



The Delaware Valley Freight Center Inventory

Presented to the Delaware Valley Goods Movement Task Force

July 18, 2012



Freight Center Inventory: Overview

- Inventory of Clusters of Freight-Related Land Use
 - Based primarily on existing uses
- Goals are consistent with DVRPC Long-Range Plan:
 - Focus new development into existing towns and centers to create stronger local communities and reduce suburban sprawl.
 - Form partnerships to bring employers and residents to targeted growth areas.
 - Reduce energy needs by locating jobs, housing, and services closer together.
 - Create employment opportunities for underemployed residents

CONNECTIONS

The Regional Plan for a Sustainable Future



The Long-Range Plan for the Greater Philadelphia Region
SUMMARY BRIEF

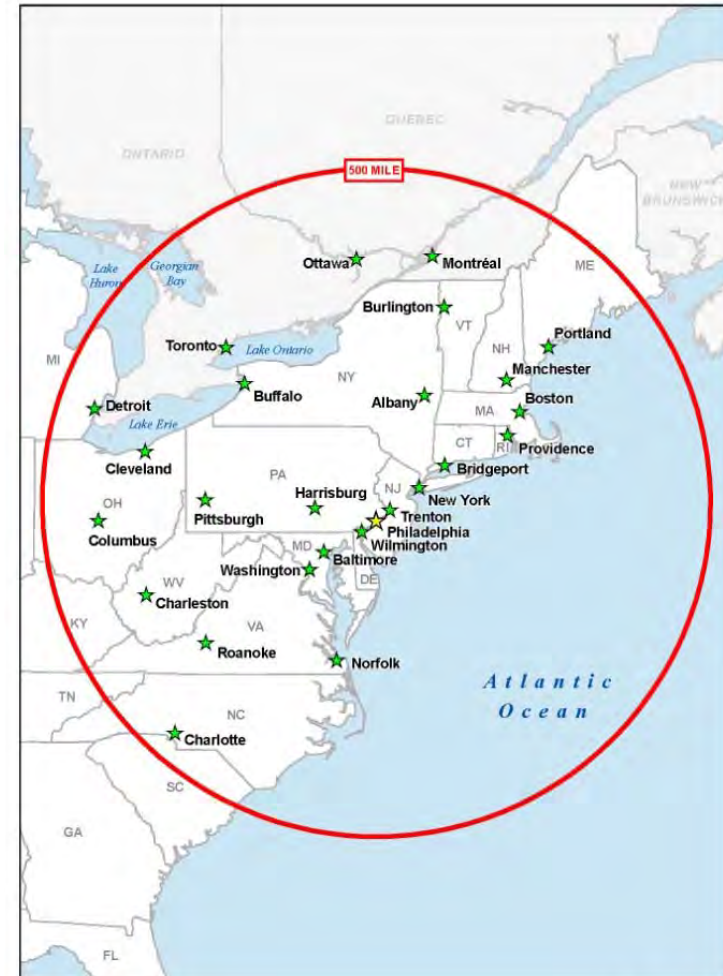


Jobs

- Freight Related Jobs have higher than average annual salaries:
 - Finance and Insurance: \$44,006
 - **Transportation and Warehousing: \$39,277**
 - **Manufacturing: \$39,259**
 - Real Estate: \$33,943
 - Total for all sectors: \$32,044 (100%)
 - Healthcare and Social Assistance: \$30,620
 - Retail Trade: \$21,321

Major Users of Freight-Related Land

- **Manufacturing**
 - Grew 25% from 2000-2008
 - Largest Sectors are:
 - Chemicals
 - Petroleum and Coal
 - Food
 - Computer and Electronics
 - Great asset is its diversity
- **Distribution**
 - Grew 35% from 2000-2008
 - Already eclipsed pre-recession levels
 - Over 100 Million people live within 500 miles of Philadelphia



Freight Center Methodology

- Initial designations were made using the 2005 DVRPC manufacturing land-use layer during County Freight Scan Study
- Outreach to counties and economic development officials
- Research to populate specific polygons of freight related land within Centers
- Field views to verify all Freight Centers and the land use within them
- Distribution of draft report to county planning departments and freight stakeholders

Freight Related Land Use Types

- Light Manufacturing
- Heavy Manufacturing
- Distribution
- Transportation
- Utility
- Quarry / Mining



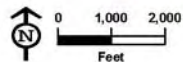
Land Use Approach

Logan / Pureland Freight Center with 2005 DVRPC Land-Use Data

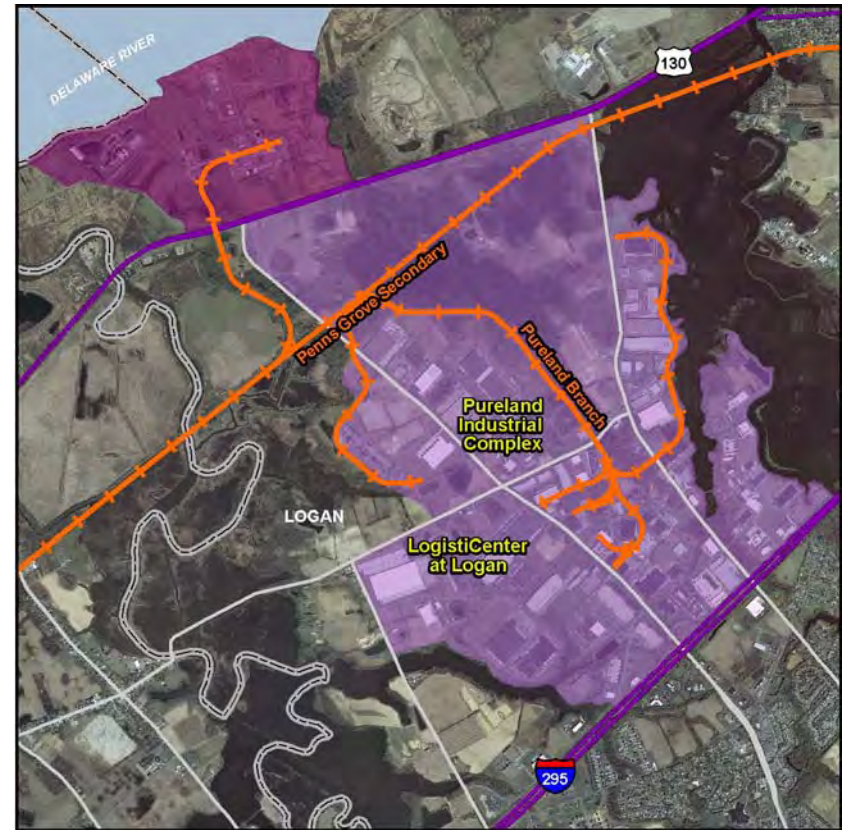


Land Use Type

- Light Manufacturing
- Transportation
- Commercial
- Agriculture

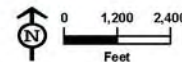


Logan / Pureland Freight Center with Freight-Related Land Uses as Defined



Land Use Type

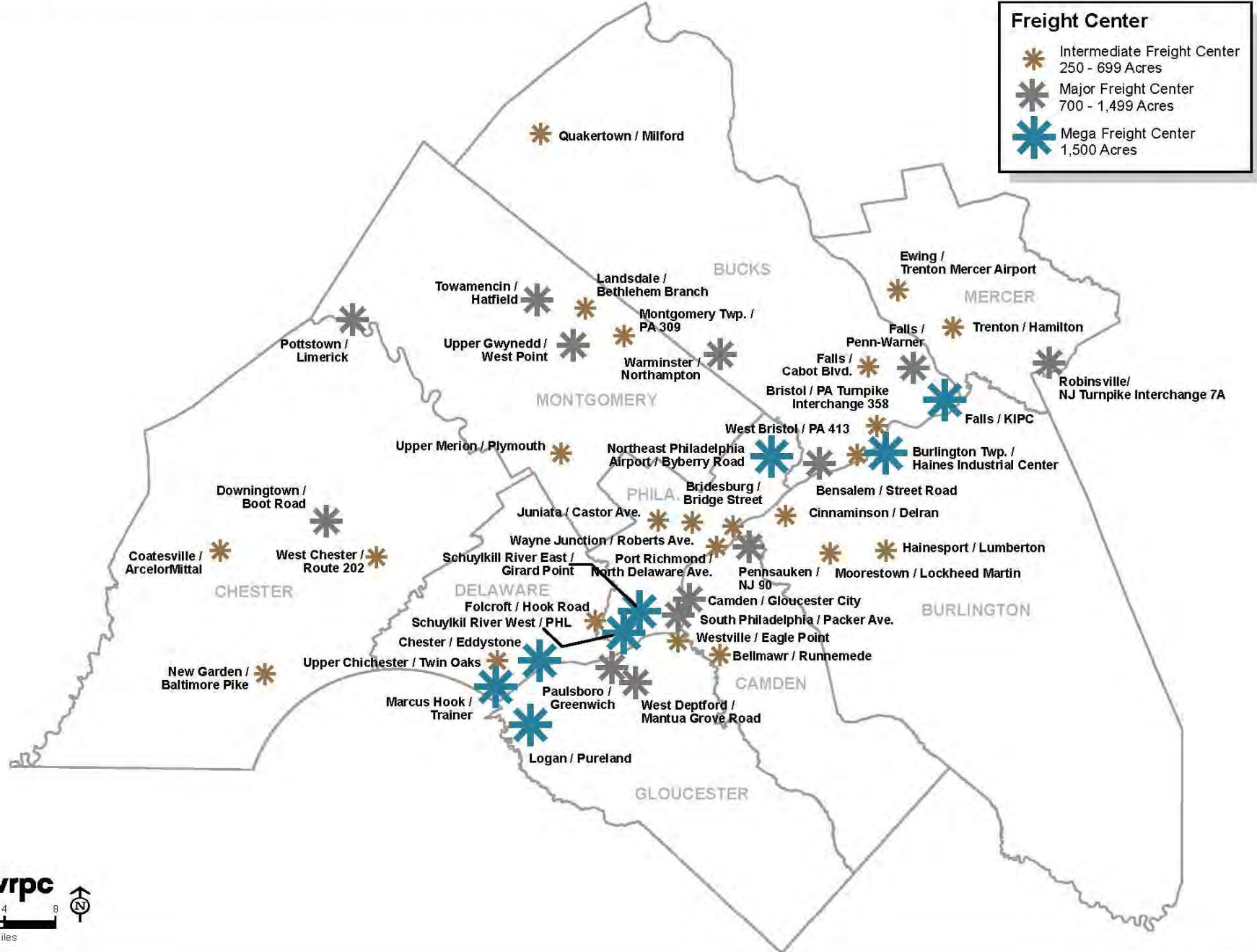
- Distribution
- Heavy Manufacturing
- Quarry / Mining
- Light Manufacturing
- Transportation
- Utility



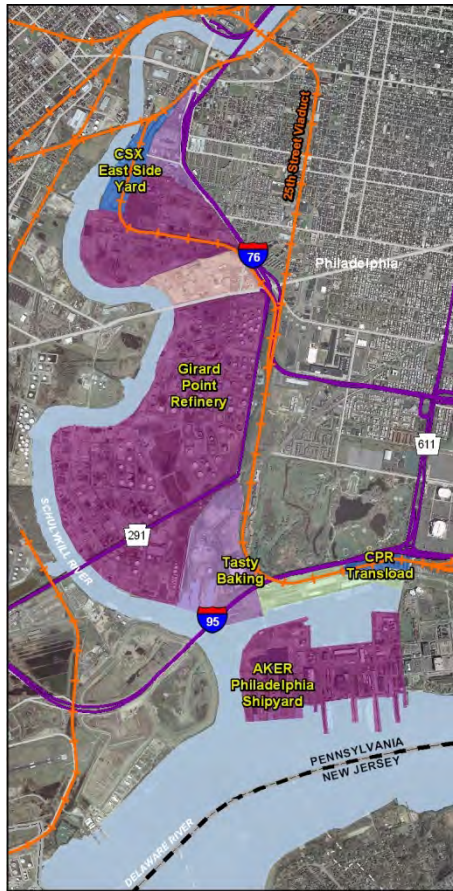
Freight Center Designations

- **Mega Freight Centers**
 - 1500+ Acres, or
 - 700+ acres and over 3,000 Manufacturing Jobs
- **Major Freight Centers**
 - 700 – 1,499 Acres, or
 - 250+ acres and over 3,000 Manufacturing Jobs
- **Intermediate Freight Centers**
 - 250-699 Acres, or
 - under 250 acres and over 3,000 Manufacturing Jobs

FIGURE 5: DELAWARE VALLEY FREIGHT CENTERS



Mega Freight Center Example: Schuylkill River East / Girard Point



Land Use and Business Summary

- Heavy Manufacturing
 - Girard Point Refinery
 - Aker Philadelphia Shipyard
- Light Manufacturing
 - Tasty Baking
- Transportation
 - CSX East Side Yard
 - CSX Transflo
 - CPR Transload
- Utility
- Distribution

Adjacent Land Use and Buffer Zones

- Northern section is adjacent to dense urban residential
- Southern section is adjacent to FDR Park

Interstates and Freeways

- I-95
- I-76

Local / Connector Roadways

- 26th Street, Passyunk Ave, PA 291

Rail Access

- Three Class 1 Railroads run through and service this Freight Center

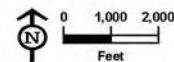
Mega Freight Center Example: Haines / Burlington

- **Land Use and Business Summary**
 - Distribution
 - Haines Industrial Center
 - BJ's
 - Christmas Tree Store
 - Burlington Coat Factory
 - U.S. General Services Administration
 - Heavy Manufacturing
 - National Gypsum
 - US Pipe
 - Two small areas of light manufacturing
 - A utility facility
- **Adjacent Land Use and Buffer Zones**
 - Highways and limited Residential
- **Interstates and Freeways**
 - The New Jersey Turnpike Extension
- **Local / Connector Roadways**
 - Neck Road, Daultys Lane, and John Gait Way
- **Rail Access**
 - NJ Transit RiverLine



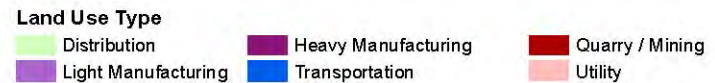
Land Use Type

 Distribution Center	 Heavy Manufacturing	 Quarry / Mining
 Light Manufacturing	 Intermodal Transportation	 Utility



Mega Freight Center Example: Chester / Eddystone

- **Land Use and Business Summary**
 - Light Manufacturing
 - Eddystone Industrial Center
 - Heavy Manufacturing
 - Kimberly Clark
 - Boeing
 - Distribution
 - Riverbridge Industrial Complex
 - Transportation
 - Penn Terminals
 - Utility
 - PECO
- **Adjacent Land Use and Buffer Zones**
 - Residential Development buffered by US 291
- **Interstates and Freeways**
 - I-95 (Access via Interchange #8 Stewart Avenue)
- **Local / Connector Roadways**
 - Industrial Highway (US 291)
- **Rail Access**
 - Conrail's Chester Secondary



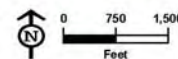
Major Freight Center Example: West Deptford

- **Land Use and Business Summary**
 - Heavy Manufacturing
 - Colonial Pipeline
 - Historic Shell Chemical Company Facility
 - Coim USA Inc.
 - Bostik
 - Johnson and Matthey
 - Light Manufacturing
 - Mid-Atlantic Corporate Center
 - USA Wood Doors
 - J. Ambrogi Food Distribution
 - Marine Equipment and Supply
 - Distribution
 - Forest Park Corporate Center
 - Nine West Distribution Center
- **Adjacent Land Use and Buffer Zones**
 - Well buffered from residential development thanks to a series of parks, trees, and baseball fields.
- **Highway Access**
 - Direct access to I-295 via exits 19 and 20
- **Local / Connector Roadways**
 - Mantua Grove Road (County Road 656)
 - Grove Road (County Road 643).
- **Rail Access:**
 - The Shell Industrial Track

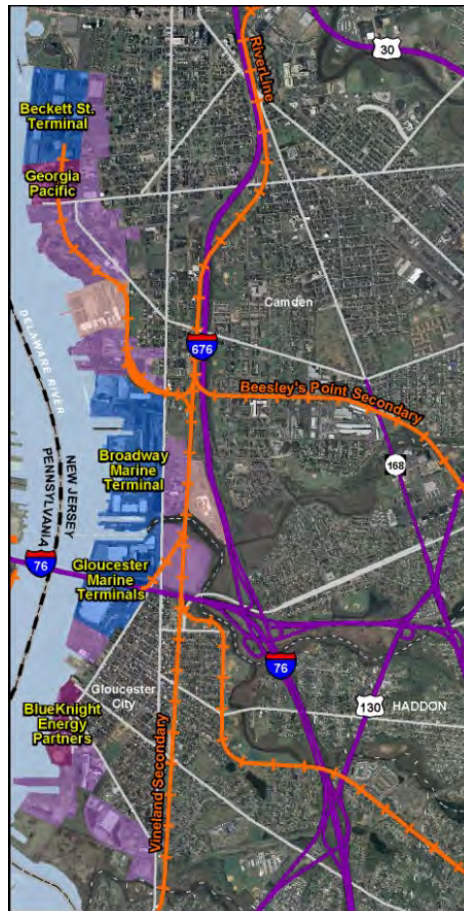


Land Use Type

■ Distribution Center	■ Heavy Manufacturing	■ Quarry / Mining
■ Light Manufacturing	■ Intermodal Transportation	■ Utility



