

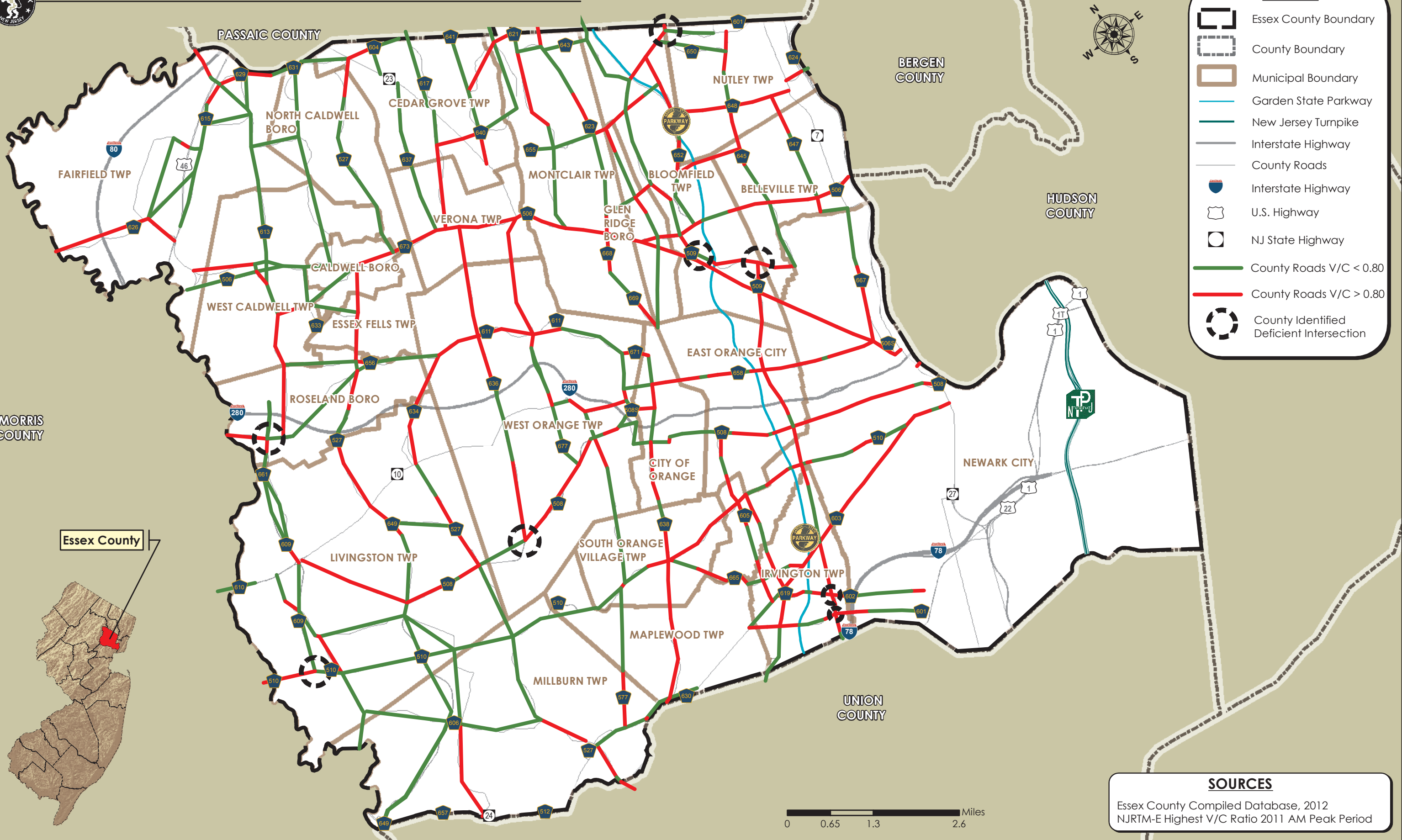
Appendix A: Figures



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Essex County Comprehensive Transportation Master Plan



LEGEND

- Essex County Boundary
- County Boundary
- Municipal Boundary
- Garden State Parkway
- New Jersey Turnpike
- Interstate Highway
- County Roads
- Interstate Highway
- U.S. Highway
- NJ State Highway
- County Roads V/C < 0.80
- County Roads V/C > 0.80
- County Identified Deficient Intersection

