1.1

NJDOT Management System Data

New Jersey Department of Transportation

Bureau of Systems Planning

CMS Priority Ranking

NJ 440 (MP 24.10 - 26.18) and US 1&9 Truck (MP 2.20 - 3.90) Concept Development Study, Jersey City, Hudson County

CMS Link Number	Route	Begin Milepost	End Milepost	One-Way ADT (2006) (Veh./Day)	No. of Lanes (NB/EB)	No. of Lanes (SB/WB)	V/C Max	Overall Score	Priority Rating	System Top Percentile	County	County Top Percentile	MPO	MPO Top Percentile
2276	440	23.73	24.80	18370	2	2	0.68	5.15	Medium	50	Hudson	64	NJTPA	56
2277	440	24.80	25.45	20000	2	2	0.90	6.12	Medium	34	Hudson	46	NJTPA	39
2278	440	25.45	26.18	20000	2	2	0.84	5.92	Medium	38	Hudson	50	NJTPA	43
129	1&9TRK	1.40	2.29	21309	3	3	0.62	4.30	Low	64	Hudson	77	NJTPA	69
130	1&9TRK	2.29	2.81	21309	2	2	1.09	6.96	Medium	20	Hudson	30	NJTPA	24
131	1&9TRK	2.81	3.25	21309	2	2	0.99	6.63	Medium	26	Hudson	33	NJTPA	30
132	1&9TRK	3.25	3.66	21175	2	2	0.98	6.58	Medium	26	Hudson	34	NJTPA	31
133	1&9TRK	3.66	4.11	21650	2	2	1.01	6.73	Medium	24	Hudson	33	NJTPA	28

Part of this section of roadway is "Very Congested".

- Highest Score in this section

The Overall Score shown above considers V/C ratio and ADT per lane. Each factor is weighted 50%.
Priority Ratings are based on the Overall Score, as follows:

HIGH = 7.00+ **MEDIUM = 5.00 - 6.99** **LOW < 5.00**

NEW JERSEY DEPARTMENT OF TRANSPORTATION
MEMORANDUM

TO: Paul Cohn, Manager
Office of Transportation and Sustainable Communities

FROM: William J. Beans, Section Chief
Bureau of Safety Programs

DATE: October 23, 2009

PHONE: 530 – 2471

RE: Crash Data for Route 440 MP 24.10 – 26.18
Jersey City, Hudson County

This is in reference to your memo dated October 15, 2009 requesting this office to furnish the crash data for the above referenced location for the most recent three years.

CRASH DATA RELATIVE TO OVERREPRESENTATIONS:

The crash summary/summaries relative to overrepresentations for the/this section/sections of Route 195 for the period January 1, 2002, to December 31, 2004, are herewith attached. The percentages in parenthesis on the summary are 2004 statewide average values corresponding to over represented crash categories.

CRASH RATE:

Route	Mile Post	Cross-Section	Actual Crash Rate Crashes/mvm.	Statewide Crash Rate for Year 2008 Crashes/mvm.
440	24.10 – 26.18	4 or more lanes, grass median, with shoulder	1.31	1.84

The crash rate for this section of Route 440 exhibits a relatively safe crash record as it is below the year 2008 statewide average for roadways with similar cross-sections.

Also, enclosed are the Details of Motor Vehicle Accidents for the years 2006 through 2008. The Details will show the crash frequency and severity at various locations (at/between intersection) along this portion of the Urban Principal Arterial. This information may help your office in any engineering decision that might be made to improve or upgrade this section of Route 440.

If there are any further questions, please contact Geoffrey Gayanilo of this office at 530-4288.

WB:KC:TZ:GG

Mail Log No. 250-09

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BUREAU OF STATEWIDE PLANNING

NEW JERSEY DEPARTMENT OF TRANSPORTATION
MEMORANDUM

TO: Paul Cohn, Manager
Office of Transportation and Sustainable Communities

FROM: William J. Beans, Section Chief
Bureau of Safety Programs

DATE: October 27, 2009

PHONE: 530 – 2471

RE: Crash Data for Route 1 & 9T MP 2.00 – 4.11
Jersey City, Hudson County

This is in reference to your memo dated October 15, 2009 requesting this office to furnish the crash data for the above referenced location for the most recent three years.

CRASH DATA RELATIVE TO OVERREPRESENTATIONS:

The crash summaries relative to overrepresentations for these sections of Route 1 & 9T for the period January 1, 2006, to December 31, 2008, are herewith attached. The percentages on the summary are 2008 statewide average values corresponding to over represented crash categories.

CRASH RATE:

Route	Mile Post	Cross-Section	Actual Crash Rate Crashes/mvm.	Statewide Crash Rate for Year 2008 Crashes/mvm.
1 & 9T	2.00 – 2.27	4 or more lanes, barrier median, without shoulder	0.35	2.93
1 & 9T	2.27 – 2.74	4 or more lanes, no median, without shoulder	0.77	5.90
1 & 9T	2.74 – 3.61	4 or more lanes, barrier median, without shoulder	1.50	2.93
1 & 9T	3.61 – 4.11	4 or more lanes, no median, without shoulder	1.20	5.90

The crash rates for these sections of Route 1 & 9T exhibit a relatively safe crash record as they are below the year 2008 statewide average for roadways with similar cross-sections.