Major Freight Center Example: Camden / Gloucester City Waterfront



Land Use Type

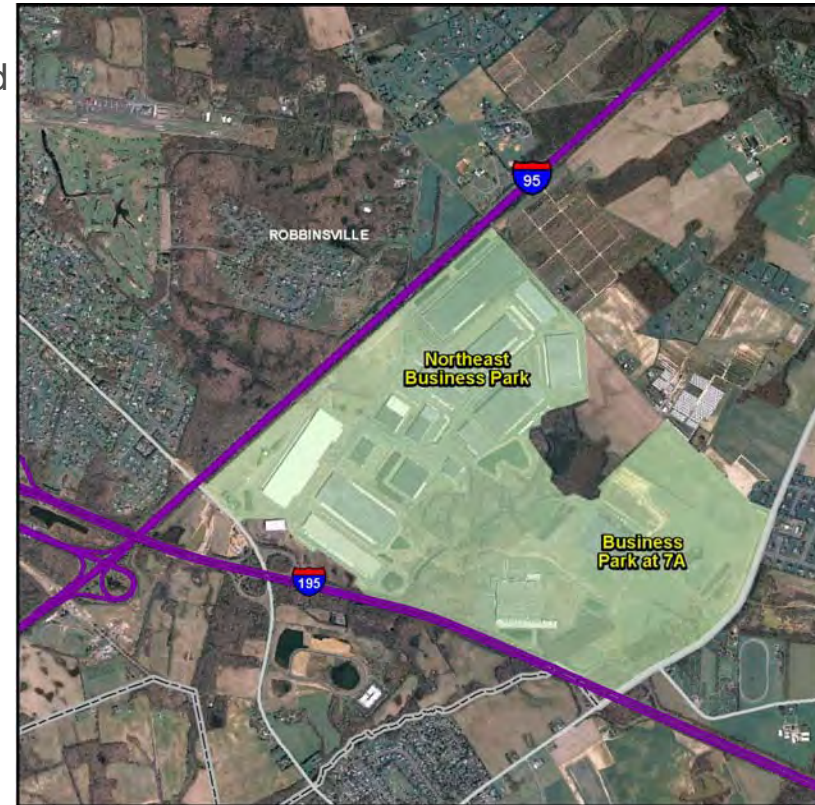
- Distribution
- Light Manufacturing
- Heavy Manufacturing
- Transportation
- Quarry / Mining
- Utility



- **Land Use and Business Summary**
 - Transportation
 - Joseph A. Balzano Marine Terminal
 - Broadway Marine Terminal
 - Gloucester Marine Terminal
 - Heavy Manufacturing
 - Georgia Pacific
 - BlueKnight Energy Partners
 - Light Manufacturing
 - Foodstuffs (e.g., pickle and licorice facilities)
 - Scrap Metal (e.g., Camden Iron & Metal)
 - Utility
 - County Regional Wastewater Treatment System
 - Camden County Incinerator
- **Adjacent Land Use and Buffer Zones**
 - Urban residential areas and the Delaware River
- **Interstates and Freeways**
 - I-676 Interchanges #3, #4, and #5A
- **Local / Connector Roadways**
 - Clinton Street, Ferry Avenue, Atlantic Avenue, Morgan Boulevard, Broadway, and Kings Street
- **Rail Access**
 - Bulson Street Running Track and a network of terminal lead tracks

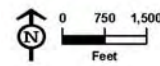
Major Freight Center Example: Robbinsville / New Jersey Turnpike Interchange 7A

- **Land Use and Business Summary**
 - Two Distribution Center areas both owned and managed by Matric Development Group
 - Lifetime Brands
 - Grainger Industrial Supply
 - Mercedes Auto
- **Adjacent Land Use and Buffer Zones**
 - Well buffered from residential development by interstate highways and open space / farm land
- **Interstates and Freeways**
 - I-95 and I-195 directly adjacent. I-95 is only accessible via I-195.
- **Local / Connector Roadways**
 - Robbinsville – Allentown Road and Old York Road provide access to the Interstates
 - West Manor Way and New Canton Way provide circulation
- **Rail Access:**
 - No direct rail access



Land Use Type

■ Distribution	■ Heavy Manufacturing	■ Quarry / Mining
■ Light Manufacturing	■ Transportation	■ Utility



Intermediate Freight Center

New Garden / Baltimore Pike

- **Land Use and Business Summary**

- Light Manufacturing
 - Primarily Serves the Food Industry (Specifically Mushrooms)
 - Modern Mushroom Farms
 - Manfredi Cold Storage
 - Basciani Foods
- Transportation
 - New Garden Airport
 - East Penn Avondale Transload Facility
- Quarry / Mining
 - Avondale Quarry

- **Adjacent Land Use and Buffer Zones**

- Open Space
- Farming

- **Interstates and Freeways**

- US 1

- **Local / Connector Roadways**

- Baltimore Pike
- PA 41

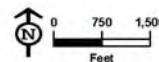
- **Rail Access**

- Octoraro Branch



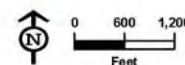
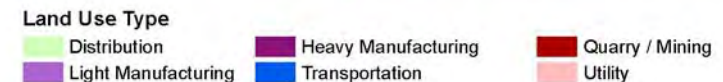
Land Use Type

- | | | |
|---|---|---|
| Distribution Center | Heavy Manufacturing | Quarry / Mining |
| Light Manufacturing | Intermodal Transportation | Utility |



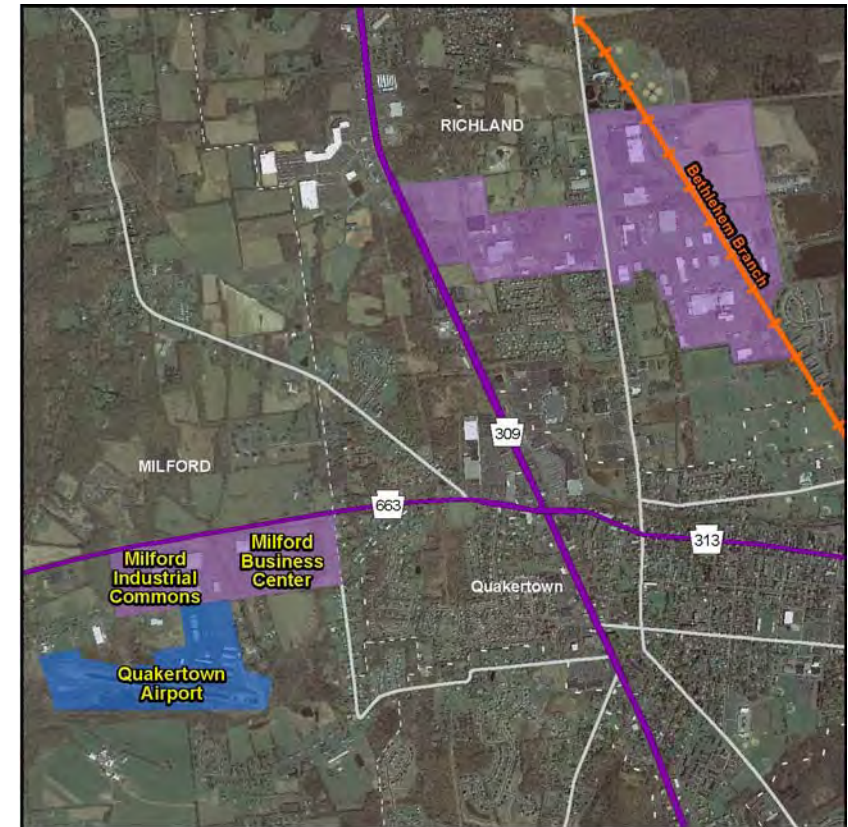
Intermediate Freight Center: Montgomery Township / PA 309

- **Land Use and Business Summary**
 - Light Manufacturing
 - TEVA Pharmaceuticals
 - Lansdale Warehouse
 - Mid-Atlantic Packaging
 - Saint Gobain
 - Gemalta
 - Quarry / Mining
 - Glasgow Springhouse Quarry & Asphalt Plant
- **Adjacent Land Use and Buffer Zones**
 - Suburban style residential
 - New development adjacent to quarry
 - Buffers are likely inadequate to reduce complaints and conflicts
- **Interstates and Freeways**
 - I-476 (7 miles north)
 - I-276 (10 miles south)
- **Local / Connector Roadways**
 - Vast Majority of traffic will use PA 309
 - Hartman and Stump Road are the most important local roadways
- **Rail Access**
 - None



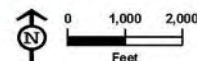
Intermediate Freight Center: Quakertown / Milford

- **Land Use and Business Summary**
 - Light Manufacturing
 - Millennium Manufacturing
 - Avery Dennison
 - Wilsey Tool Company
 - Shelly's Lumber
 - Milford Enterprises
 - Transportation
 - Quakertown Airport
- **Adjacent Land Use and Buffer Zones**
 - Open Space
 - Some suburban residential development
 - Commercial Corridor along PA 309
- **Interstates and Freeways**
 - I-476 (3 miles west)
- **Local / Connector Roadways**
 - PA 309
 - PA 663
 - Pumping Station Road
- **Rail Access**
 - Bethlehem Branch (owned by SEPTA, operated by East Penn, LLC)



Land Use Type

■ Distribution	■ Heavy Manufacturing	■ Quarry / Mining
■ Light Manufacturing	■ Transportation	■ Utility



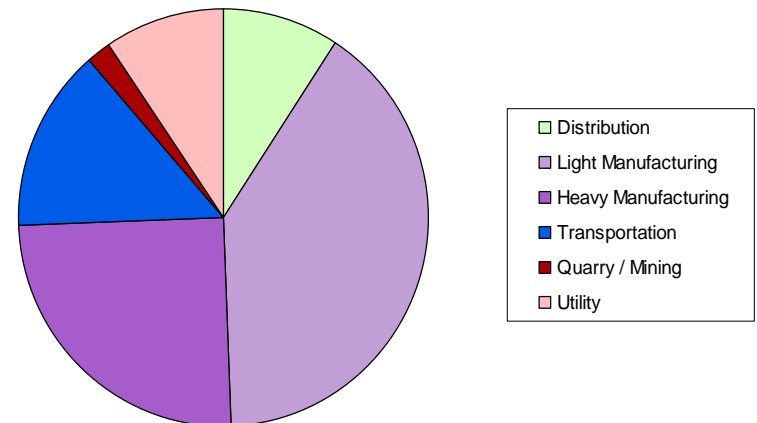
Freight Centers: County Summary

County	Number of Mega Freight Centers	Number of Major Freight Centers	Number of Intermediate Freight Centers	Total Freight Related Acreage in Centers	2009 Manufacturing Jobs	2009 Total Jobs	Number of Centers Rail Served
Bucks	1	3	4	9,080	8,893	46,803	8 of 8
Burlington	1	0	3	2,752	7,541	30,126	3 of 4
Camden	0	2	1	1,946	3,506	14,633	3 of 3
Chester	0	1	3	2,403	4,602	31,588	3 of 4
Delaware	2	0	2	5,760	7,600	33,372	4 of 4
Gloucester	1	2	1	6,267	4,163	21,167	4 of 4
Mercer	0	1	2	2,022	2,461	23,741	2 of 3
Montgomery	0	3	3	3,304	16,812	68,990	4 of 6
Philadelphia	3	1	4	9,124	10,512	67,610	8 of 8
Total	8	13	23	42,658	66,090	338,030	39 of 44

Freight Centers: Summary

- The Delaware Valley has a large amount of clustered freight-related land
- Freight Centers are important job centers
- The majority of Freight Centers are rail served
- The spread and location of existing Freight Centers conform to desirable regional land use patterns and support anti-sprawl strategies
- Freight Centers are multifaceted and may offer inherent efficiencies and economies of scale.
- Freight Centers are well located to use the Interstate Highway System
- Freight Centers have a distinct international flavor

Freight-Related Land Use at all Freight Centers in the DVRPC Region



Source: DVRPC

Next Steps

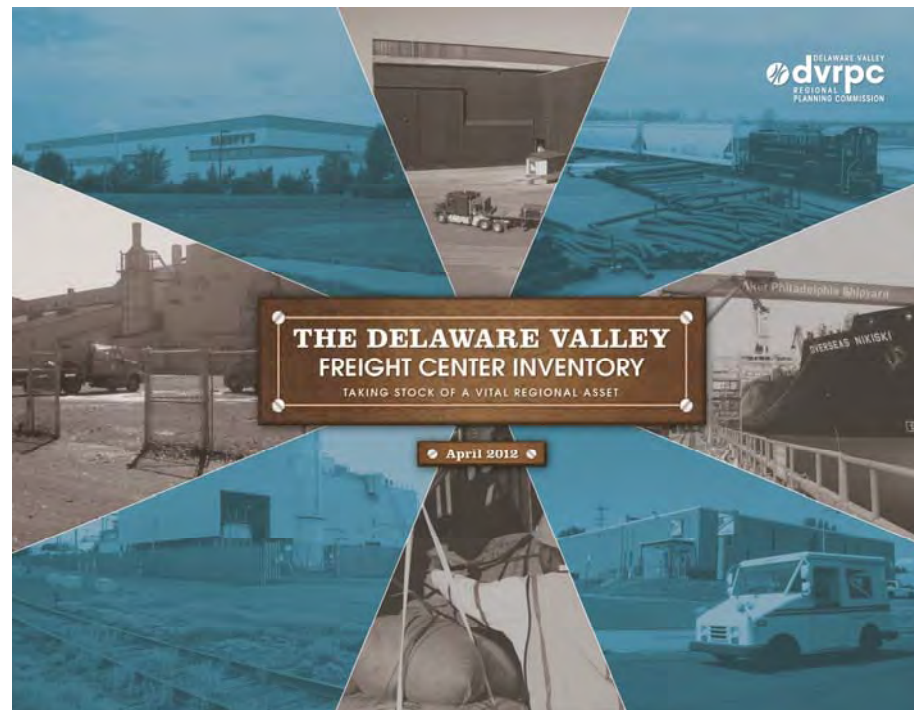
- **Action Steps for Planning Community**
 - Integrate the Concept of Freight Centers into Regional and County Plans
 - Create and Track Freight Center Activity Indicators
 - Employment
 - Traffic Volumes
 - Study Access into Freight Centers
 - Advance Freight Center Designation Methodology
 - Identify Growing, Transitional, at-risk, and stable Freight Centers
- **Action Steps for Local Government**
 - Protect Freight Centers Through Zoning and Comprehensive Planning
 - Encourage re-use of Brownfields

Next Steps

- **Action Steps for Private Businesses within Freight Centers**
 - Participate in Freight as a Good Neighbor Strategies
 - Identify and promote truck parking locations
 - Expand sustainability measures
 - Hire locally
 - Share Services and Amenities
 - Snow Removal
 - Lawn Care
 - Security
 - Day Care
 - Transit / Shuttle Bus Service
- **Action Steps for All Stakeholders**
 - Create Branding Efforts focused around Freight Centers
 - Identify and Implement Projects needed to Improve Freight Centers

Action Item

- That the Delaware Valley Goods Movement Task Force recommend that the DVRPC Board accept the underlying policies and next steps identified in The Delaware Valley Freight Center Inventory.
 - Was recommended for board acceptance at the July 10th meeting the Regional Transportation Committee
 - Will be presented to the DVRPC Board on July 26th, 2012



DELAWARE VALLEY GOODS MOVEMENT TASK FORCE

Sunneytown Pike / PA 309
Connector

JULY 18, 2012



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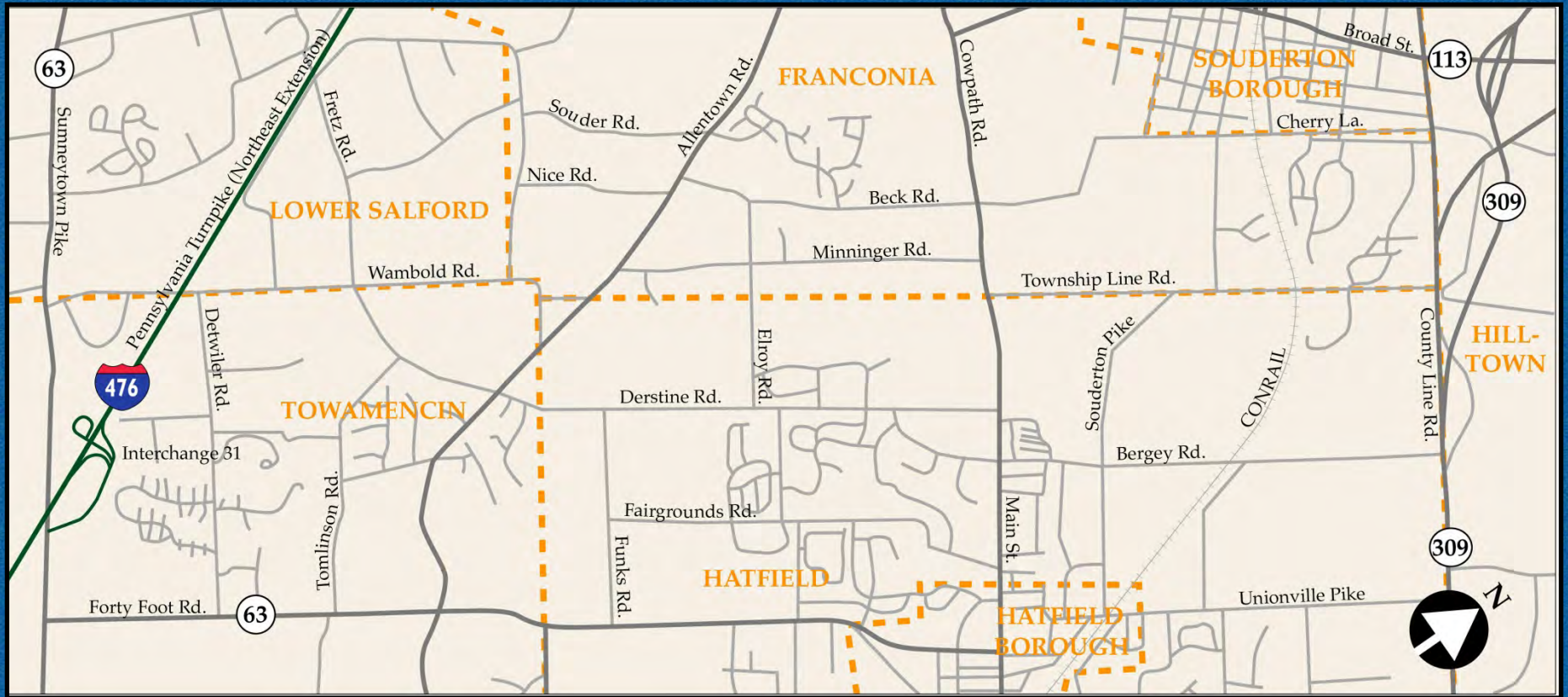