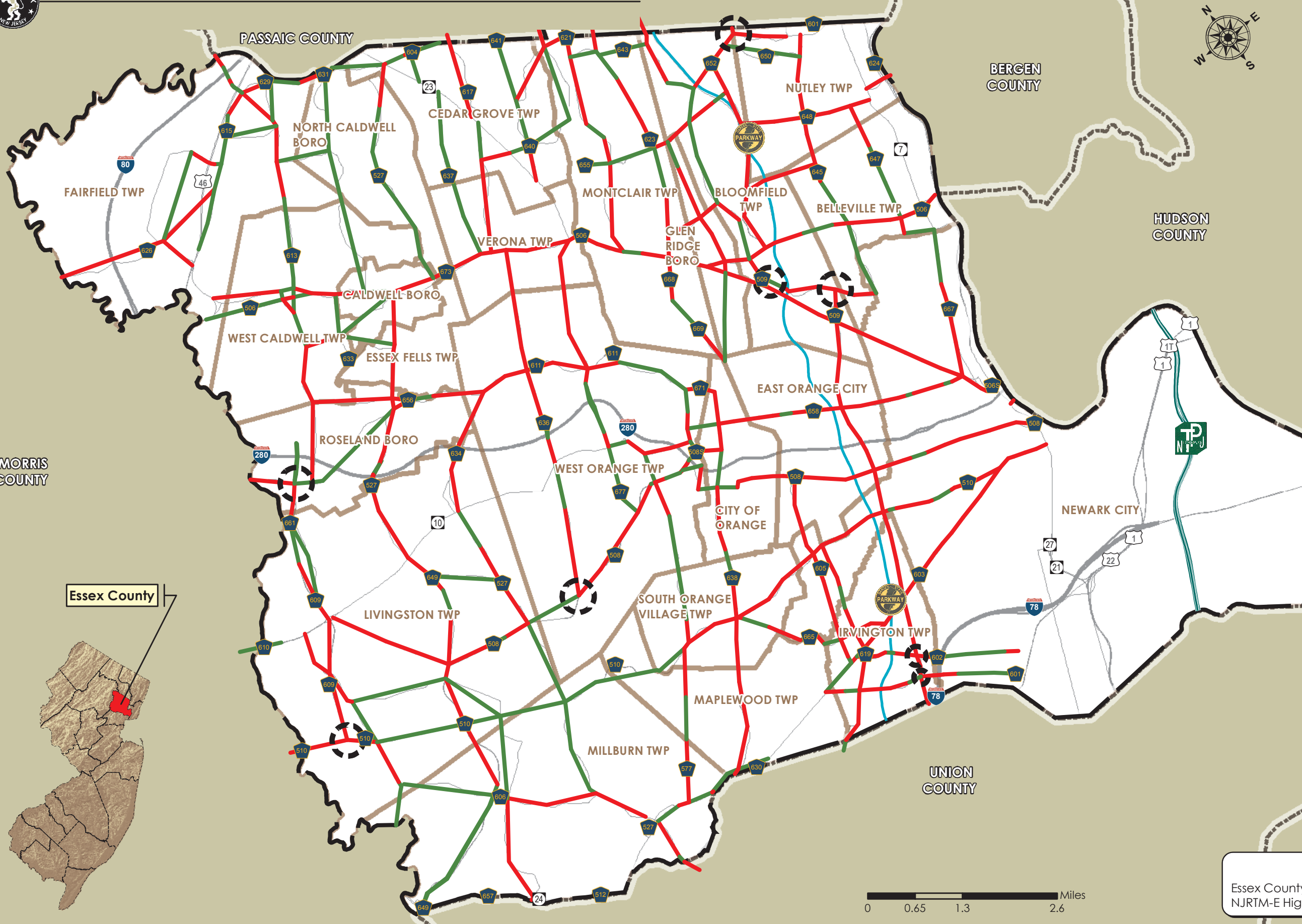
SOURCES

Essex County Compiled Database, 2012
 NJRTM-E Highest V/C Ratio 2011 AM Peak Period

Path: Q:\50053287\GIS\Mxd\Needs Assessment\Essex_CountyMap_AM Peak2011-2.mxd



Essex County Comprehensive Transportation Master Plan



LEGEND

- Essex County Boundary
- County Boundary
- Municipal Boundary
- Garden State Parkway
- New Jersey Turnpike
- Interstate Highway
- County Roads
- Interstate Highway
- U.S. Highway
- NJ State Highway
- County Roads V/C < 0.80
- County Roads V/C > 0.80
- County Identified Deficient Intersection



MORRIS COUNTY

Essex County



SOURCES

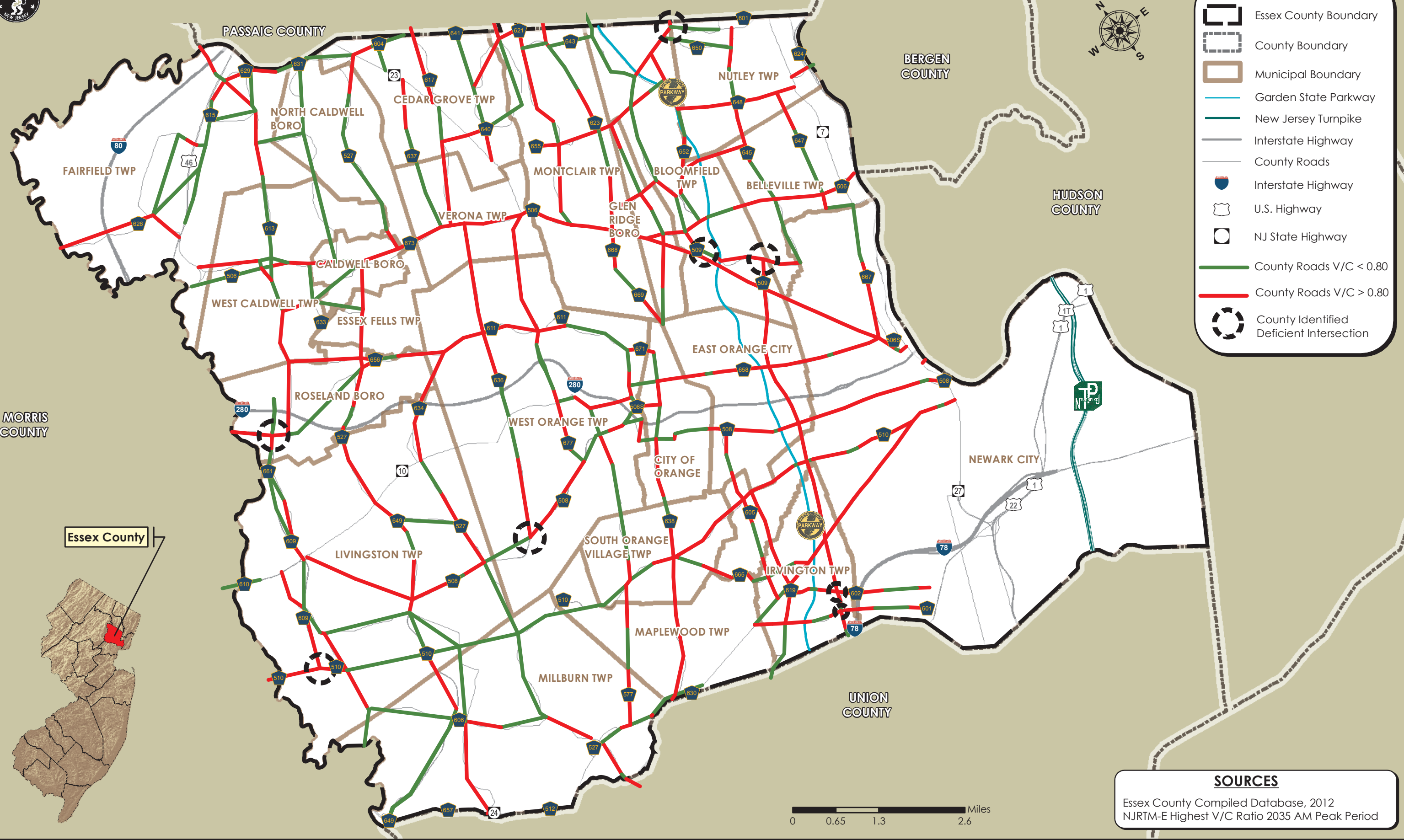
Essex County Compiled Database, 2012
 NJRTM-E Highest V/C Ratio 2011 PM Peak Period



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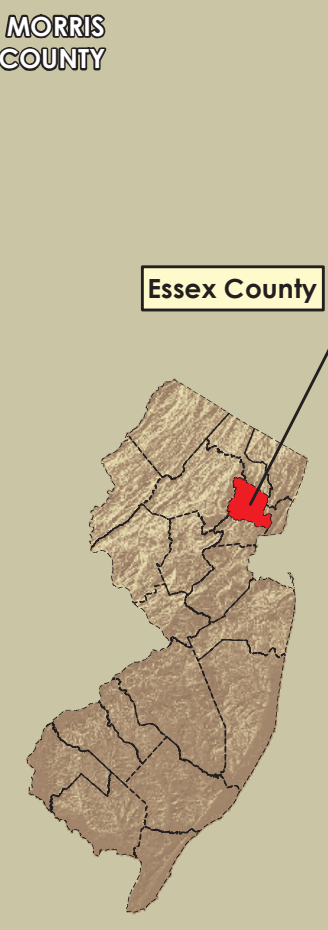