Also, enclosed are the Details of Motor Vehicle Accidents for the years 2006 through 2008. The Details will show the crash frequency and severity at various locations (at/between intersection)

Pavement Management & Technology Unit
Skid/Roughness/Surface Distress/Rut Data
Route 1&9 Truck Mileposts 2.2 - 3.9

Note: IRI = International Roughness Index (in/mile); SDI = Surface Distress Index (0-5 scale)

Route	Dir	MP Start	MP End	Speed Limit	Skid Test Date	Skid Value (SN40R)	Profiler Test Date	IRI	SDI	Avg Rut Depth (In)
001T	E	2.2	2.3	50	10/3/2008	49	10/14/2008	224	4.98	0.2
001T	E	2.3	2.4	40	10/3/2008	40	10/14/2008	173	4.95	0.2
001T	E	2.4	2.5	40	10/3/2008	40	10/14/2008	173	5.00	0.2
001T	E	2.5	2.6	40	10/3/2008	48	10/14/2008	132	5.00	0.2
001T	E	2.6	2.7	40	10/3/2008	48	10/14/2008	117	4.82	0.3
001T	E	2.7	2.8	40	10/3/2008	48	10/14/2008	132	4.98	0.2
001T	E	2.8	2.9	40	10/3/2008	48	10/14/2008	245	4.53	0.4
001T	E	2.9	3.0	40	10/3/2008	45	10/14/2008	107	4.78	0.3
001T	E	3.0	3.1	40	10/3/2008	45	10/14/2008	93	4.85	0.3
001T	E	3.1	3.2	40	10/3/2008	41	10/14/2008	182	4.38	0.4
001T	E	3.2	3.3	40	10/3/2008	41	10/14/2008	90	4.50	0.4
001T	E	3.3	3.4	40	10/3/2008	47	10/14/2008	173	4.85	0.3
001T	E	3.4	3.5	40	10/3/2008	47	10/14/2008	203	4.65	0.3
001T	E	3.5	3.6	40	10/3/2008	41	10/14/2008	183	4.90	0.2
001T	E	3.6	3.7	30	10/3/2008	41	10/14/2008	431	4.98	0.2
001T	E	3.7	3.8	30	10/3/2008	40	10/14/2008	341	4.06	0.4
001T	E	3.8	3.9	30	10/3/2008	40	10/14/2008	413	1.84	0.4
001T	W	2.2	2.3	50	10/3/2006	42	10/14/2008	153	5.00	0.1
001T	W	2.3	2.4	40	10/3/2006	42	10/14/2008	147	5.00	0.1
001T	W	2.4	2.5	40	10/3/2006	40	10/14/2008	143	4.92	0.2
001T	W	2.5	2.6	40	10/3/2006	40	10/14/2008	124	3.95	0.6
001T	W	2.6	2.7	40	10/3/2006	38	10/14/2008	136	4.21	0.4
001T	W	2.7	2.8	40	10/3/2006	38	10/14/2008	174	3.80	0.2
001T	W	2.8	2.9	40	10/3/2006	42	10/14/2008	128	4.99	0.1
001T	W	2.9	3.0	40	10/3/2006	42	10/14/2008	107	4.65	0.3
001T	W	3.0	3.1	40	10/3/2006	35	10/14/2008	116	5.00	0.2
001T	W	3.1	3.2	40	10/3/2006	35	10/14/2008	151	4.43	0.1
001T	W	3.2	3.3	40	10/3/2006	36	10/14/2008	92	3.88	0.1
001T	W	3.3	3.4	40	10/3/2006	36	10/14/2008	162	3.88	0.2
001T	W	3.4	3.5	40	10/3/2006	34	10/14/2008	187	4.72	0.1
001T	W	3.5	3.6	40	10/3/2006	34	10/14/2008	178	3.74	0.3
001T	W	3.6	3.7	30	10/3/2006	29	10/14/2008	348	3.74	0.3
001T	W	3.7	3.8	30	10/3/2006	29	10/14/2008	419	1.53	0.2
001T	W	3.8	3.9	30	10/3/2006	35	10/14/2008	253	1.76	0.3

Mileposts 2.2 to 3.9				
Dir	Avg IRI	Rating	Avg SDI	Rating
E	201	Poor	4.59	Good
W	178	Poor	4.07	Good

Color Code	
	Substandard Skid Value (speed dependent)
	Deficient Roughness (IRI) > 170 in/mi
	Deficient Surface Distress (SDI) ≤ 2.4
	Excessive Rut ≥ 0.5 in

Pavement Management & Technology Unit
Skid/Roughness/Surface Distress/Rut Data
Route 440 Mileposts 24.1 - 26.2