REGIONAL LOCATION MAP



PROJECT AREA

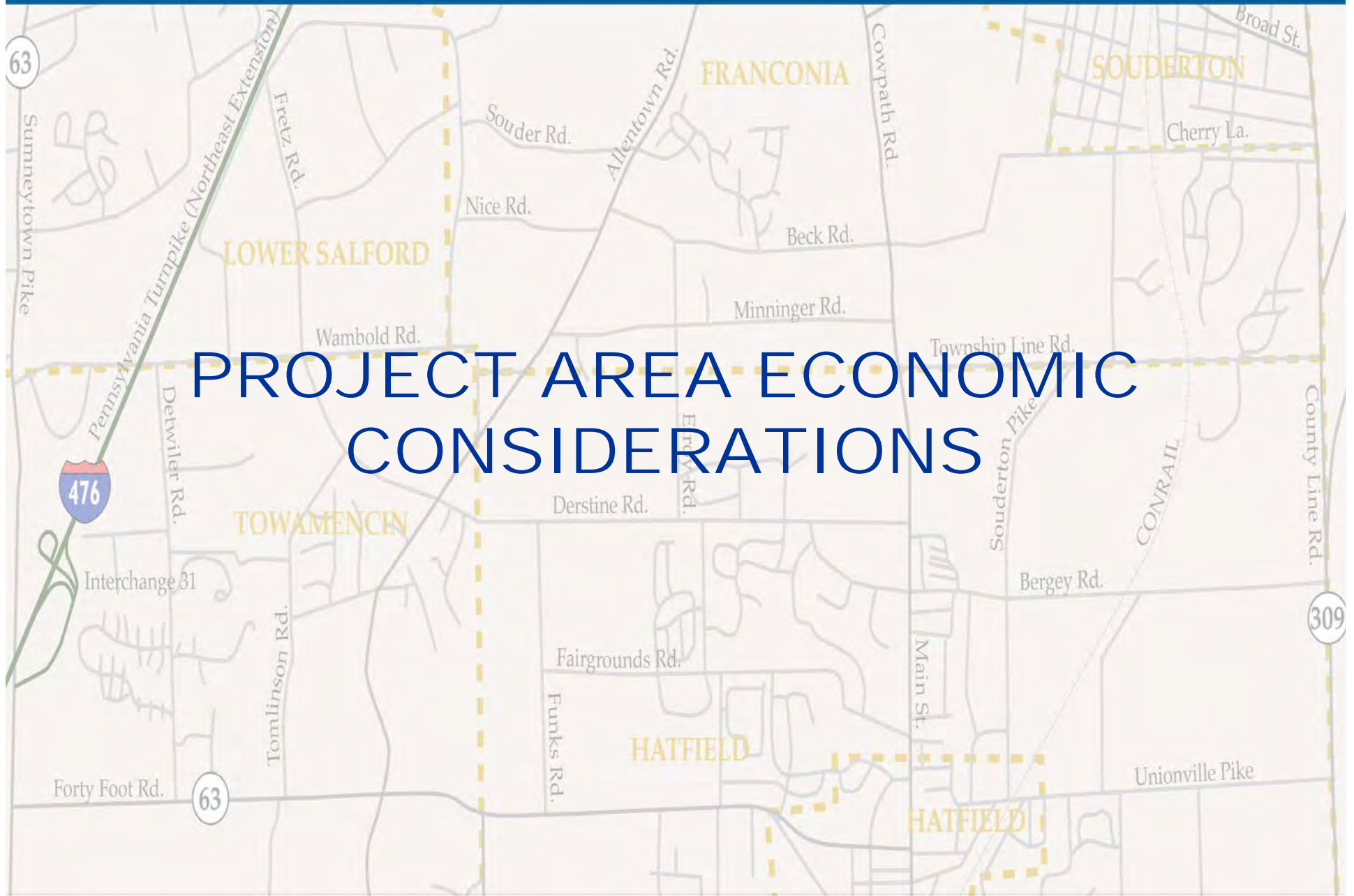


PROJECT PURPOSE

- Address population, traffic and business growth needs
- Provide a direct connection between Route 63/ PA Turnpike Lansdale Interchange and PA 309
- Improve local connectivity

PROJECT NEEDS

- **System Continuity**
 - No direct route between the Lansdale Interchange of the PA Turnpike and PA 309
- **Traffic Congestion**
 - Roadways in the project study area are projected to operate over capacity in the future design year
- **Safety**
 - Many roadway segments in the project study area exhibit crash rates higher than statewide average rates for similar highways



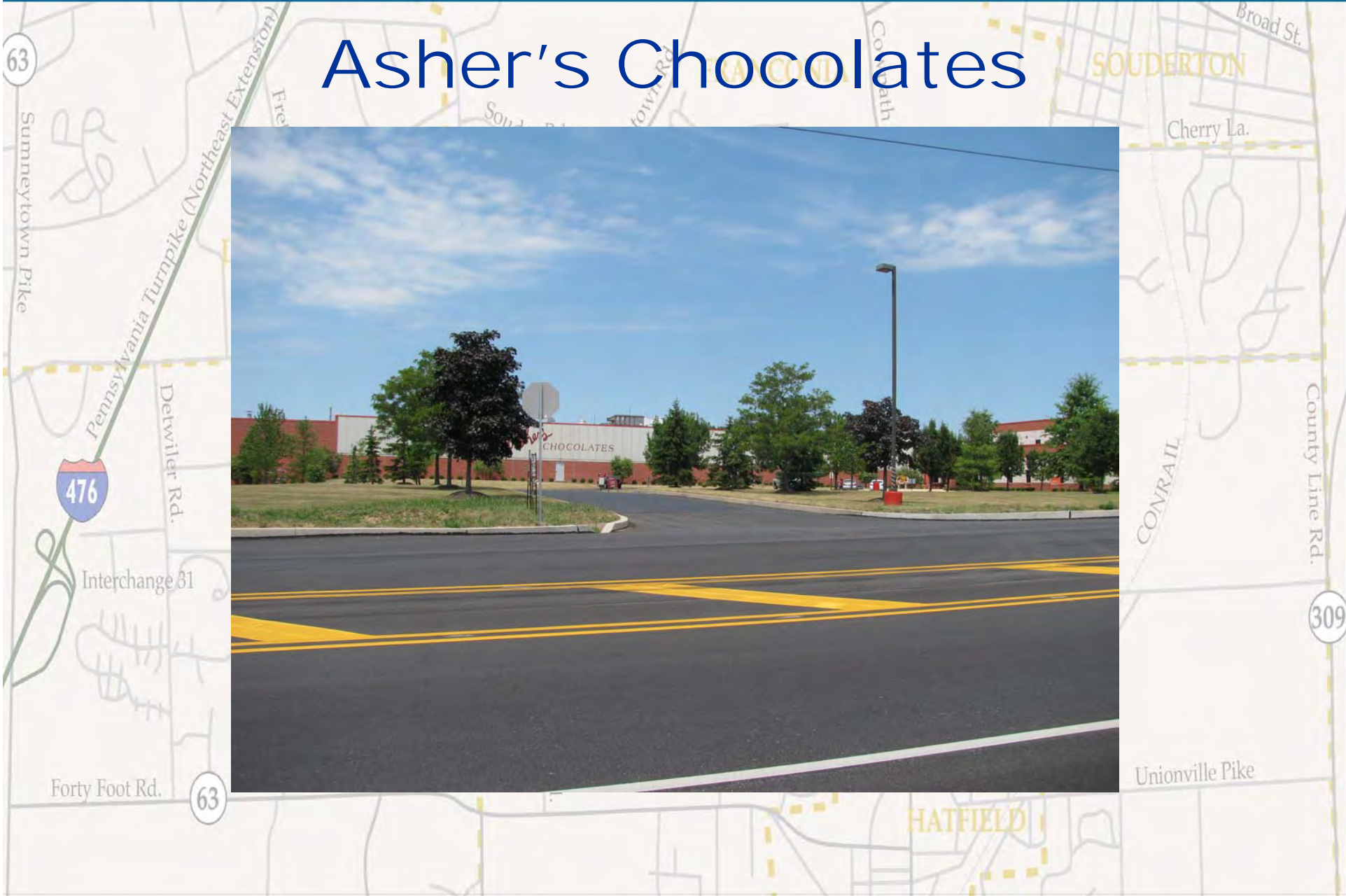
PROJECT AREA ECONOMIC CONSIDERATIONS

Economic Considerations

- **Business**

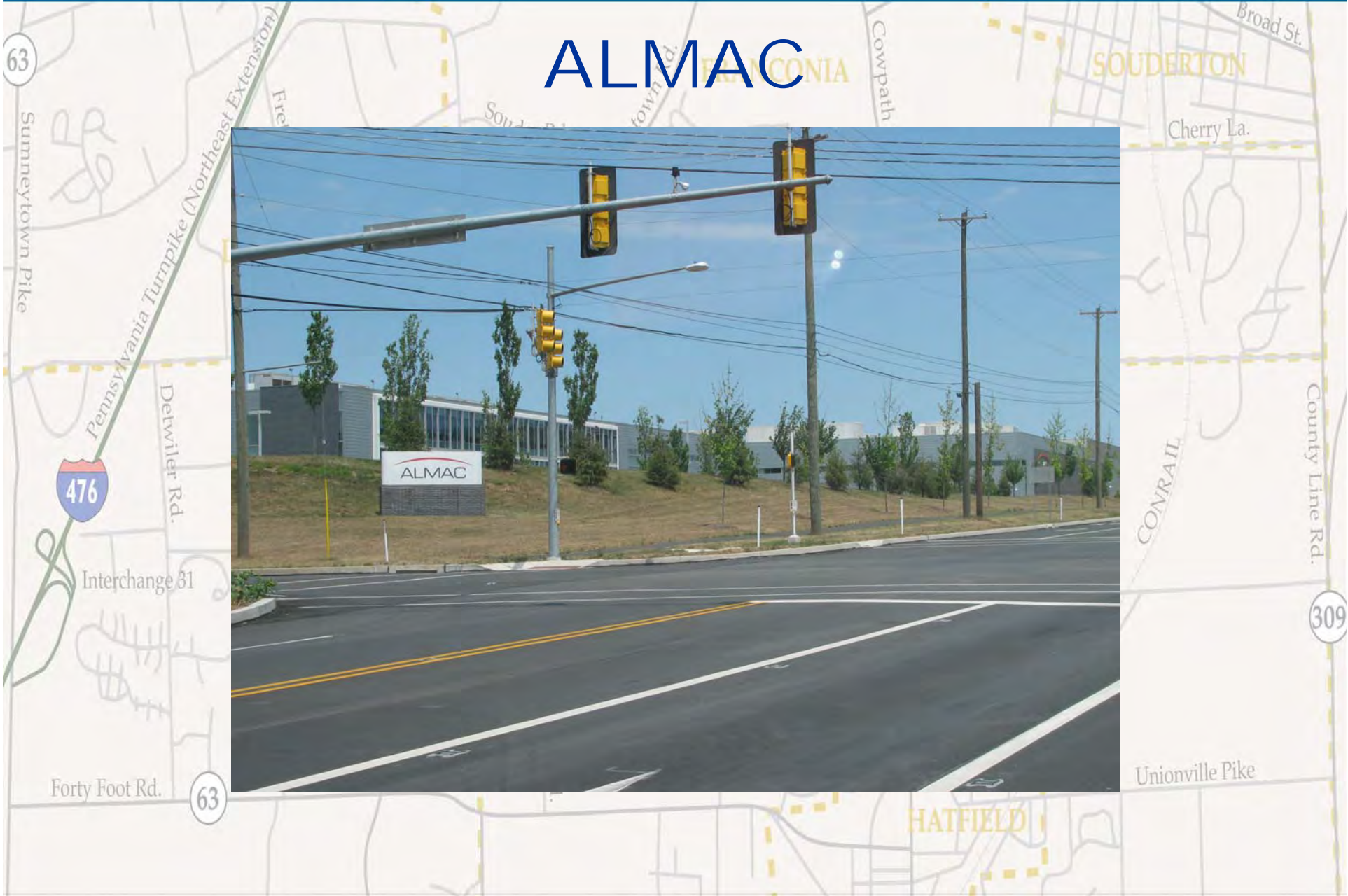
Regional and local planners have identified much of the corridor for existing and future zoned business and industrial development

Asher's Chocolates



Sumneytown Pike / PA 309
Connector

ALMAC

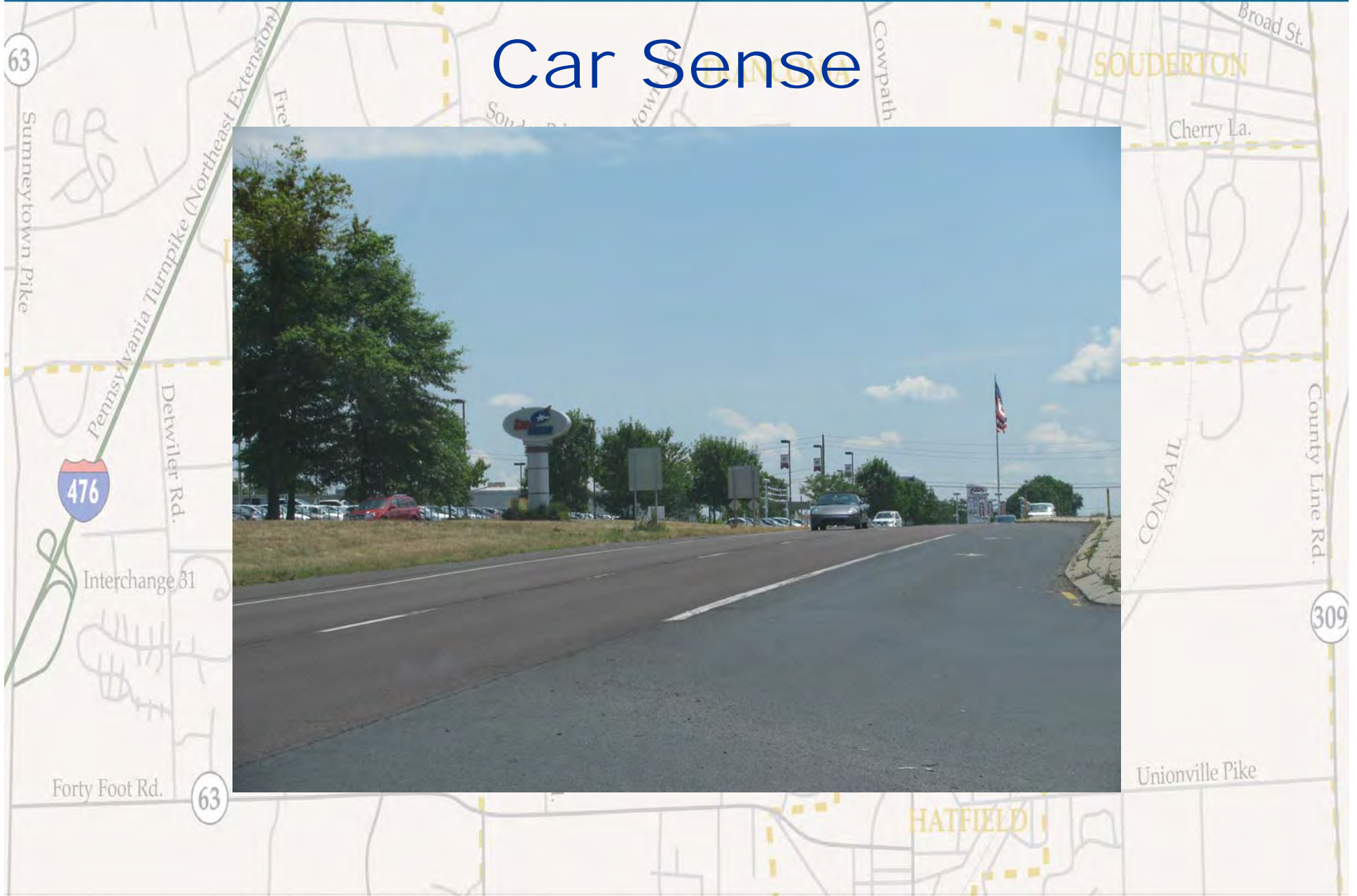


Sumneytown Pike / PA 309
Connector

Accupac



Car Sense



Cycle Center



Hatfield Quality Meats



63

Sumneytown Pike

476

Pennsylvania Tr

Interchan

Forty Foot Rd

Broad St.

SOUDERTON

Cherry La.

County Line Rd.