Essex County Comprehensive Transportation Master Plan



LEGEND

- Essex County Boundary
- County Boundary
- Municipal Boundary
- Garden State Parkway
- New Jersey Turnpike
- Interstate Highway
- County Roads
- Interstate Highway
- U.S. Highway
- NJ State Highway
- County Roads V/C < 0.80
- County Roads V/C > 0.80
- County Identified Deficient Intersection



SOURCES

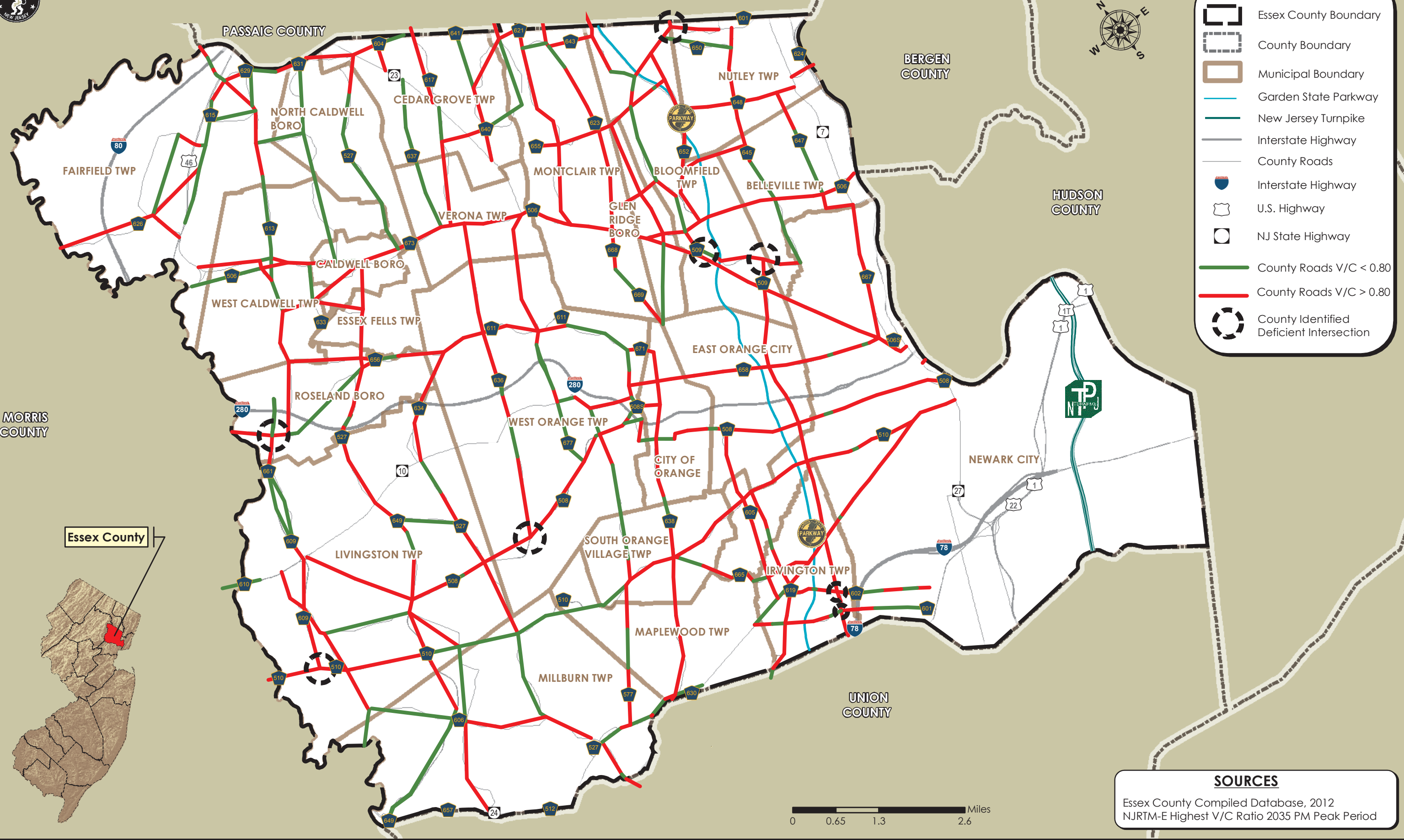
Essex County Compiled Database, 2012
 NJRTM-E Highest V/C Ratio 2035 AM Peak Period



Path: Q:\50053287\GIS\Mxd\Needs Assessment\Essex_CountyMap_AM Peak2035.mxd

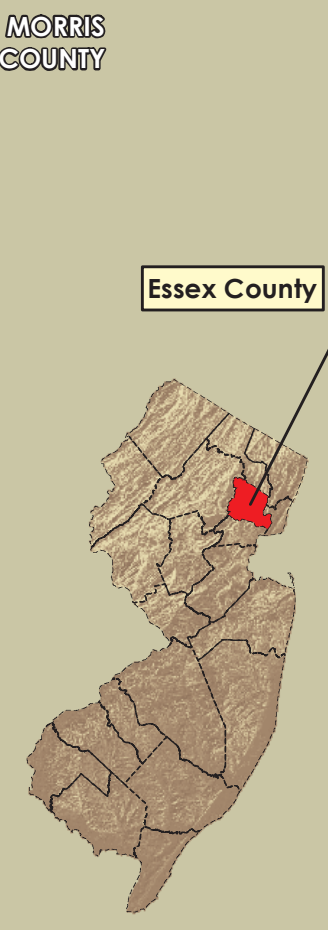


Essex County Comprehensive Transportation Master Plan



LEGEND

- Essex County Boundary
- County Boundary
- Municipal Boundary
- Garden State Parkway
- New Jersey Turnpike
- Interstate Highway
- County Roads
- Interstate Highway
- U.S. Highway
- NJ State Highway
- County Roads V/C < 0.80
- County Roads V/C > 0.80
- County Identified Deficient Intersection



