

***NJ DEPARTMENT OF TRANSPORTATION***

**State Development and Redevelopment Plan  
Plan Endorsement  
Opportunities and Constraints Analysis**

For:

Borough of Woodstown, Salem County

*April 4, 2023*

*This document constitutes the New Jersey Department of Transportation's component of the State Opportunities and Constraints Analysis conducted as part of the Plan Endorsement process. This document provides a collection of the most recent data and information that exists in the Department pertaining to transportation features, studies, projects, grants, designations and other significant issues as applicable. The document should serve as a baseline to inform the remainder of the Plan Endorsement process. It should be understood that this assessment reflects conditions as they presently exist, and that changes may occur at any time during the Plan Endorsement process.*

NJDOT has examined the following categories for pertinent data:

### **State Highways**

**U.S. Route 40 – MP 10.02 – 11.31**

**NJ Route 45 – 9.44 – 10.44**

Straight Line Diagram sheets are attached.

### **State Highway Access Management Code – Access Levels and Desirable Typical Sections**

The attached Access Classification table does not identify any changes to the State Highway Access Code Appendix B-1 access classification designations for the above noted segments of the State Highway System (SHS) as a result of Plan Endorsement. We have not been made aware of any proposed changes at this time to be included in the Woodstown Borough collective SDRP boundaries. Therefore, the Bureau of Statewide Strategies has identified the Woodstown Borough, Salem County Plan Endorsement petition will not result in a change in rules for managing access to the state highway system.

Additionally, as NJDOT endeavors to coordinate reviews with other state agencies, we would direct their attention to SDRP's Statewide Goals, Strategies and Policies with special emphasis on the following Statewide Policies on Transportation:

- *Transportation - Improve transportation systems by coordinating transportation and land-use planning; integrating transportation systems; developing and enhancing alternative modes of transportation; improving management structures and techniques; and utilizing transportation as an economic development tool.*
  - *Statewide Transportation Policy 1, regarding transportation maintenance and repair - The maintenance and repair of the existing transportation network is the highest transportation priority.*
  - *Statewide Transportation Policy 4, regarding integration of land use and planning – Establish a working partnership between transportation agencies, municipalities, counties, regional governments, and the private*

*development community to strengthen the linkages between land use planning and transportation planning for all modes to achieve the following objectives”: (1) Reduce consumption of land and increase the efficiency of infrastructure, (2) Support public transportation systems and other alternatives to the automobile, (3) Reduce total vehicle miles of travel, and (4) Reduce the overall consumption of energy resources for transportation purposes.*

- *Statewide Transportation Policy 18, regarding highway access management - calls for control of local access to highway capacity in ways that ensure that regional needs, adequate system capacity and public health and safety are protected and minimize sprawl. Encourage parallel service roads, shared driveways and parking, and pedestrian access between neighboring uses.*

Consistent with NJDOT's asset management approach, the maintenance and repair of the existing transportation network highest priority. New Jersey is an infrastructure preservation as opposed to a capacity expansion State. A limited focus of locating develop along the state highway system will encourage auto-dependence and exacerbate traffic congestion and roadway safety issues. The induced demand for additional roadway capacity that results from Plan Endorsement is to be satisfied by the efficient management of a complete roadway network across jurisdictional boundaries as well as the employment of coordinated transportation and land use planning activities.

### **Congestion Management System**

According to the attached charts, the Overall Congestion Assessment for NJ Route 45 is classified as “Mildly Congested”. The Overall Congestion Assessment for U.S Route 40 also is classified as “Mildly Congested”.

The Overall Assessment is based on a review of Congestion Management System (CMS) and PDA Suite Data (also attached), showing weekdays and summer weekends of the year 2019. The congestion analysis is valid between March 2023 and March 2026. The PDA Suite was developed by the University of Maryland for the I-95 Corridor Coalition.

### **Major Capital Projects/Initiatives and Mitigation Projects**

- Route 40 Woodstown Intersection Improvements – Construction Phase
- Route 40 Wilson Avenue to Route 77 – Construction Phase – Completed 2021

### **Designated Transit Villages**

Not applicable.

### **Designated Scenic Byways**

Not applicable

### **Open Local Aid Grant Projects**

- Improvements to Spring Garden Street – FY 2018 Municipal Aid - \$135,000
- Improvements to Colson Court – FY 2019 Municipal Aid - \$180,000
- Improvements to East Grant Street – FY 2021 Municipal Aid - \$194,000
- Improvements to Borton Drive – FY 2023 Municipal Aid - \$93,881

### **Corridor Studies**

No corridor studies have been conducted.

### **Local Planning Assistance Projects**

No local planning assistance projects have been conducted.

### **Bicycle and Pedestrian Local Planning Assistance Projects**

No local bicycle and pedestrian local assistance studies have been conducted.

Woodstown Borough adopted a Complete Streets policy on May 10, 2016.

### **Public Use/General Aviation Airports**

Not applicable.

### **Rail and Truck Freight**

The active Salem Branch rail freight line passes through Woodstown.

There are no Weigh-in-Motion stations or truck parking facilities in Woodstown Borough.

### **Traffic Engineering and Safety Initiatives**

The Bureau of Traffic Engineering has one active work order within Woodstown Borough. Route 45 (MP 9.74) and East Grant Street – Rectangular Rapid Flashing

Beacon (RRFB) for the crosswalk at this unsignalized intersection. The design was submitted to maintenance and should be constructed when feasible.

### **Existing and Planned Park-and-Rides**

Woodstown Borough presently does not have any NJDOT-owned or leased park-and-rides, and none are anticipated in the future.

### **Other Significant Issues**

None at this time.

### **ATTACHMENTS**

**Straight Line Diagram Sheets**  
**Access Classification Table**  
**Congestion Management System Charts**  
**PDA Suite Congestion Scan Analyses**

**NOTE: OPA may access NJDOT GIS data layers as needed.**