309

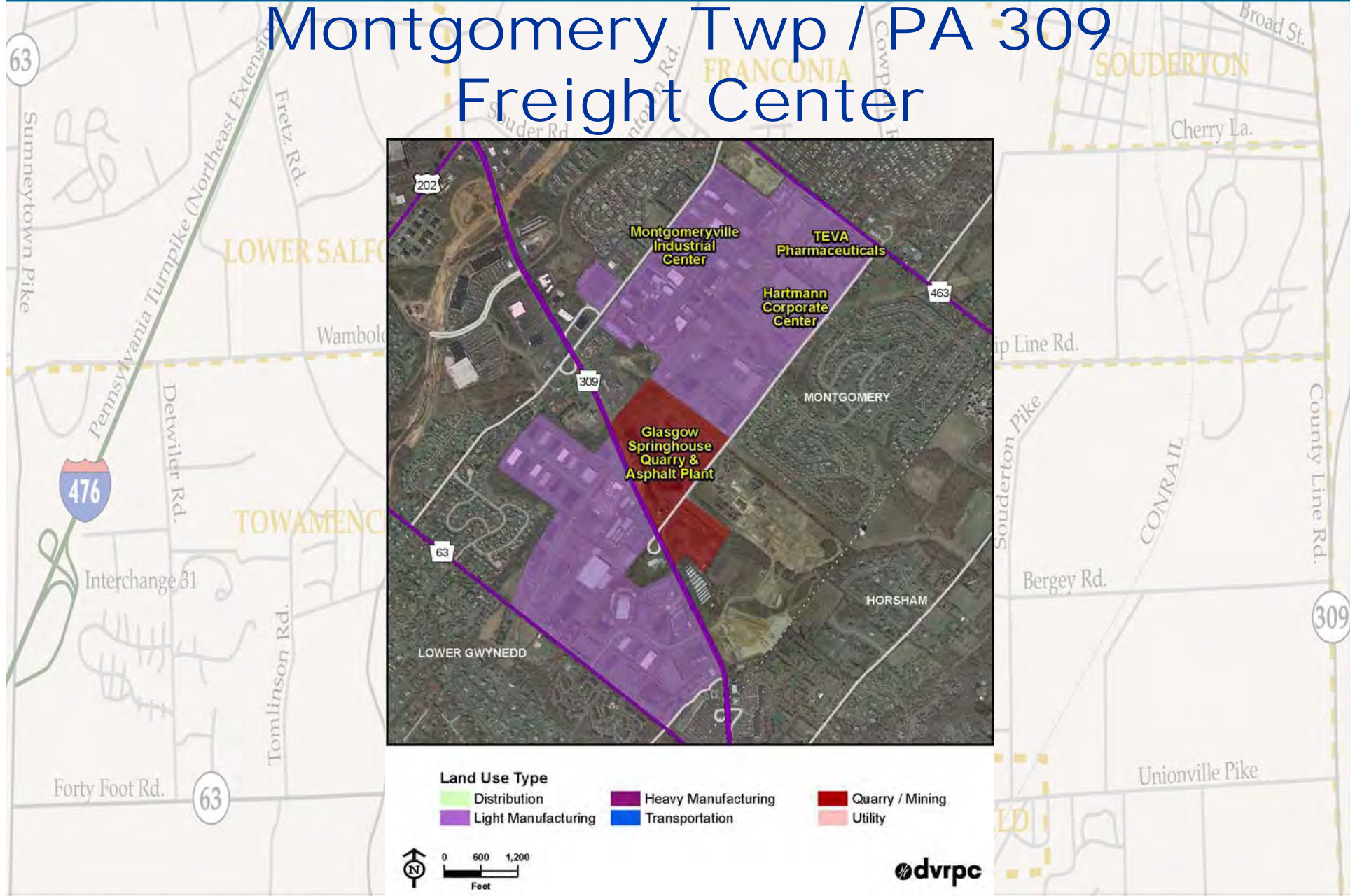
ille Pike

HATFIELD

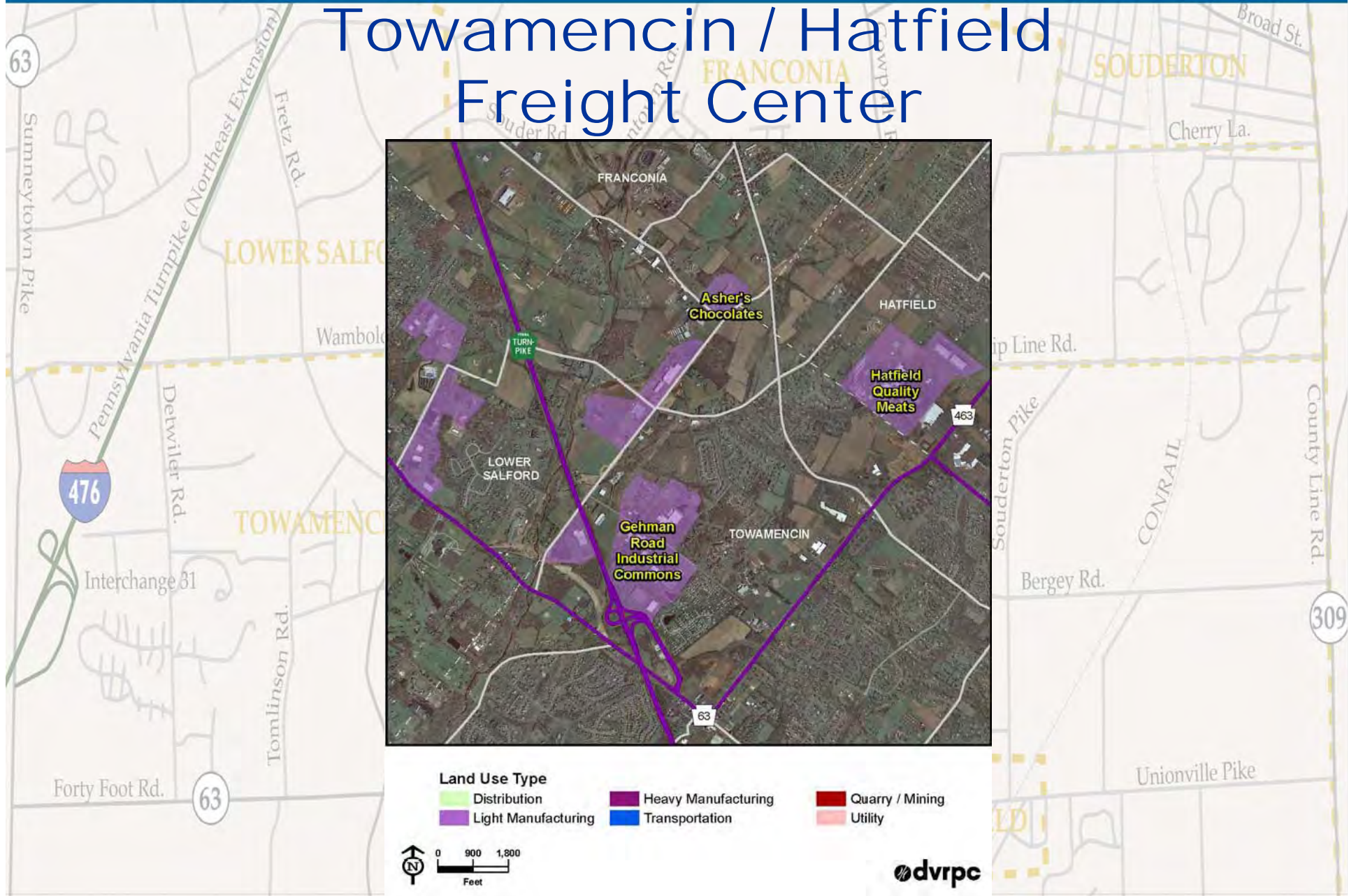
Lansdale Warehouse



Montgomery Twp / PA 309 Freight Center

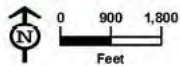


Towamencin / Hatfield Freight Center



Land Use Type

- Distribution
- Heavy Manufacturing
- Quarry / Mining
- Transportation
- Utility



Economic Considerations

- **Quality of Life**

Affordable housing, good schools, convenient shopping areas and recreational amenities have created an attractive and growing community.

Economic Considerations

- Mainland Business District
- Westport Farms Residential Development
- Several Churches
- Skippack Creek / Recreational Activities
- Shopping



Economic Considerations

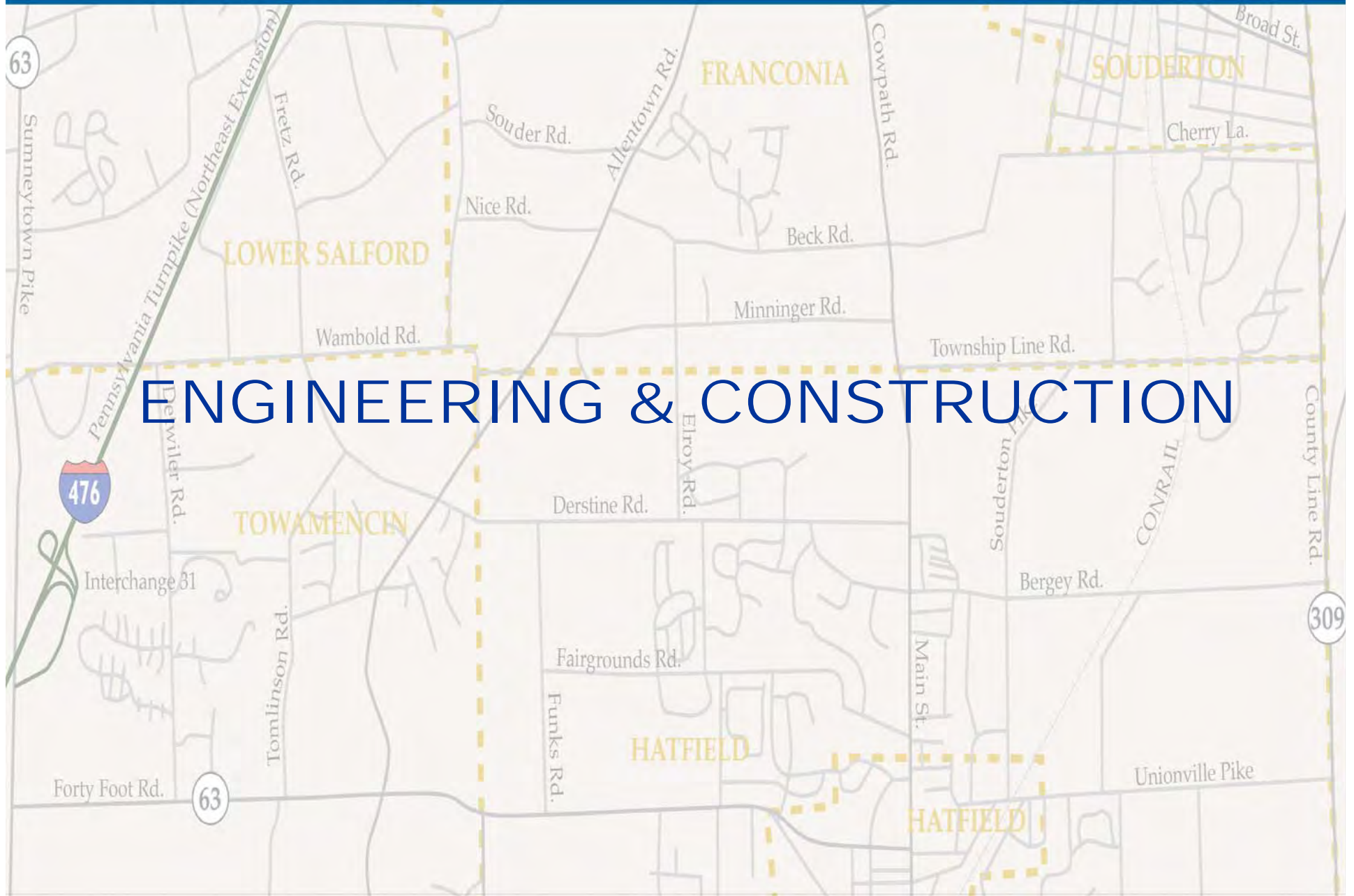


Sumneytown Pike / PA 309
Connector



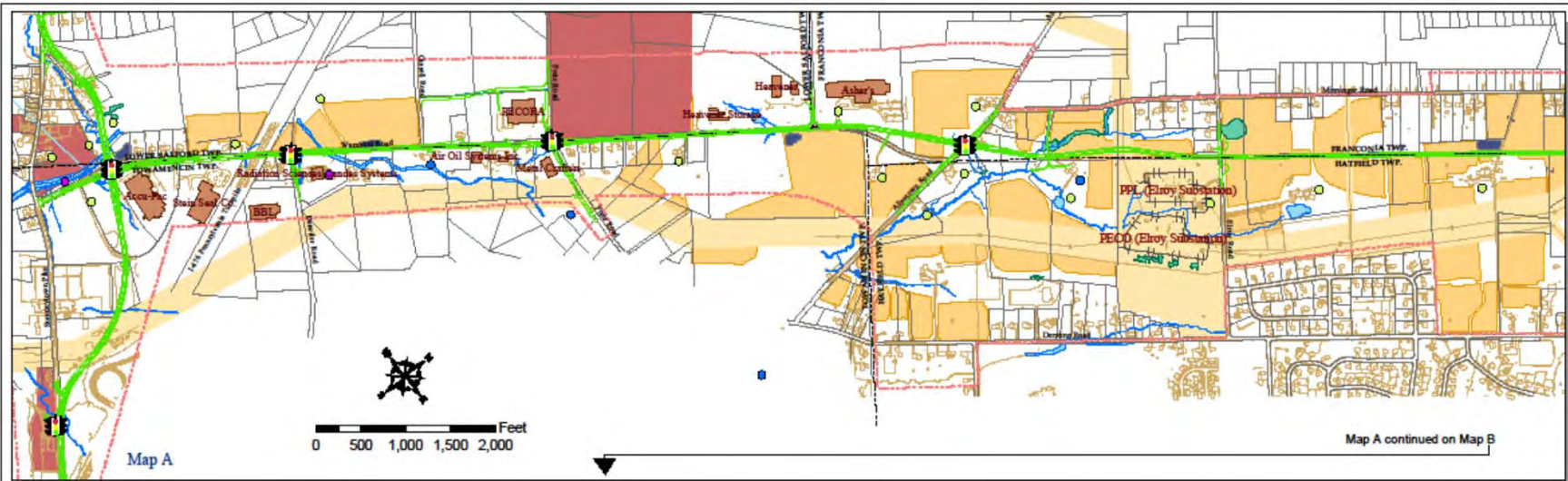
Purpose + Needs + Economics

**Sumneytown Pike / PA 309
Connector**



ENGINEERING & CONSTRUCTION

ORIGINAL DESIGN



SR 1058, SECTION HAT Sumneytown Pike/PA 309 Connector

Legend			
	Area of Potential Effect		Waterways
	Proposed Alignment & Widening		Wetlands
	Proposed or Upgraded Traffic Signals		Business Buildings
	Proposed Drainage Basin Locations		Existing Historical
	Private Wells*		Utility Corridor
	Public Supply Wells*		Farmland
	Publicly Registered Wells*		

* Well locations are approximate. Some wells may be inactive.

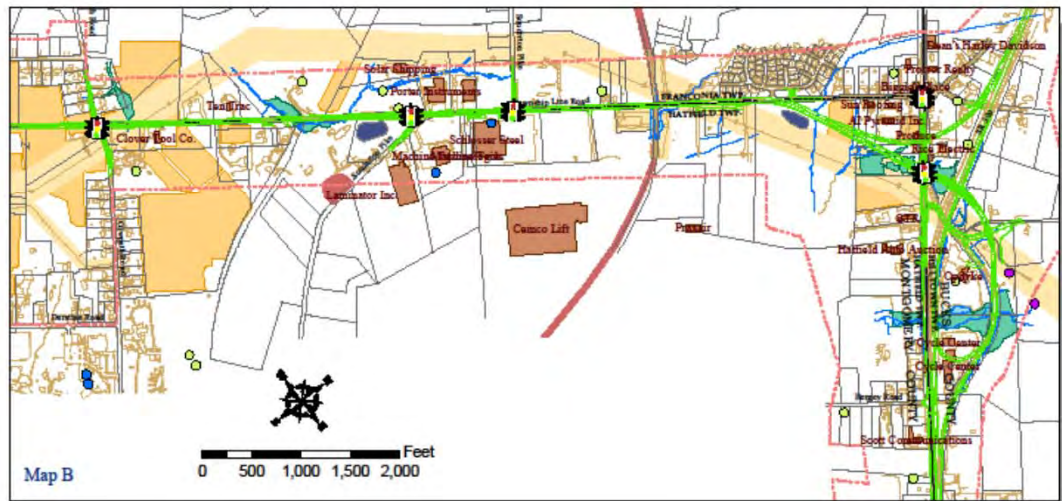
PRELIMINARY

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**Sumneytown Pike/PA 309
Connector**

www.pa309connector.com

June 2004



63

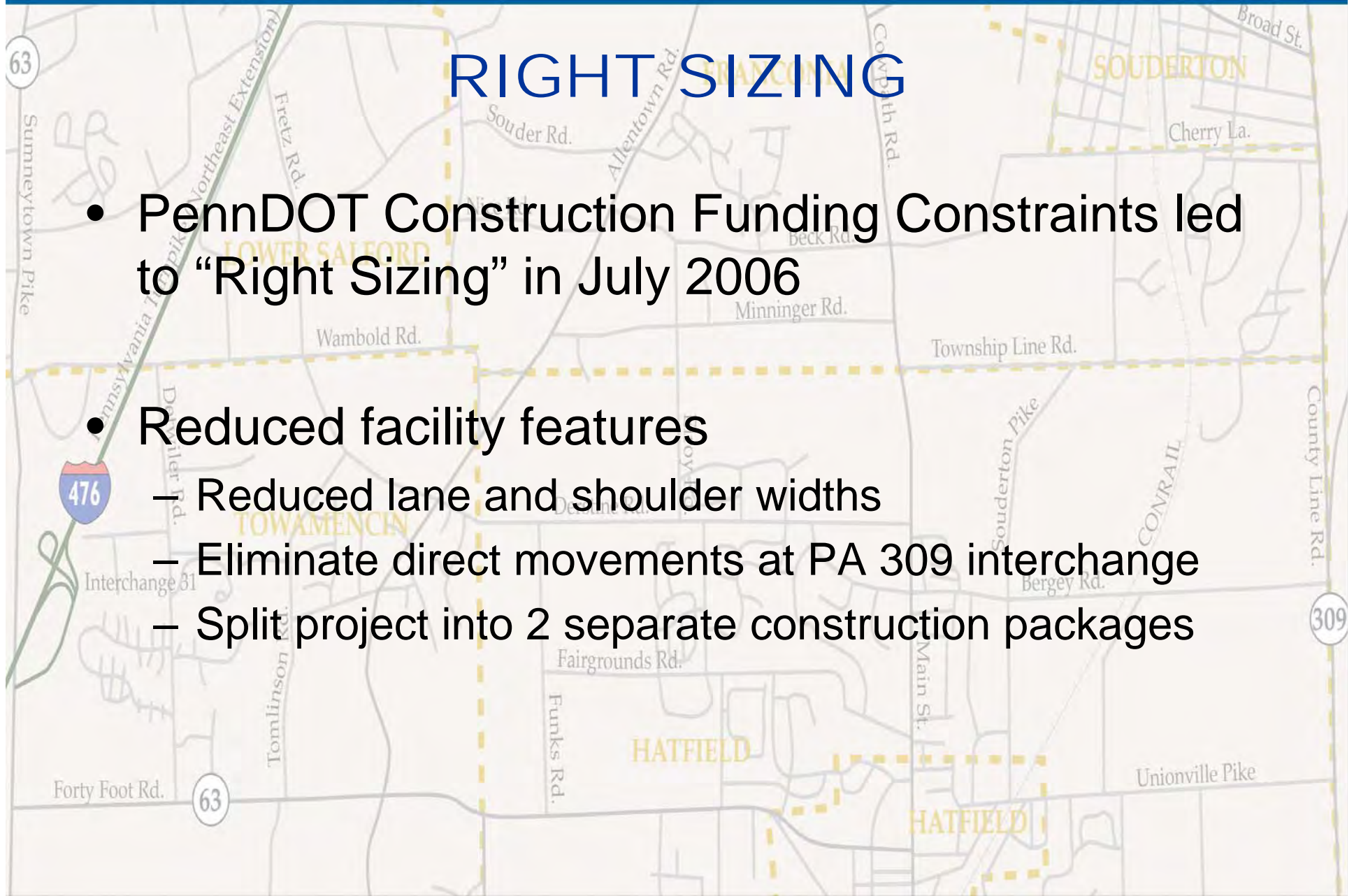
Sumneytown Pike

County Line Rd.