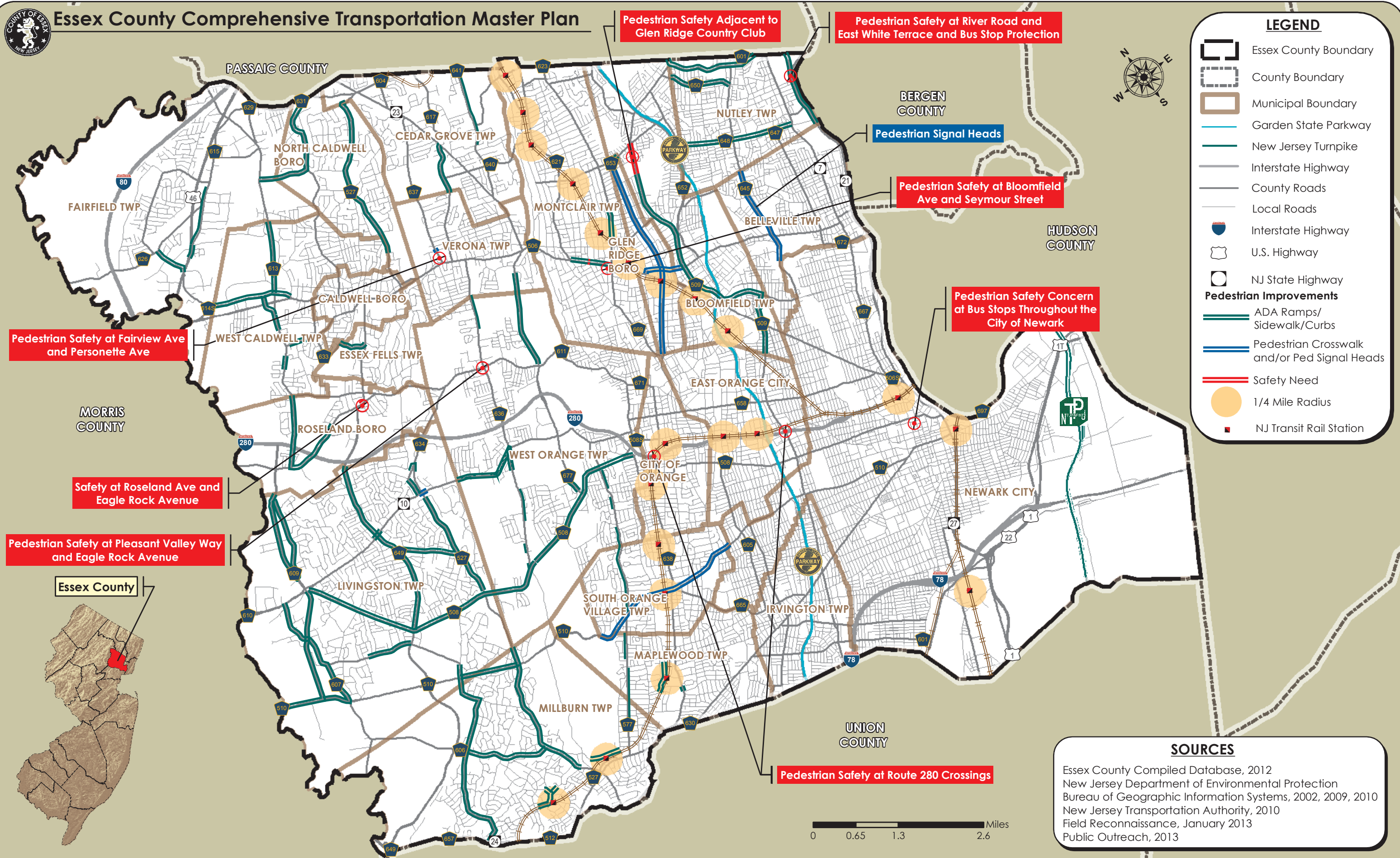
SOURCES

Essex County Compiled Database, 2012
 NJRTM-E Highest V/C Ratio 2035 PM Peak Period

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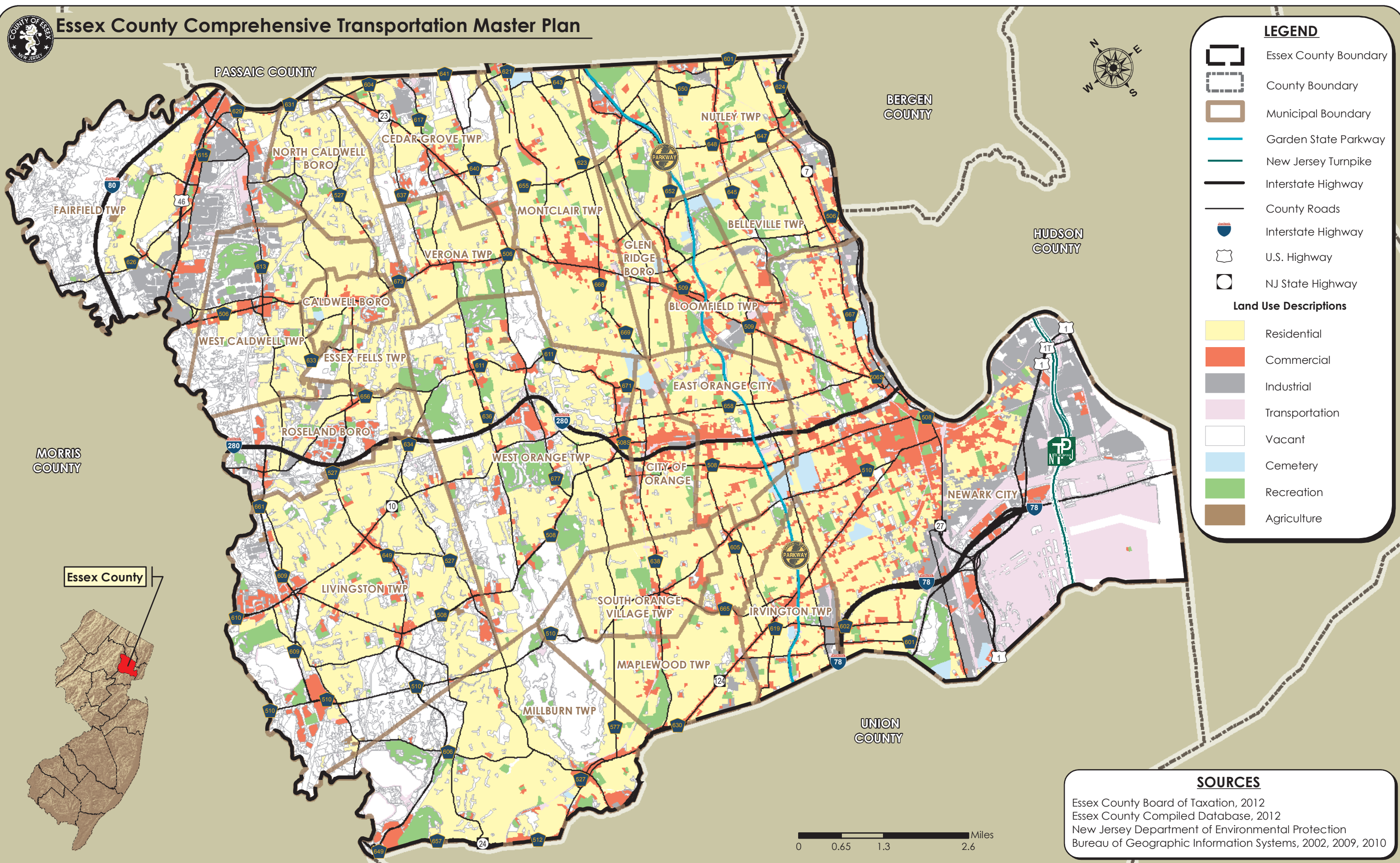