Note: IRI = International Roughness Index (in/mile); SDI = Surface Distress Index (0-5 scale)

Route	Dir	MP Start	MP End	Speed Limit	Skid Test Date	Skid Value (SN40R)	Profiler Test Date	IRI	SDI	Avg Rut Depth (In)
440	N	24.1	24.2	45	9/23/2008	31	10/22/2008	91	4.96	0.1
440	N	24.2	24.3	45	9/23/2008	31	10/22/2008	98	4.96	0.1
440	N	24.3	24.4	45	9/23/2008	34	10/22/2008	73	4.98	0.1
440	N	24.4	24.5	45	9/23/2008	34	10/22/2008	96	5.00	0.1
440	N	24.5	24.6	45	9/23/2008	31	10/22/2008	93	5.00	0.1
440	N	24.6	24.7	45	9/23/2008	31	10/22/2008	103	5.00	0.2
440	N	24.7	24.8	45	9/23/2008	41	10/22/2008	253	4.88	0.3
440	N	24.8	24.9	45	9/23/2008	41	10/22/2008	102	5.00	0.1
440	N	24.9	25.0	45	9/23/2008	37	10/22/2008	110	5.00	0.2
440	N	25.0	25.1	45	9/23/2008	37	10/22/2008	101	5.00	0.2
440	N	25.1	25.2	45	9/23/2008	43	10/22/2008	210	5.00	0.2
440	N	25.2	25.3	45	9/23/2008	43	10/22/2008	74	4.20	0.2
440	N	25.3	25.4	45	9/23/2008	41	10/22/2008	105	3.42	0.3
440	N	25.4	25.5	45	9/23/2008	41	10/22/2008	141	3.63	0.2
440	N	25.5	25.6	45	9/23/2008	38	10/22/2008	158	3.60	0.2
440	N	25.6	25.7	45	9/23/2008	38	10/22/2008	87	3.64	0.2
440	N	25.7	25.8	45	9/23/2008	40	10/22/2008	108	3.64	0.2
440	N	25.8	25.9	45	9/23/2008	40	10/22/2008	109	3.44	0.3
440	N	25.9	26.0	45	9/23/2008	37	10/22/2008	117	3.63	0.2
440	N	26.0	26.1	45	9/23/2008	37	10/22/2008	150	3.64	0.2
440	N	26.1	26.2	45	9/23/2008	29	10/22/2008	259	3.64	0.2
440	S	24.1	24.2	45	9/23/2008	32	10/22/2008	108	2.30	0.1
440	S	24.2	24.3	45	9/23/2008	32	10/22/2008	111	2.30	0.2
440	S	24.3	24.4	45	9/23/2008	32	10/22/2008	114	2.30	0.2
440	S	24.4	24.5	45	9/23/2008	37	10/22/2008	101	2.55	0.2
440	S	24.5	24.6	45	9/23/2008	37	10/22/2008	88	2.68	0.1
440	S	24.6	24.7	45	9/23/2008	37	10/22/2008	89	2.68	0.1
440	S	24.7	24.8	45	9/23/2008	30	10/22/2008	92	2.68	0.2
440	S	24.8	24.9	45	9/23/2008	30	10/22/2008	192	2.76	0.3
440	S	24.9	25.0	45	9/23/2008	32	10/22/2008	164	1.85	0.4
440	S	25.0	25.1	45	9/23/2008	32	10/22/2008	143	3.03	0.3
440	S	25.1	25.2	45	9/23/2008	32	10/22/2008	172	3.64	0.2
440	S	25.2	25.3	45	9/23/2008	32	10/22/2008	214	3.62	0.2
440	S	25.3	25.4	45	9/23/2008	33	10/22/2008	166	1.32	0.2
440	S	25.4	25.5	45	9/23/2008	33	10/22/2008	175	1.62	0.2
440	S	25.5	25.6	45	9/23/2008	44	10/22/2008	155	2.30	0.3
440	S	25.6	25.7	45	9/23/2008	44	10/22/2008	288	2.34	0.2
440	S	25.7	25.8	45	9/23/2008	36	10/22/2008	278	2.39	0.2
440	S	25.8	25.9	45	9/23/2008	36	10/22/2008	283	2.38	0.2
440	S	25.9	26.0	45	9/23/2008	46	10/22/2008	229	2.39	0.3
440	S	26.0	26.1	45	9/23/2008	46	10/22/2008	726	2.32	0.4
440	S	26.1	26.2	45	9/23/2008	47	10/22/2008	525	3.80	0.3

Mileposts 24.1 to 26.2				
Dir	Avg IRI	Rating	Avg SDI	Rating
N	126	Fair	4.35	Good
S	210	Poor	2.54	Fair

Color Code	
	Substandard Skid Value (speed dependent)
	Deficient Roughness (IRI) > 170 in/mi
	Deficient Surface Distress (SDI) ≤ 2.4
	Excessive Rut ≥ 0.5 in