309

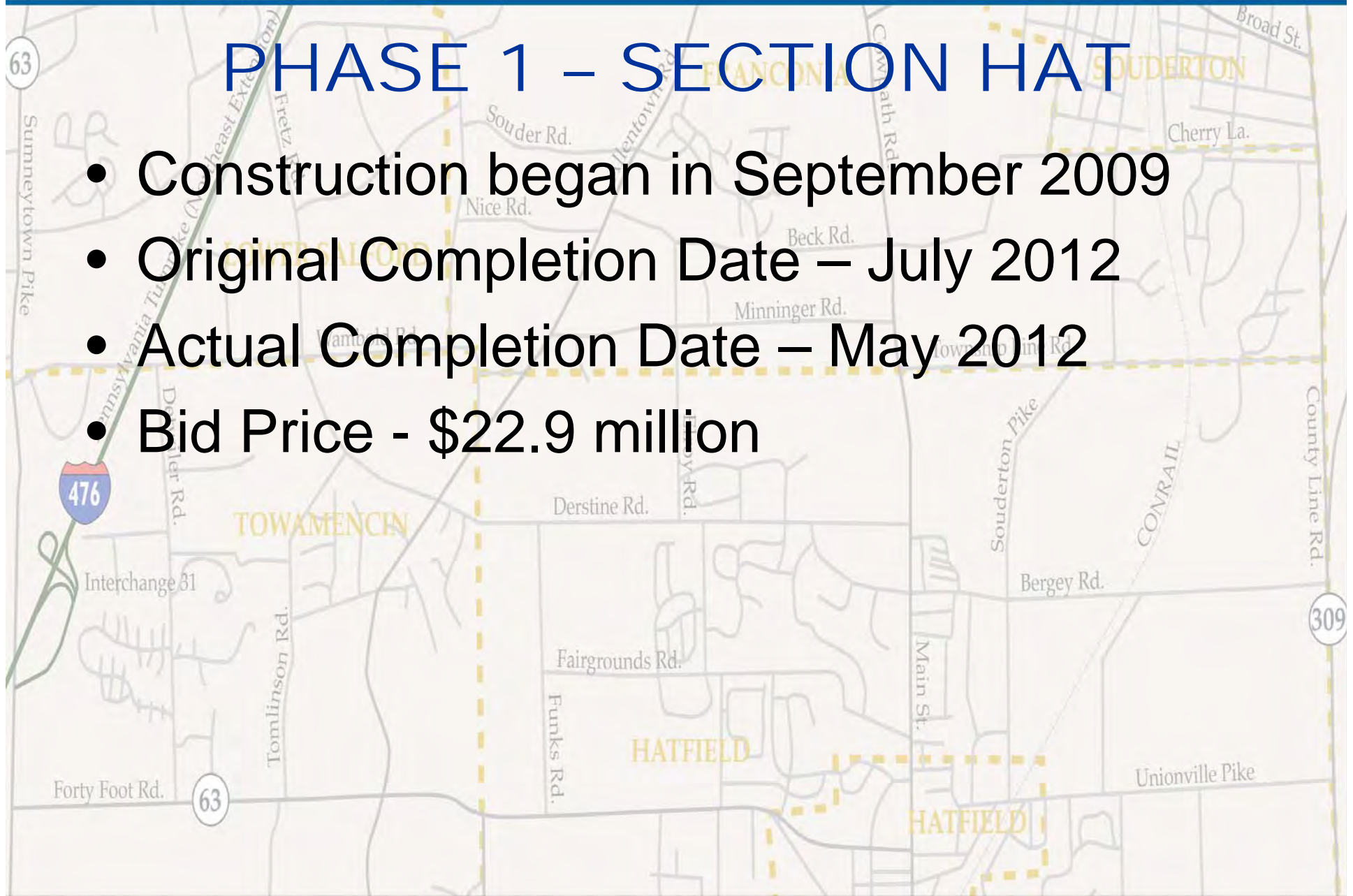
RIGHT SIZING

- PennDOT Construction Funding Constraints led to “Right Sizing” in July 2006
- Reduced facility features
 - Reduced lane and shoulder widths
 - Eliminate direct movements at PA 309 interchange
 - Split project into 2 separate construction packages



PHASE 1 - SECTION HAT

- Construction began in September 2009
- Original Completion Date – July 2012
- Actual Completion Date – May 2012
- Bid Price - \$22.9 million

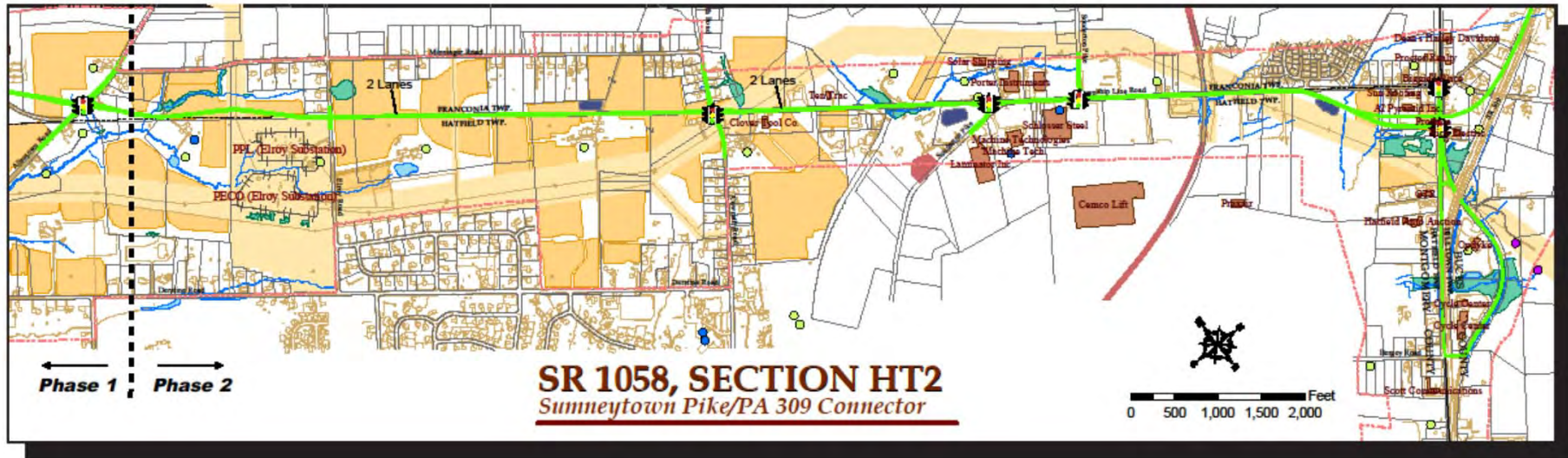


Section HAT Highlights

- Relocated Sumneytown Pike

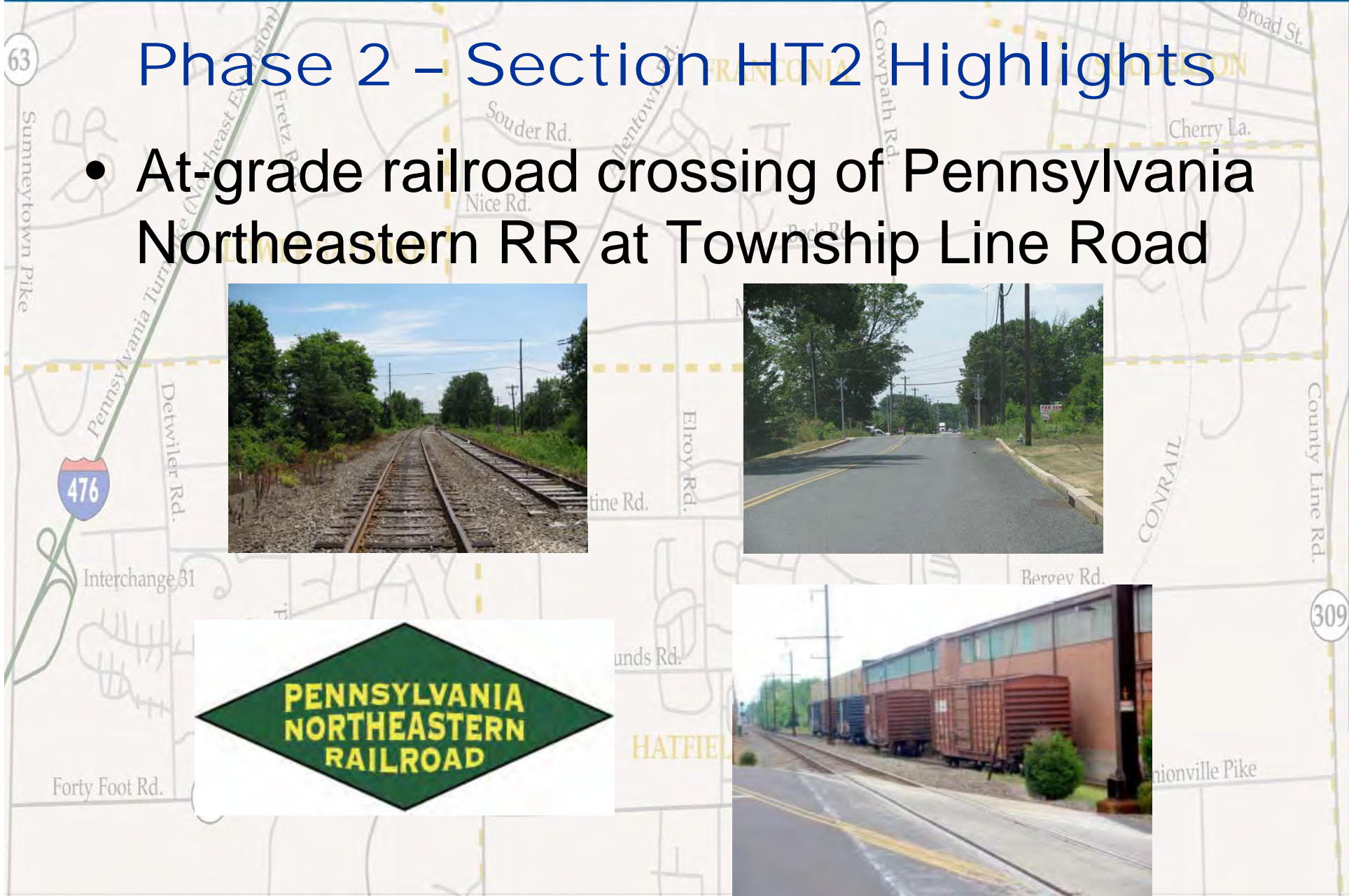


PHASE 2 - SECTION HT2



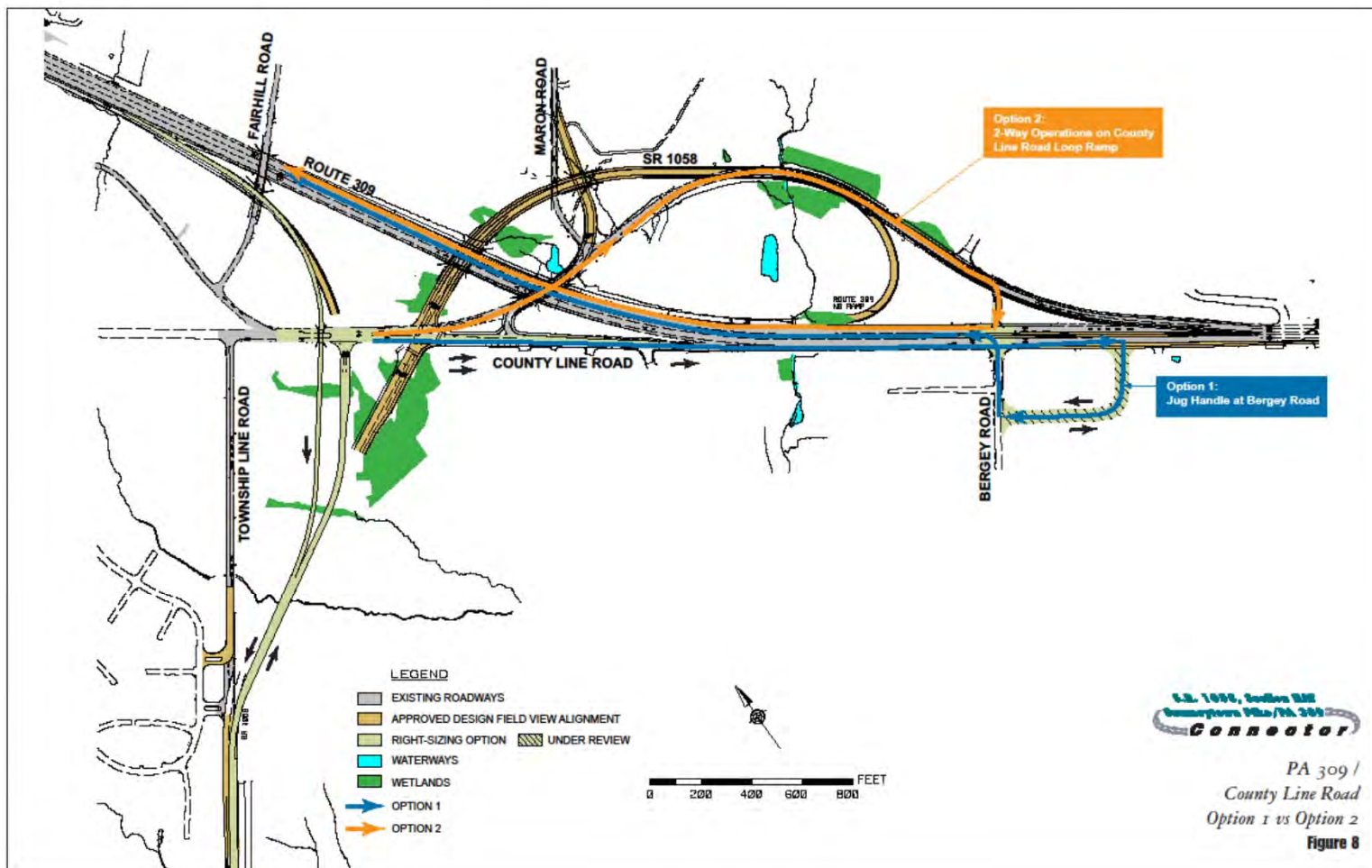
Phase 2 - Section HT2 Highlights

- At-grade railroad crossing of Pennsylvania Northeastern RR at Township Line Road



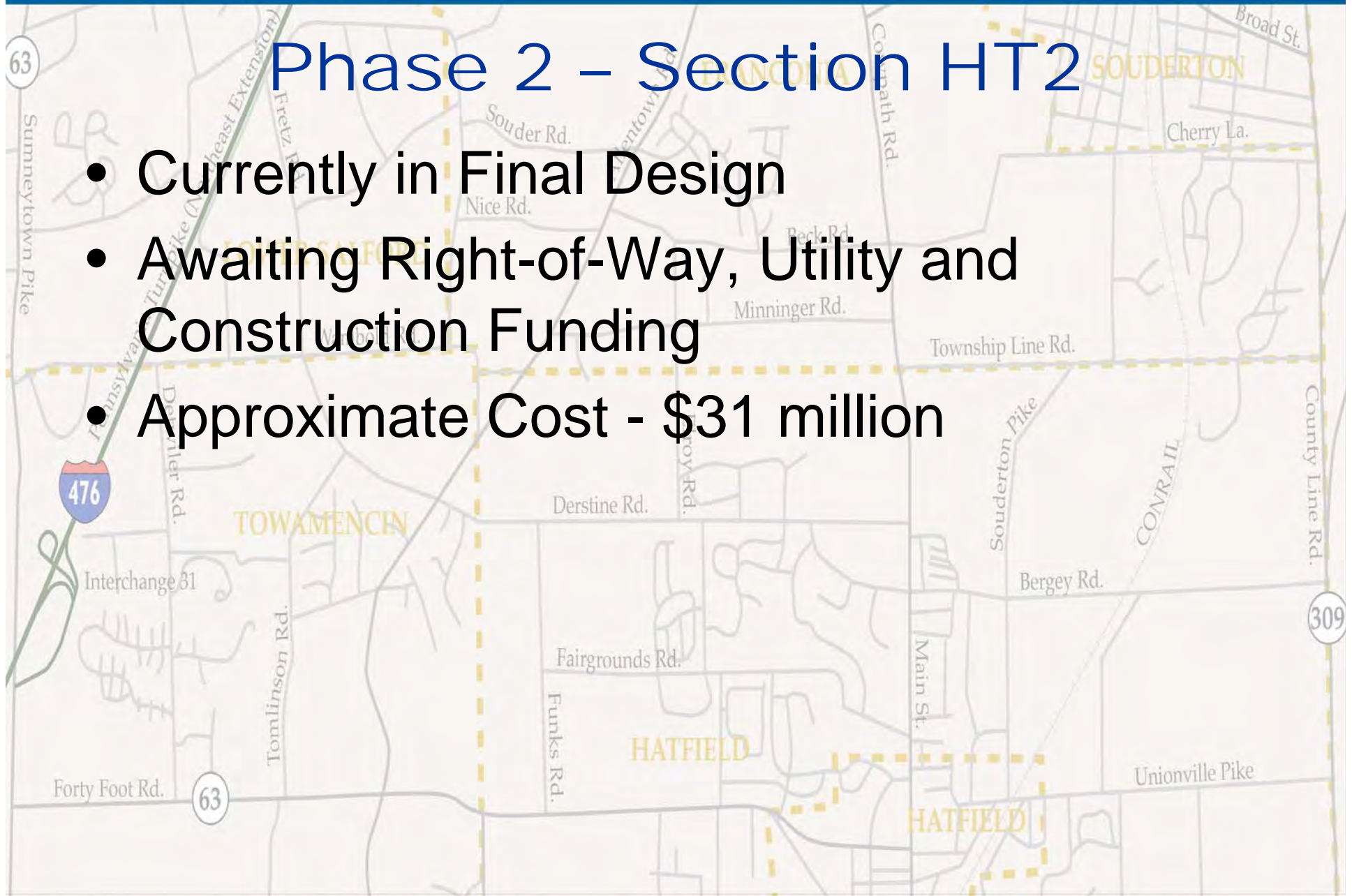
Phase 2 - Section HT2 Highlights

- PA 309 Traffic Movements



Phase 2 - Section HT2

- Currently in Final Design
- Awaiting Right-of-Way, Utility and Construction Funding
- Approximate Cost - \$31 million



THANK YOU!