Essex County Comprehensive Transportation Master Plan





Essex County Comprehensive Transportation Master Plan



LEGEND

- Essex County Boundary
- County Boundary
- Municipal Boundary
- Garden State Parkway
- New Jersey Turnpike
- Interstate Highway
- County Roads
- Interstate Highway
- U.S. Highway
- NJ State Highway

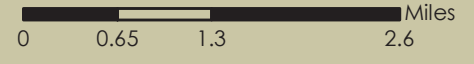
Land Use Descriptions

- Residential
- Commercial
- Industrial
- Transportation
- Vacant
- Cemetery
- Recreation
- Agriculture



SOURCES

- Essex County Board of Taxation, 2012
- Essex County Compiled Database, 2012
- New Jersey Department of Environmental Protection Bureau of Geographic Information Systems, 2002, 2009, 2010



Existing Inventory

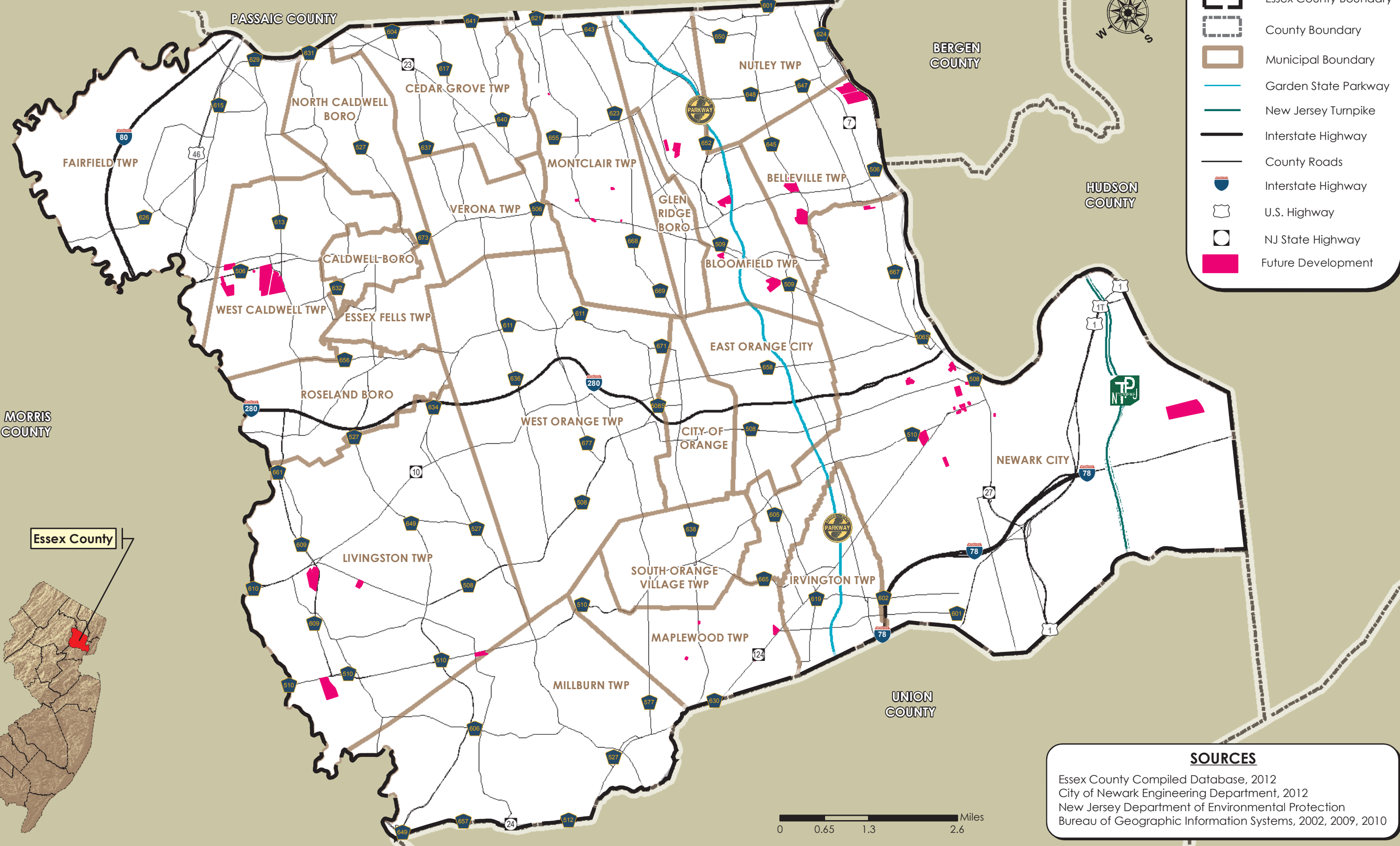
Land Use Map

Figure 1

Path: Q:\50053287\GIS\Mxd\Needs Assessment\Essex_CountyMap_LandUse2_Revised.mxd



Essex County Comprehensive Transportation Master Plan



LEGEND

- Essex County Boundary
- County Boundary
- Municipal Boundary
- Garden State Parkway
- New Jersey Turnpike
- Interstate Highway
- County Roads
- Interstate Highway
- U.S. Highway
- NJ State Highway
- Future Development



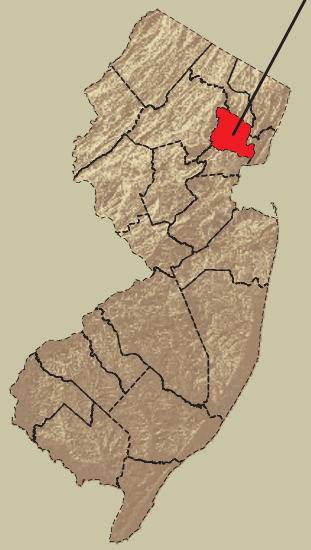
MORRIS COUNTY

BERGEN COUNTY

HUDSON COUNTY

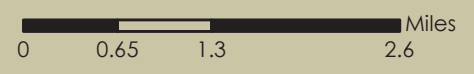
UNION COUNTY

Essex County



SOURCES

- Essex County Compiled Database, 2012
- City of Newark Engineering Department, 2012
- New Jersey Department of Environmental Protection Bureau of Geographic Information Systems, 2002, 2009, 2010



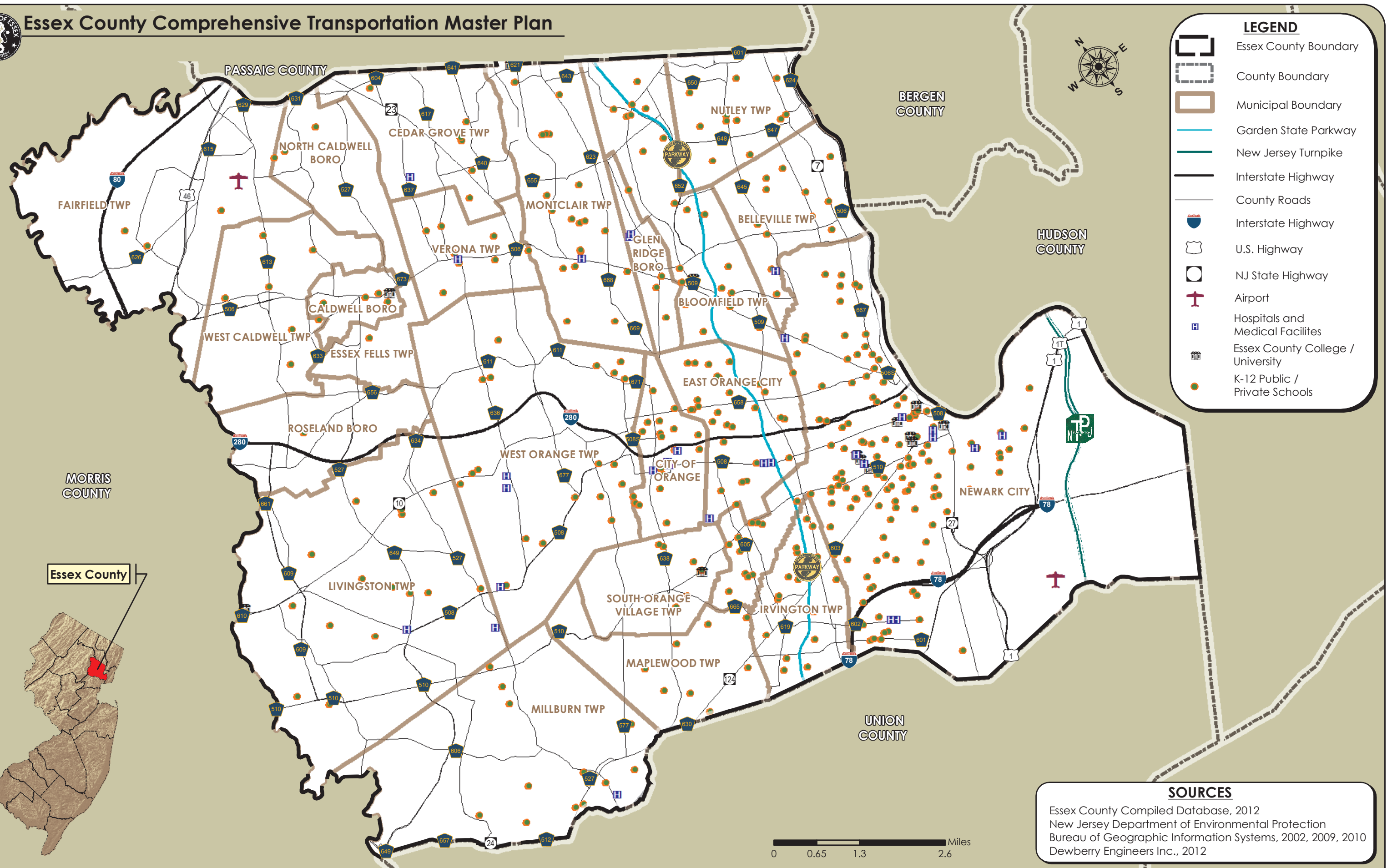
Existing Inventory

Future Development Map

Figure 2



Essex County Comprehensive Transportation Master Plan



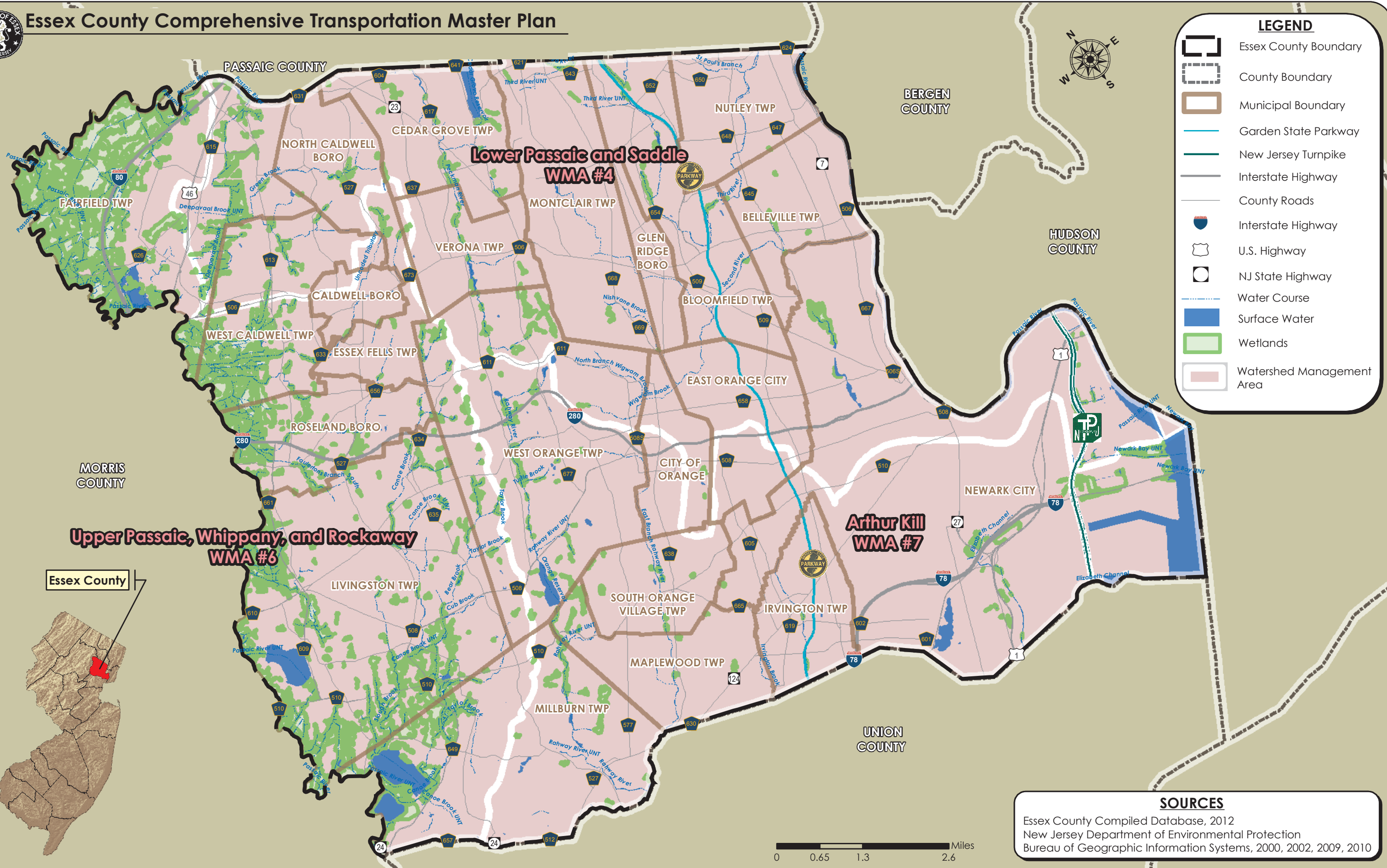
Existing Inventory

Key Travel Destinations Map

Figure 3



Essex County Comprehensive Transportation Master Plan



LEGEND

- Essex County Boundary
- County Boundary
- Municipal Boundary
- Garden State Parkway
- New Jersey Turnpike
- Interstate Highway
- County Roads
- Interstate Highway
- U.S. Highway
- NJ State Highway
- Water Course
- Surface Water
- Wetlands
- Watershed Management Area