Sunneytown Pike / PA 309
Connector
www.pa309connector.com



New Jersey Statewide Freight Plan Recommendation Advancement (Freight Plan II)

Delaware Valley Regional Planning Commission
July 2012



**PARSONS
BRINCKERHOFF**

AECOM

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analyses for informed decision-making™

**CAMBRIDGE
SYSTEMATICS**
Transportation leadership you can trust.

JACOBS



Overall Study Objective

In Support of Statewide Freight Agenda Develop and prioritize infrastructure problem statements for priority highway freight corridors

- New Jersey Turnpike/I-295
- I-78/I-80
- I-287
- Route 17



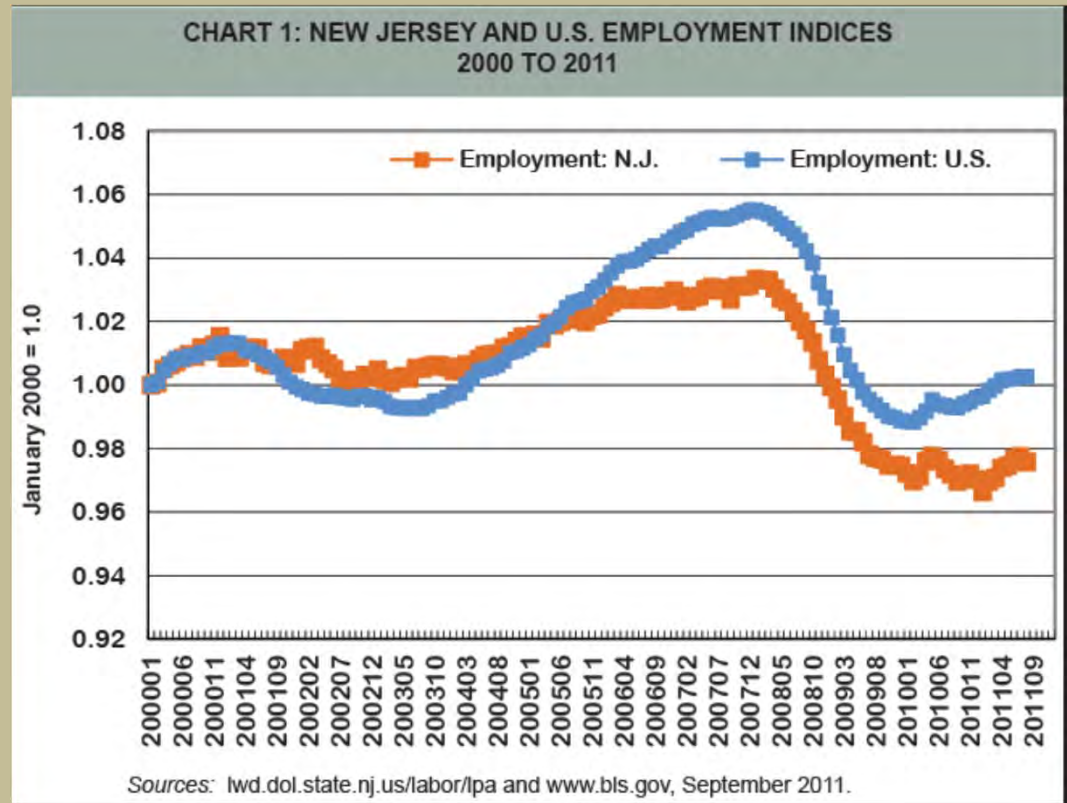
South Jersey Ports Study

- Completed in December 2010
- Included Investment Blueprint for future projects in region
- Focused on economic impact of transportation investments
 - Several recommendations along I-295 and NJ Turnpike
 - Freight Plan 2 reviewed safety/capacity impact of improvements

Changes in Context

- US and global economies plummeted into the greatest recession since the Depression:
 - Vast losses in jobs
 - Reduced consumer demand
 - Diminished fiscal budgets
 - Tightened financial markets

One major industrial developer noted during this time:
“The phones stopped ringing”



- Lease rates for industrial properties at lowest levels in over 15 years as demand for retail products and building supplies decreased
- Companies merged or resized

Changes in Context – NJ Investment

- South Jersey Port Corporation
 - Development at the Port of Paulsboro
- Upgrades at the Port of NY & NJ (Public/Private Funding)
- New Jersey Turnpike - Widening Interchanges 6 to 9
- 295/76/42 Missing Moves Project
- Liberty Corridor Program
 - Addressing key rail and road bottlenecks
- Bayonne Bridge
 - Addressing air draft issues



Changes in Context – Emerging Growth

- US and New Jersey began to experience growth in 2011
 - NJ had a net increase in jobs in 2011
 - Job growth is anticipated to return to 2007 levels by 2016
- Large overhang of available industrial properties declined as more companies took advantage of lower lease rates to:
 - Move into more modern facilities
 - Improve access to the densely populated and affluent regional consumer market
 - Position themselves for increasing maritime cargo movements with the opening of the new Panama Canal locks in 2014

Changes in Context – Findings for Corridors

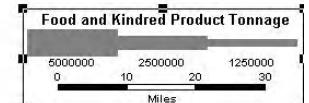
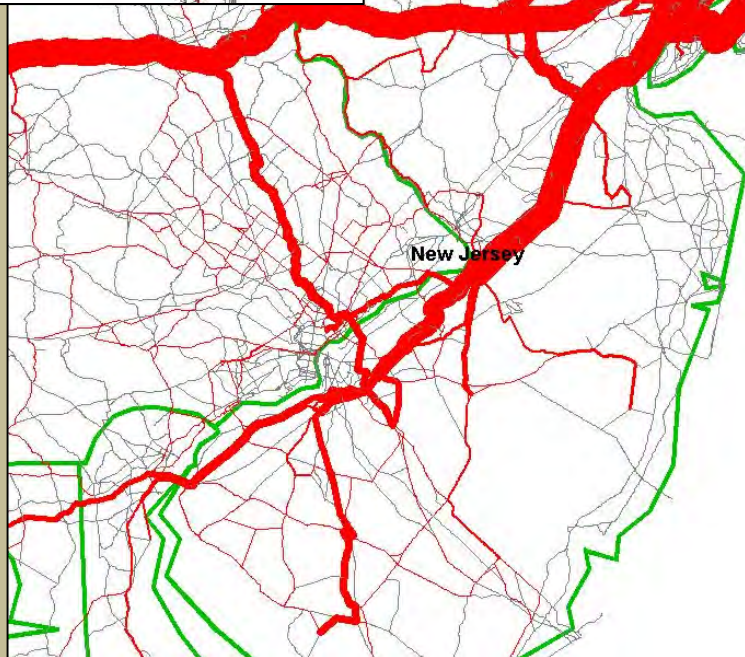
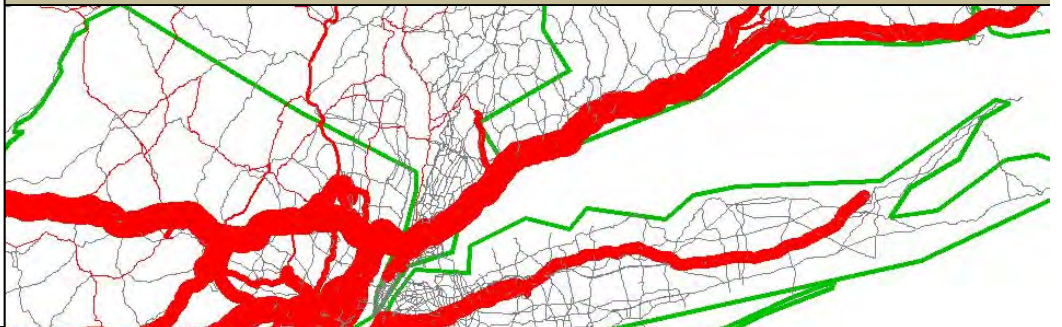
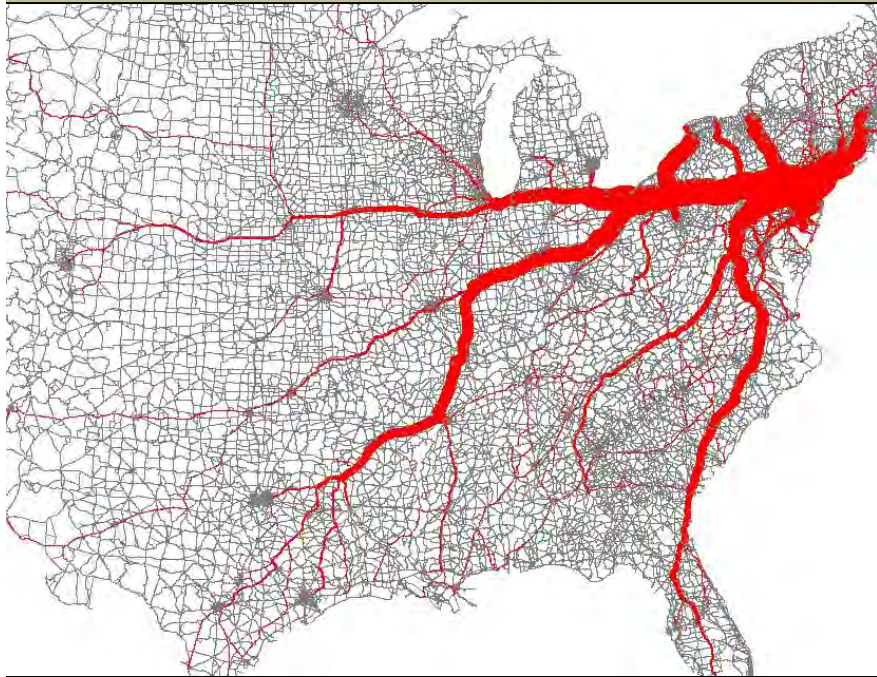
- Altered the focus for uses on various corridors
 - Industrial use appears to be declining in several counties as other land uses advance (data centers, retail)
 - Movement to modern facilities may shift demand along Turnpike where newer facilities exist
 - Continued congestion on I-287 limits the attractiveness of industrial sites on this corridor
- Demand for industrial spaces continues to grow in Eastern PA
 - e.g. Ocean Spray moving production facility from Bordentown to Lehigh Valley

NJ Key Industries and Commodities

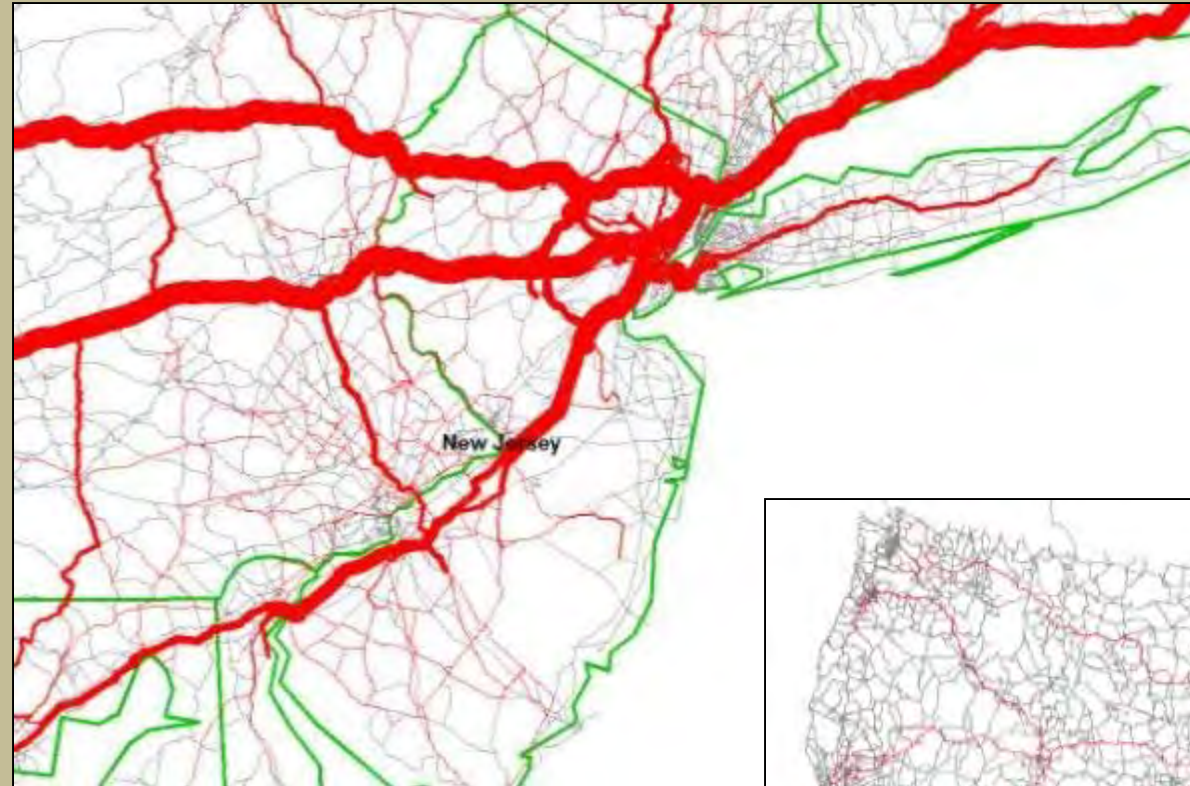
- NJ State Plan Key Industries
 - Bio/Pharmaceuticals and Life Science
 - Transportation, Logistics and Distribution
 - Finance
 - Advanced Manufacturing
 - Health Care
 - Leisure, Hospitality and Retail
 - Green Economy
 - Agricultural and Seafood Production
(* Not in State Plan)
- Commodities to Support Them
 - Agriculture
 - Chemical
 - Food and Kindred
 - Petroleum