SOURCES

Essex County Compiled Database, 2012
 New Jersey Department of Environmental Protection
 Bureau of Geographic Information Systems, 2000, 2002, 2009, 2010

Existing Inventory

Environmental Map

Figure 4

Path: Q:\50053287\GIS\Mxd\Needs Assessment\Essex_CountyMap_Environmental.mxd



Essex County Comprehensive Transportation Master Plan



LEGEND

- Essex County Boundary
- County Boundary
- Municipal Boundary
- Interstate Highway
- U.S. Highway
- NJ State Highway
- Interstate Highway
- US Highway
- State Highway
- Garden State Parkway
- County 500/600 Series Route
- Local Road

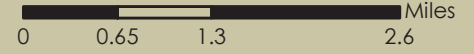
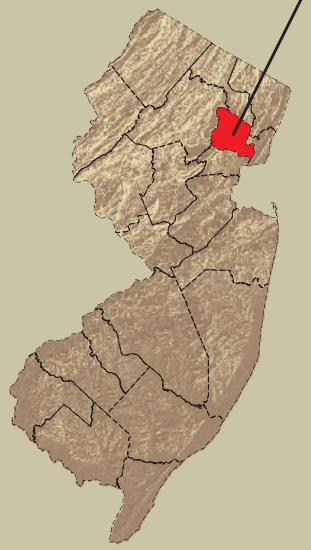
MORRIS COUNTY

BERGEN COUNTY

HUDSON COUNTY

UNION COUNTY

Essex County



SOURCES

Essex County Compiled Database, 2012
 New Jersey Department of Environmental Protection
 Bureau of Geographic Information Systems, 2002, 2009, 2010

Existing Inventory

County Road Map

Figure 5

Path: Q:\50053287\GIS\Mxd\Needs Assessment\Essex_CountyMap_Roadways.mxd

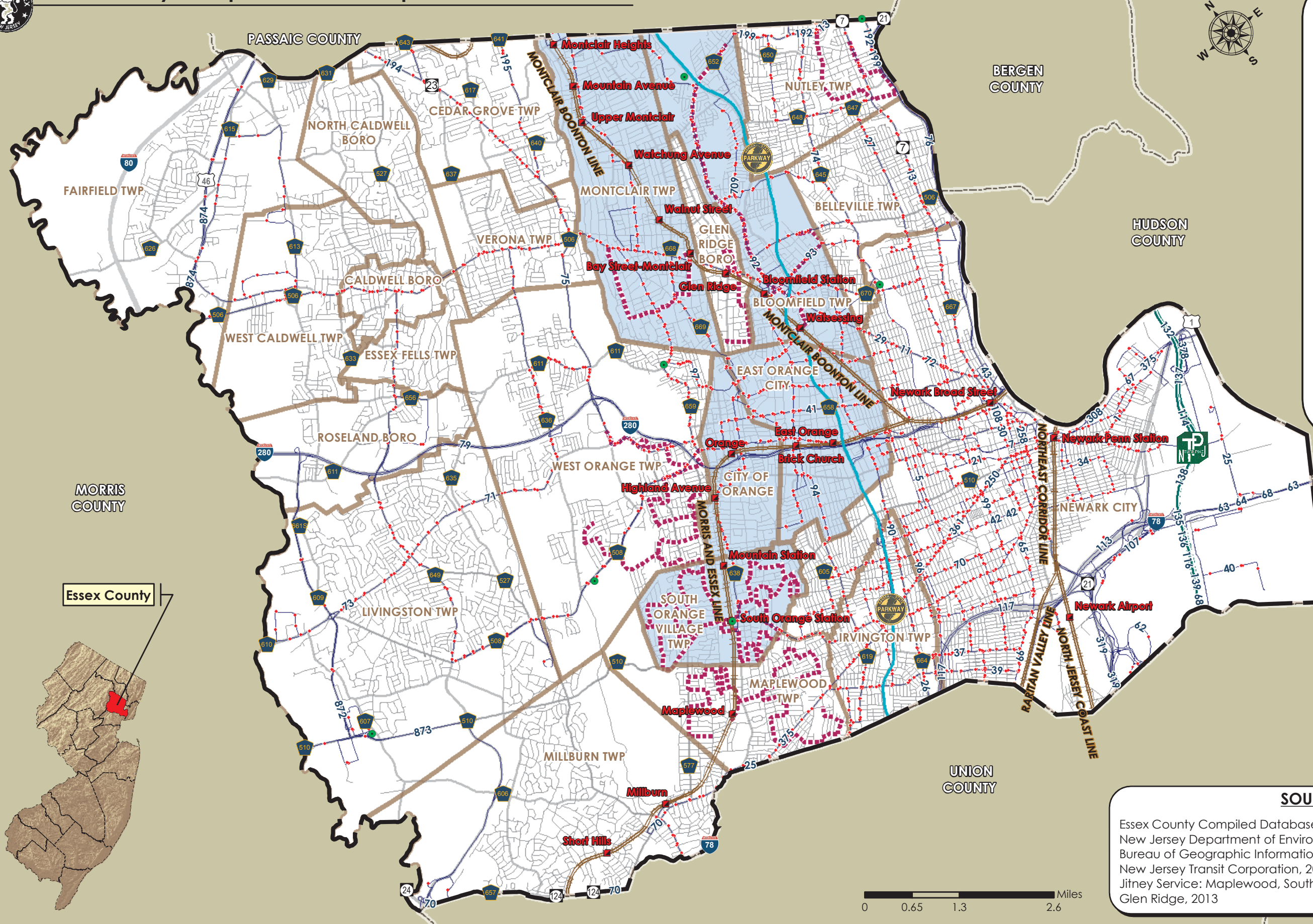


Essex County Comprehensive Transportation Master Plan

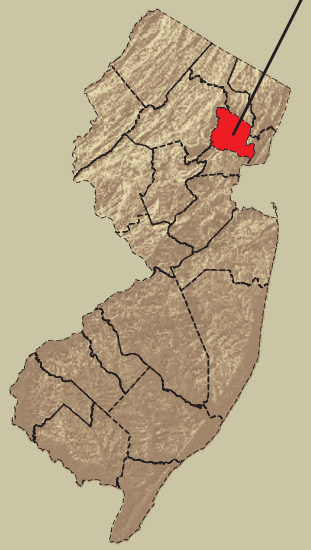


LEGEND

- Essex County Boundary
- County Boundary
- Municipal Boundary
- Garden State Parkway
- New Jersey Turnpike
- Interstate Highway
- County Roads
- Local Roads
- Interstate Highway
- U.S. Highway
- NJ State Highway
- NJ Transit Rail Station
- NJ Transit Rail Line
- NJ Transit Bus Stop
- NJ Transit Bus Line
- State Designated Transit Village
- Existing Jitney Service
- Park and Ride Facilities