Food and Kindred

- Significant NJ flows on key routes



Chemical

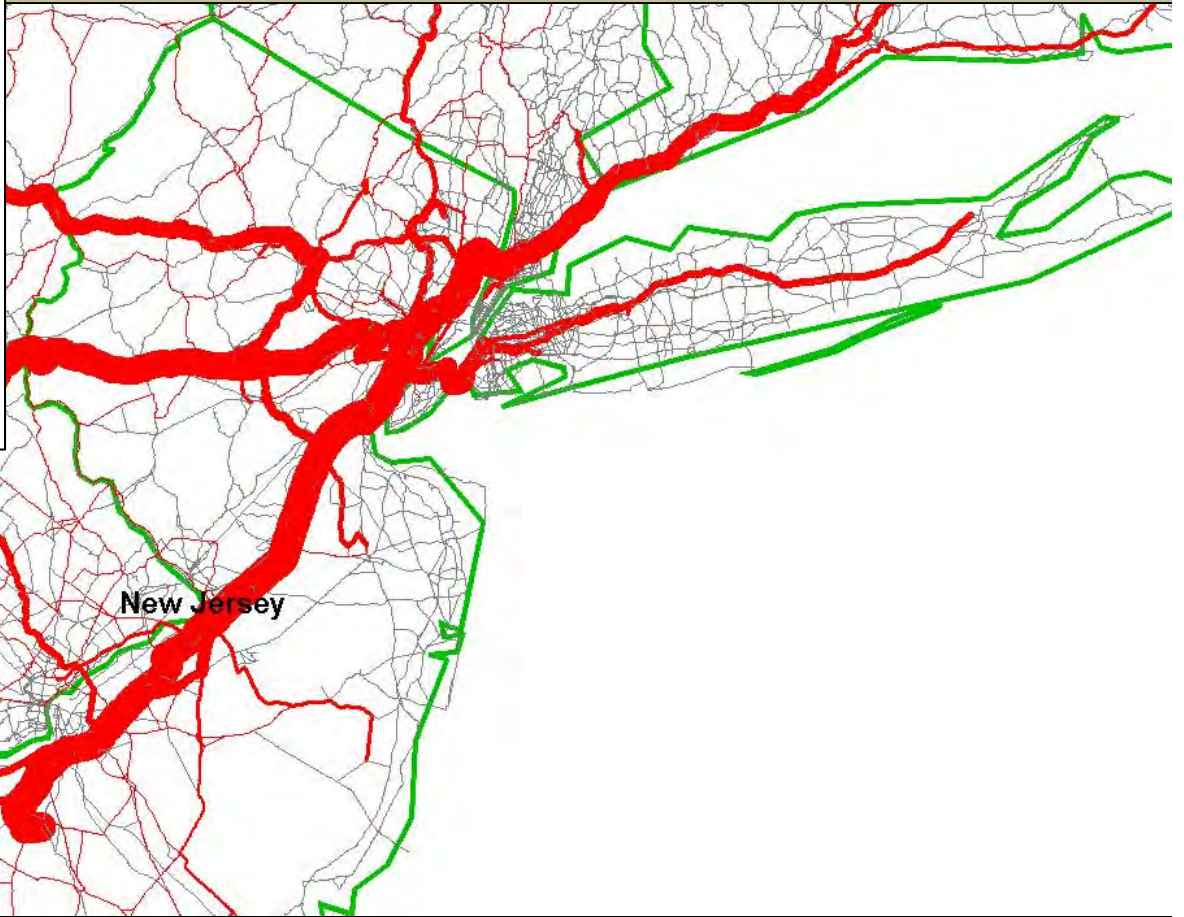
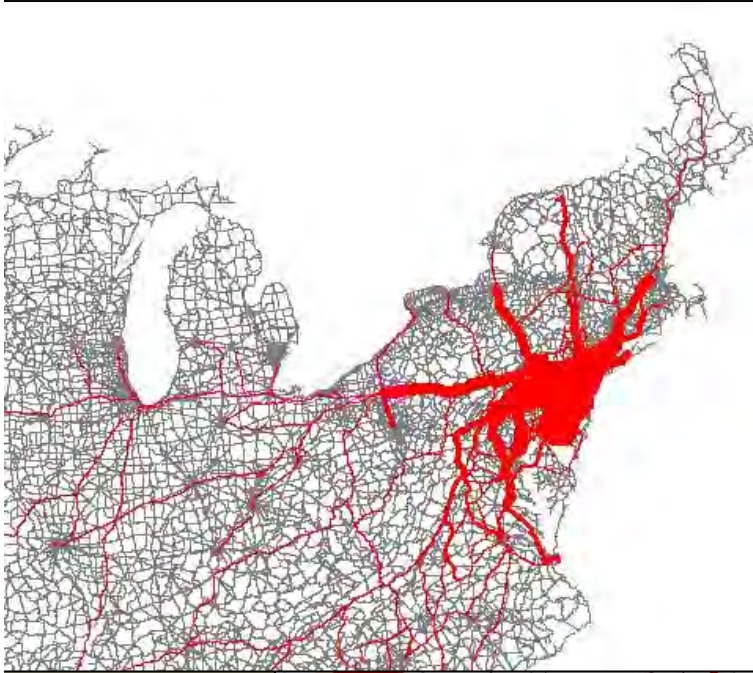


- I-80, I-78, NJTPK/I-95
- Heavy Demand:
 - NE, NJ, NY
 - South
 - North/South Central



Petroleum/Fuel

- NJTPK/I-295/I-80
- Regional Demand

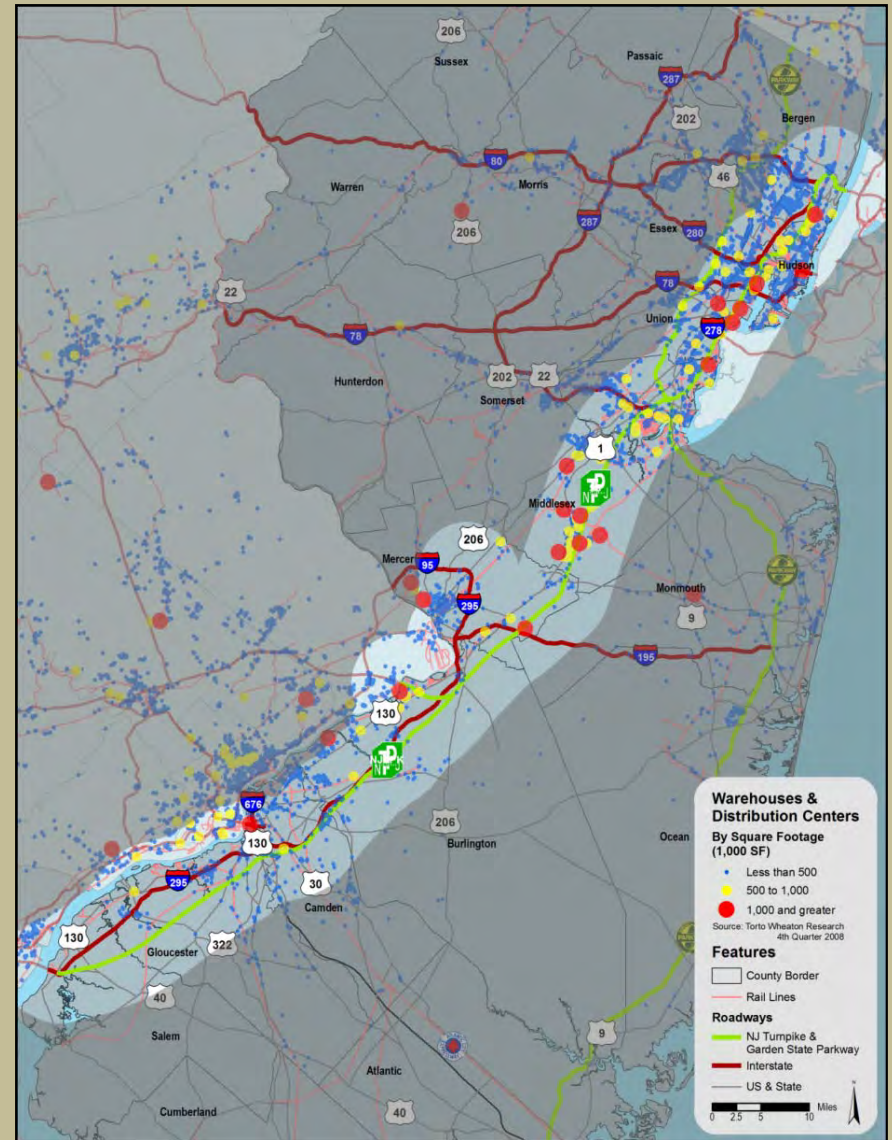


Findings on Key Industries

- Chemicals/Petroleum are key commodities in South Jersey
- I-80 Serves all key industry commodities
- NJ Turnpike and I-78 support most of the Key industry Commodities
- Heavy demands in Northeast NJ for all

Corridor Performance

- Major Interchanges and Ports
- Warehousing and Distribution Centers
- Retail Centers
- NJIT Truck Crash by Number and Severity
- Freight Flows
- Truck Volumes
- NJDOT Management Systems
 - Congestion, Bridge, Pavement
- Truck facility availability
- Interviews with Users



Priority Ranking

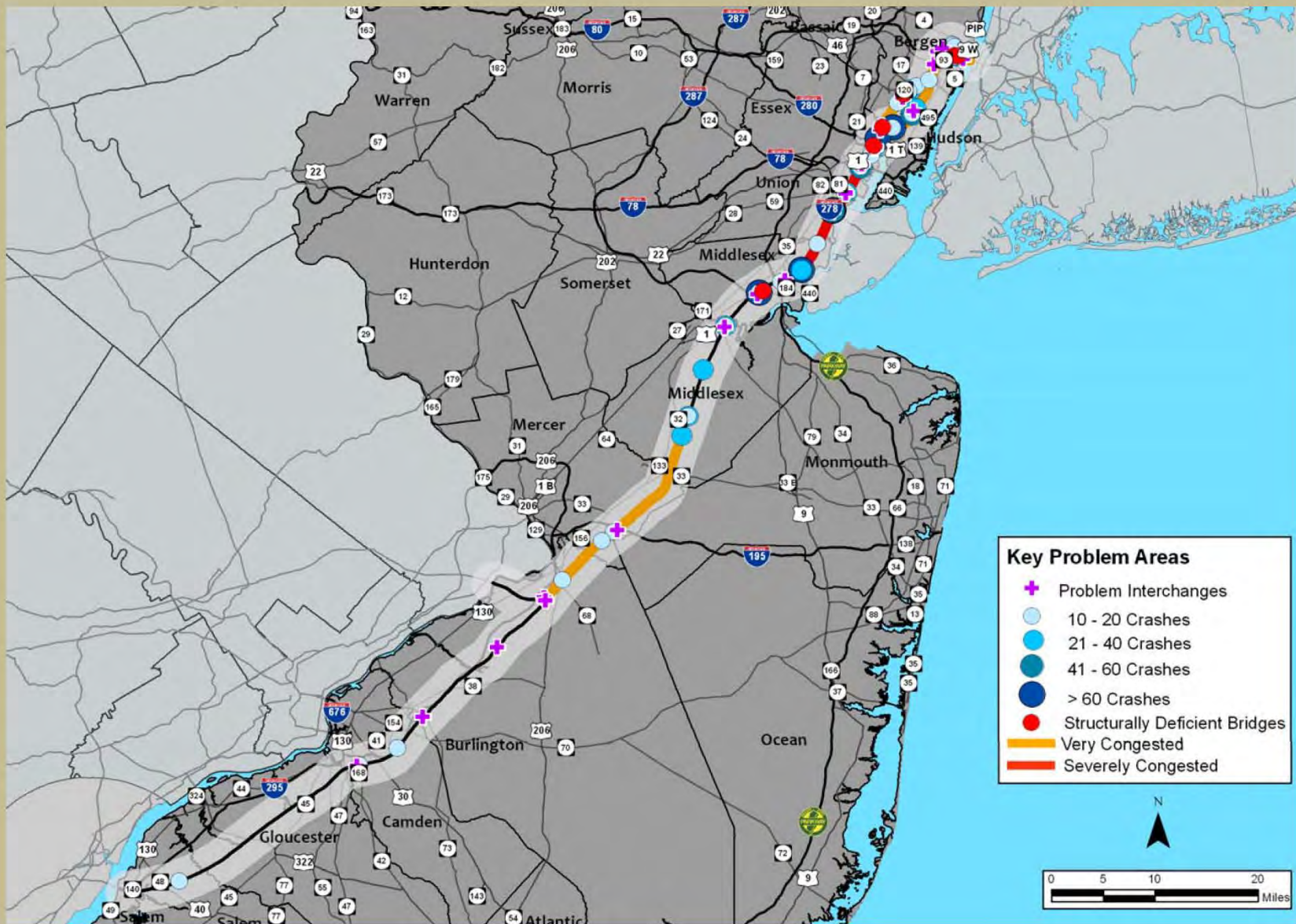
Each of the identified locations was ranked based on several freight factors:

- Crashes involving trucks
- Freight Analysis Framework truck volumes
- In-state freight flows (originating in and/or destined to New Jersey)

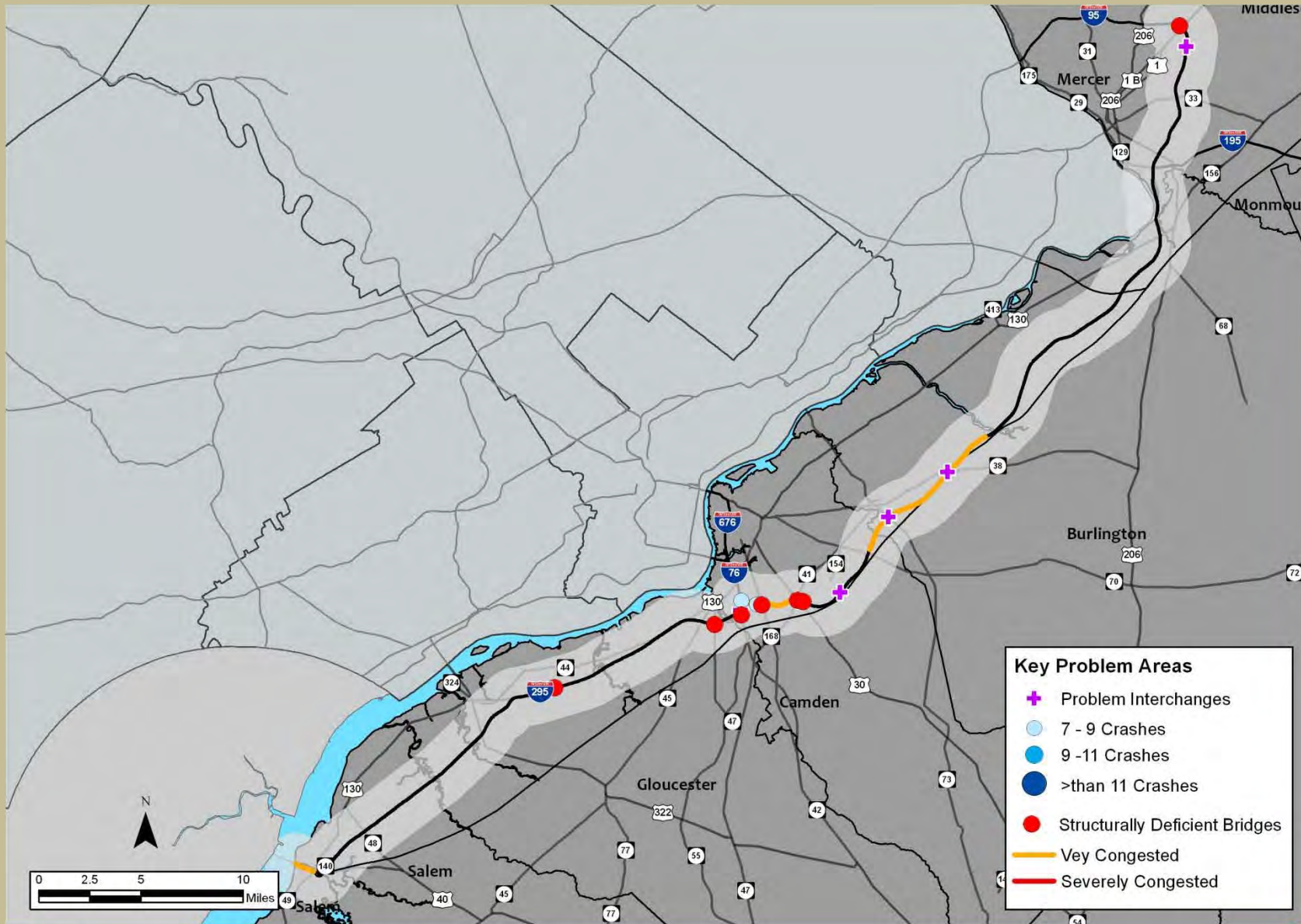
Projects that already have planned improvements were removed from the priority ranking, including:

- NJTPK Interchange 6 to 9 Widening
- I-295/I-76/NJ 42 Interchange

NJTPK: Corridor Performance Summary

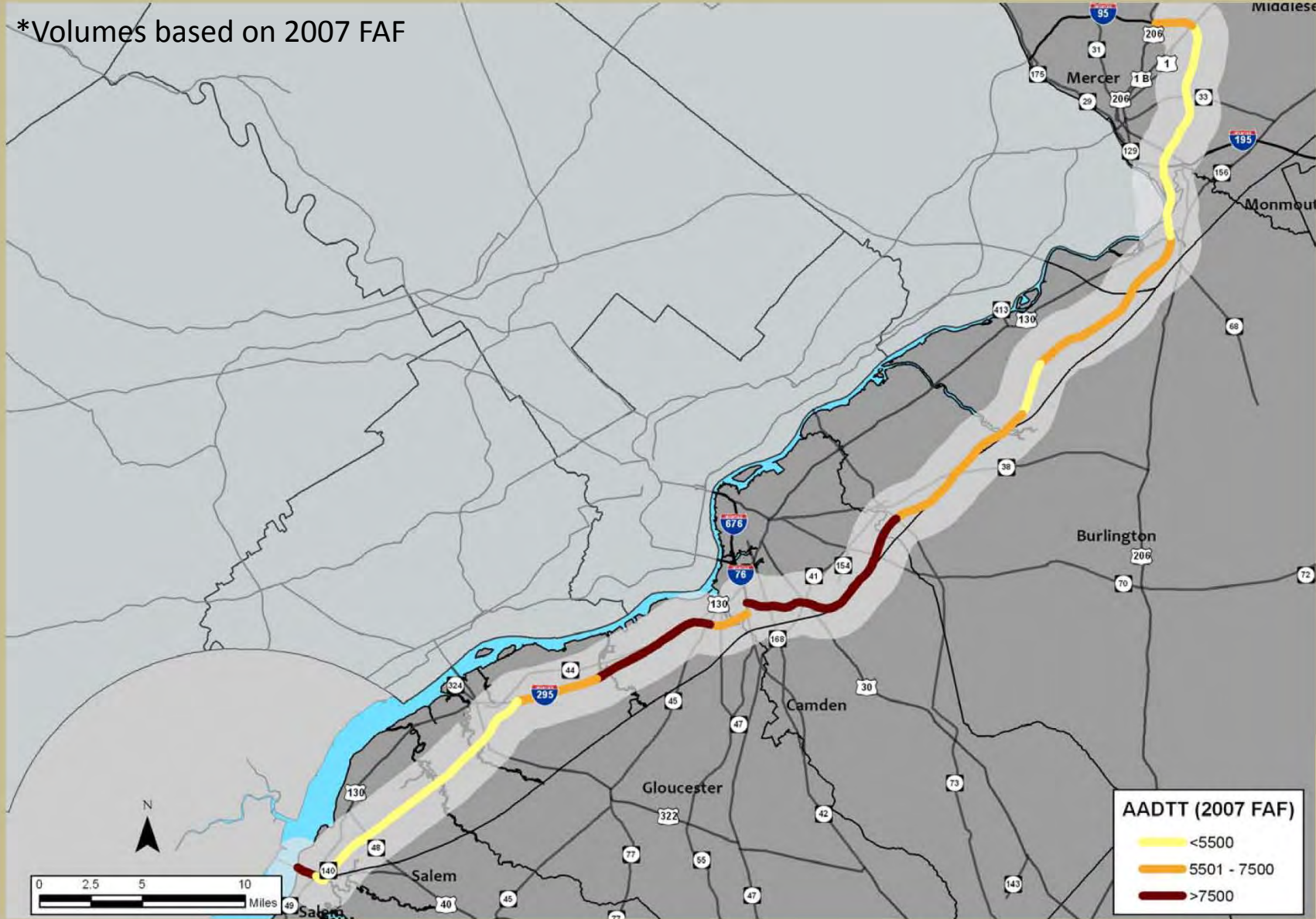


I-295: Corridor Performance Summary



Corridor Performance – Traffic*

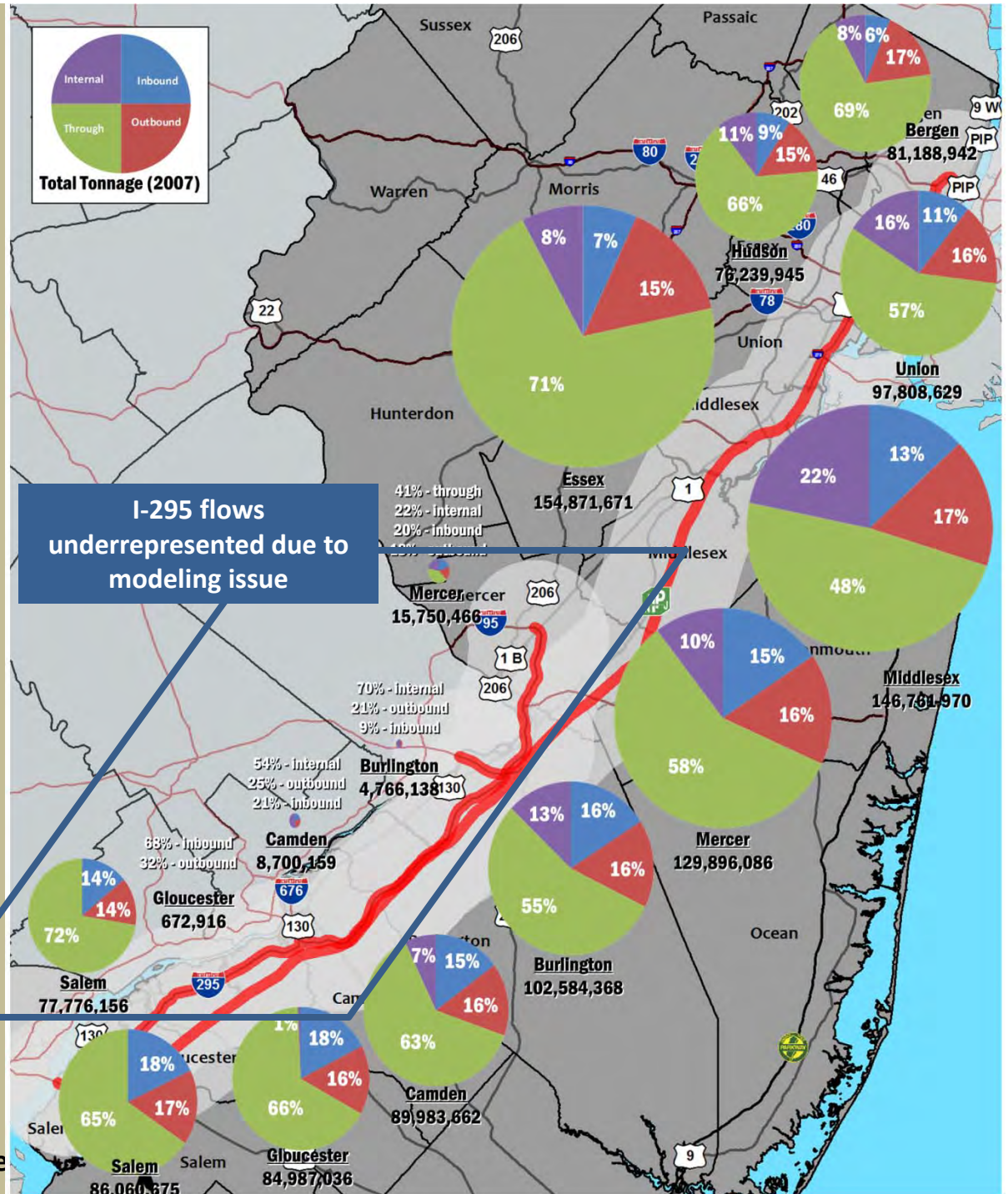
*Volumes based on 2007 FAF



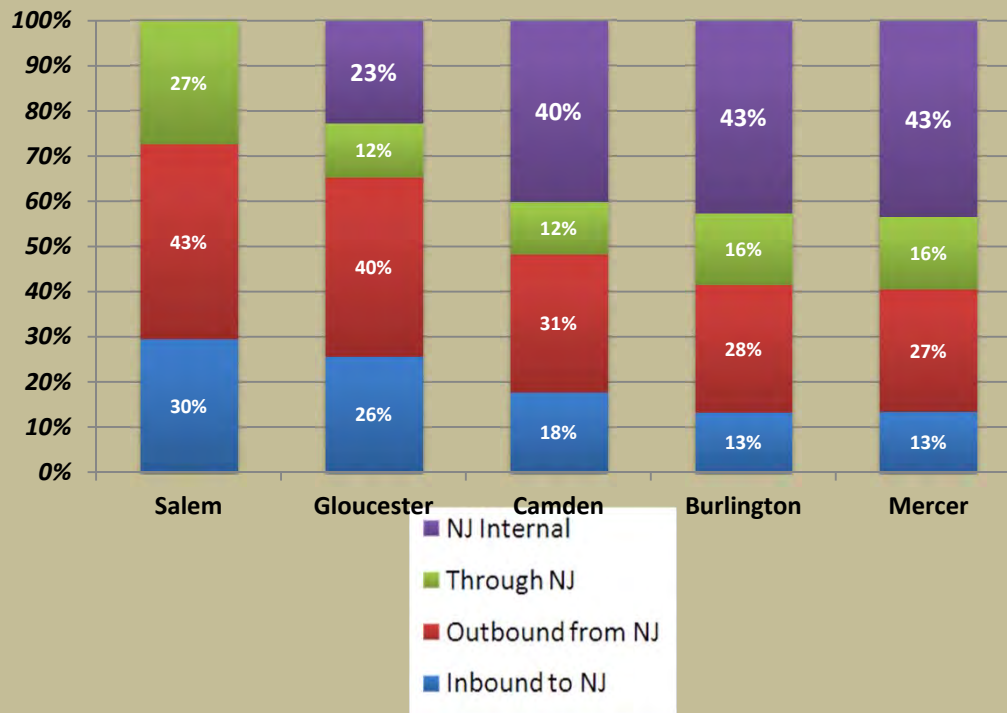
Flows from County Perspective*

- Inbound flows highest in Central NJ, lowest in Southern NJ
- Through traffic increases moving south from Central NJ
- Outbound and internal flows generally consistent throughout NJ

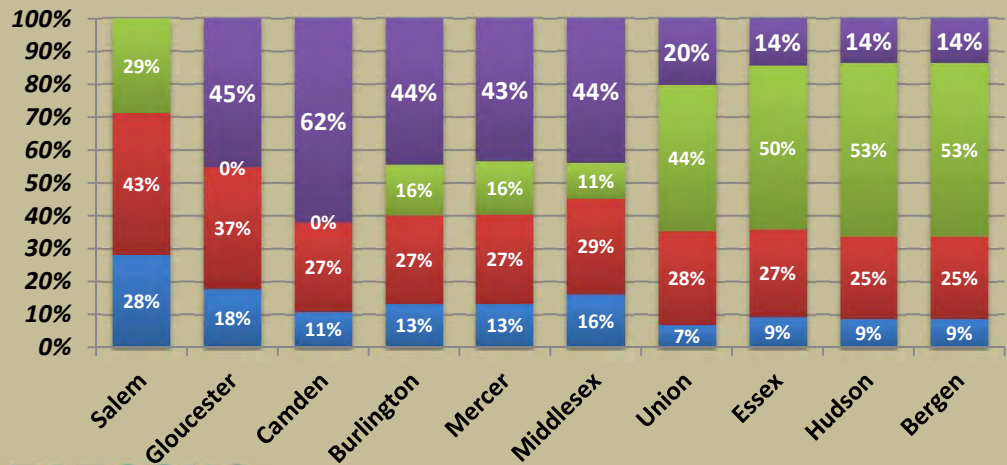
* Based on assignment of Transearch data to FAF-3 highway network.



Interstate 295 & NJTPK Combined Truck Flows



New Jersey Turnpike Truck Flows



Flows from State Perspective

- I-295/NJTPK flows combined for modeling purposes
- North Jersey flows differ from South Jersey flows
 - Through traffic higher in North Jersey
 - Internal traffic higher in South Jersey
- Outbound/Inbound flows increase moving south
- Internal flows decrease moving south
- Through traffic generally consistent in southern counties

Improvement Categories

- Safety Improvements

- high numbers of crashes involving trucks resulting in property damage, injuries or fatalities, and/or lost time for trucks forced to deal with non-recurring congestion
- signing/striping, widening of ramp radii, extended acceleration/deceleration lanes, improved access to major retail areas, or increased truck-only facilities.

- Maintenance Improvements

- rehabilitation and/or replacement of structures or resurfacing can have a significantly negative impact on goods movement
- Poor pavement can limiting travel speeds and cause increased wear and tear on trucks
- improvements would aim to minimize impacts by utilizing new technologies that can extend the lifecycle of transportation infrastructure

Improvement Categories

- Expansion improvements

- address existing and future recurring congestion issues
- Projections show increased traffic on already heavily congested links
- additional capacity, alternative routes, shift of freight movements to non-peak (and thus less congested) time periods.
- In constrained areas focus on improving freight throughput through ITS, policy, and/or behavioral changes

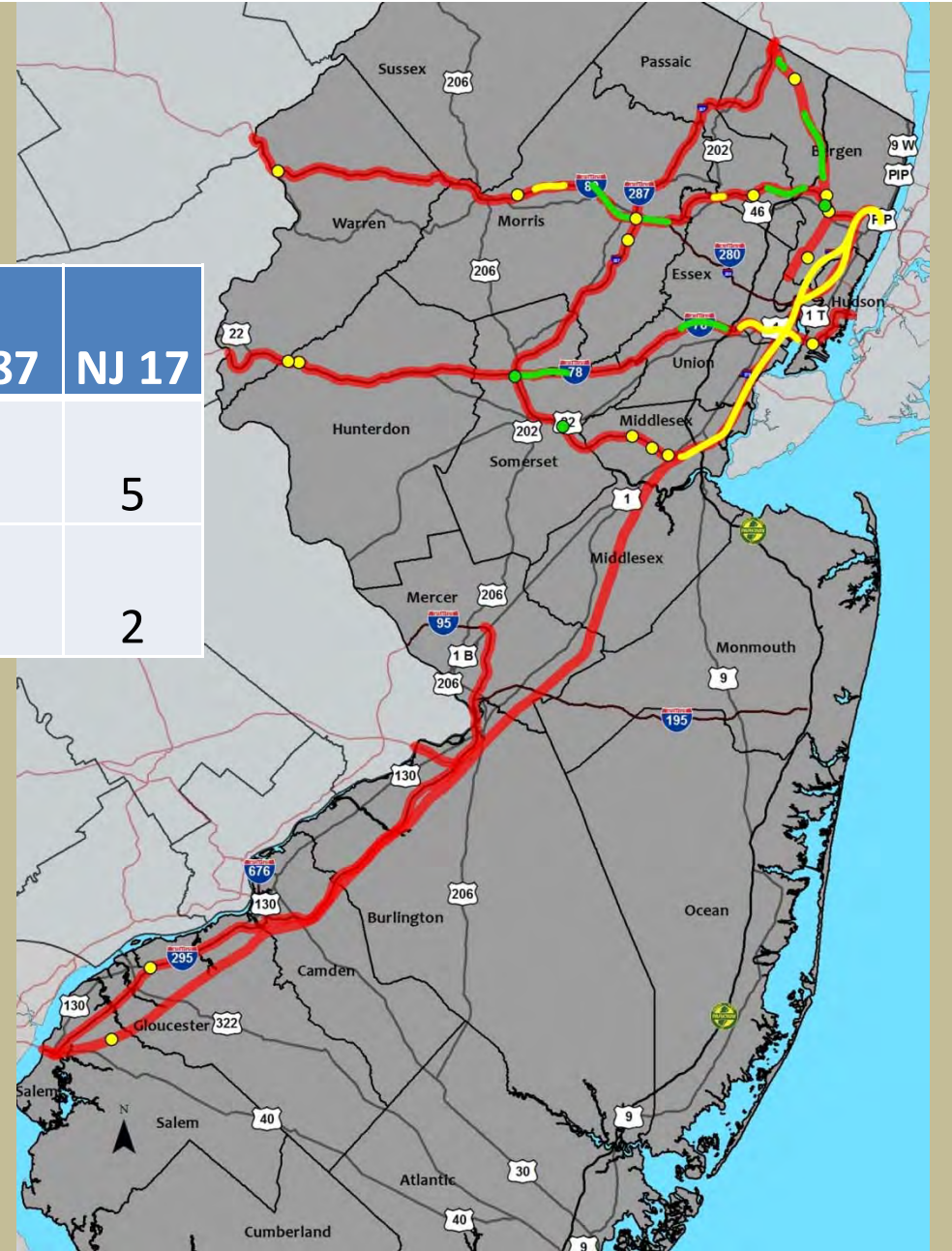
- Policy

- support improvements at targeted locations or statewide
- require a significant amount of coordination between NJDOT, freight and logistics industries, and other state and local agencies.
- impact of these policies would likely be significant, while requiring a significantly smaller investment than physical improvements.

Project Locations

	NJTPK	I-295	I-80	I-78	I-287	NJ 17
Safety	2	1	5	4	5	5
Expansion	0	0	3	2	2	2

- Increase parking facilities along key roadways
- Does not include priority areas where improvements are planned or under construction



Maintenance and Policy Projects

Maintenance

- Statewide resurfacing programs
- Increased use of new pavement technologies
- Prioritized structural improvements on the priority freight roadways

Policy

- Support extending port operating hours to support off peak freight movements
- Introduce pilot “known driver” program, allowing deliveries to occur during non-business hours
- Support inland Distribution Centers
- Support open road tolling
- Investigate increased opportunities for Weigh in Motion stations
- Provide outreach and guidance to local municipalities regarding truck parking policies

Priority Ranking

Top five priority locations for freight-focused highway improvements are:

- New Jersey Turnpike, MP 42.2 – 78.0
- Interstate 287 – Interchange 1 (U.S. Route 1)
- Interstate 287 – Interchange 14A (U.S. Route 22)
- Interstate 78, MP 23.6 – 31.2
- Interstate 78, MP 56.0 – 60.0



**STATEWIDE COMPREHENSIVE FREIGHT PLAN – RECOMMENDATION
ADVANCEMENT
PRIORITY FREIGHT LOCATION**



**I-295: Milepost 14.2 (Interchange 13 - US 130)
Logan Township
Gloucester County**

**SUMMARY OF ASSESSMENT
(IDENTIFIED PROBLEMS)**

Accessibility

BACKGROUND DATA

ROADWAY: I-295
JURISDICTION: NJDOT
MILEPOSTS: 14.2
ROADWAY PROFILE: NB- 2-3 Lanes
SB - 2-3 Lanes
COUNTY: Gloucester
MUNICIPALITY: Logan
AADT: 50,862 (2010)
PEAK HOUR %:
NJ-BASED
TRUCK FLOW %: 76%
AADTT (2007 FAF3) 5,139
CRASH DATA: 6 crashes involving heavy vehicles (2006-2008)



NJDOT MANAGEMENT

SYSTEM STATUS

CONGESTION: Not Congested
CMS Score 4.16
DRAINAGE: Not on list
BRIDGE: No deficient structures
PAVEMENT: Not Deficient

APPLICABLE CIS

PROGRAM CATEGORY

- Bridge Assets
- Roadway Assets**
- Mass Transit Assets
- Airport Assets
- Transportation Support Facilities Assets
- Safety Management
- Congestion Relief
- Multimodal Support
- Local System Support

Northbound weaving section between U.S. 130 and Exit 14

S&S Auction



**STATEWIDE COMPREHENSIVE FREIGHT PLAN – RECOMMENDATION
ADVANCEMENT
PRIORITY FREIGHT LOCATION**



**NJ Turnpike: Milepost 5.4 (Barton and Fenwick service areas)
Oldmans Twp
Salem County**

**SUMMARY OF ASSESSMENT
(IDENTIFIED PROBLEMS)**

Numerous truck crashes

BACKGROUND DATA

ROADWAY: NJ Turnpike
JURISDICTION: NJ Turnpike Authority
MILEPOST: 5.4
ROADWAY PROFILE: NB – 2 Lanes
SB – 2 Lanes
COUNTY: Salem
MUNICIPALITY: Oldmans Township
AADT: Not Available
PEAK HOUR %: Not Available
NJ-BASED TRUCK FLOW %: 71%
AADTT (2007 FAF3) 5,826
CRASH DATA: 19 crashes involving heavy vehicles (2006-2008)



NJDOT MANAGEMENT

SYSTEM STATUS

CONGESTION: Not Congested
CMS Score 3.82
DRAINAGE: Not on list
BRIDGE: No deficient structures
PAVEMENT: Fair

APPLICABLE CIS

PROGRAM CATEGORY

- Bridge Assets
- Roadway Assets
- Mass Transit Assets
- Airport Assets
- Transportation Support Facilities Assets
- Safety Management**
- Congestion Relief
- Multimodal Support
- Local System Support

Next Steps

- Final Plan – July 2012

Thank You

If you have further comments, data, questions, information please contact:

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