Essex County



SOURCES

Essex County Compiled Database, 2012
 New Jersey Department of Environmental Protection
 Bureau of Geographic Information Systems, 2002, 2009, 2010
 New Jersey Transit Corporation, 2011
 Jitney Service: Maplewood, South Orange, West Orange, Bloomfield,
 Glen Ridge, 2013



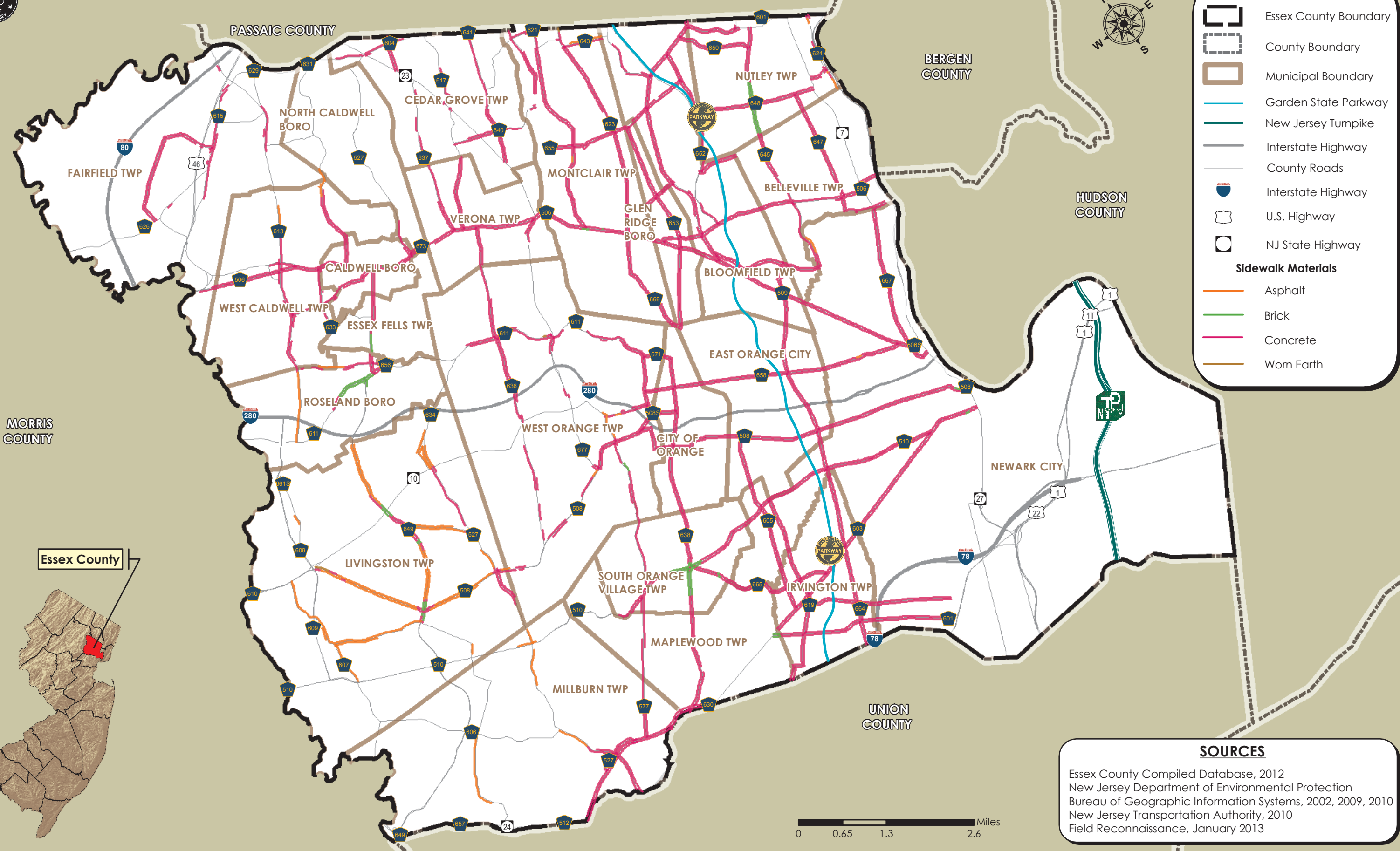
Existing Inventory

Public Transportation Map

Figure 6



Essex County Comprehensive Transportation Master Plan

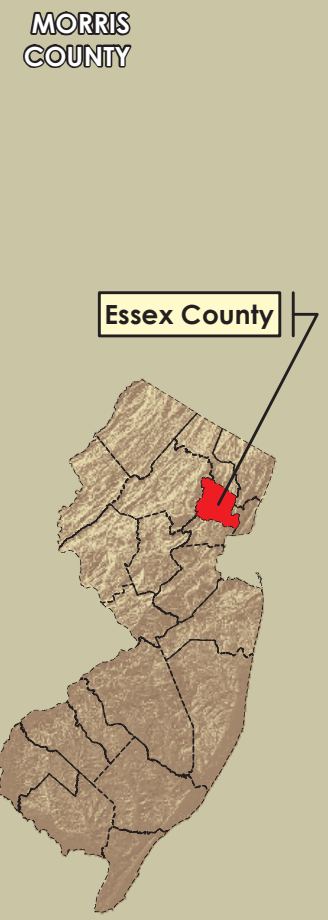


LEGEND

- Essex County Boundary
- County Boundary
- Municipal Boundary
- Garden State Parkway
- New Jersey Turnpike
- Interstate Highway
- County Roads
- Interstate Highway
- U.S. Highway
- NJ State Highway

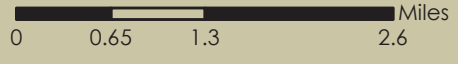
Sidewalk Materials

- Asphalt
- Brick
- Concrete
- Worn Earth



SOURCES

Essex County Compiled Database, 2012
 New Jersey Department of Environmental Protection
 Bureau of Geographic Information Systems, 2002, 2009, 2010
 New Jersey Transportation Authority, 2010
 Field Reconnaissance, January 2013



Existing Inventory

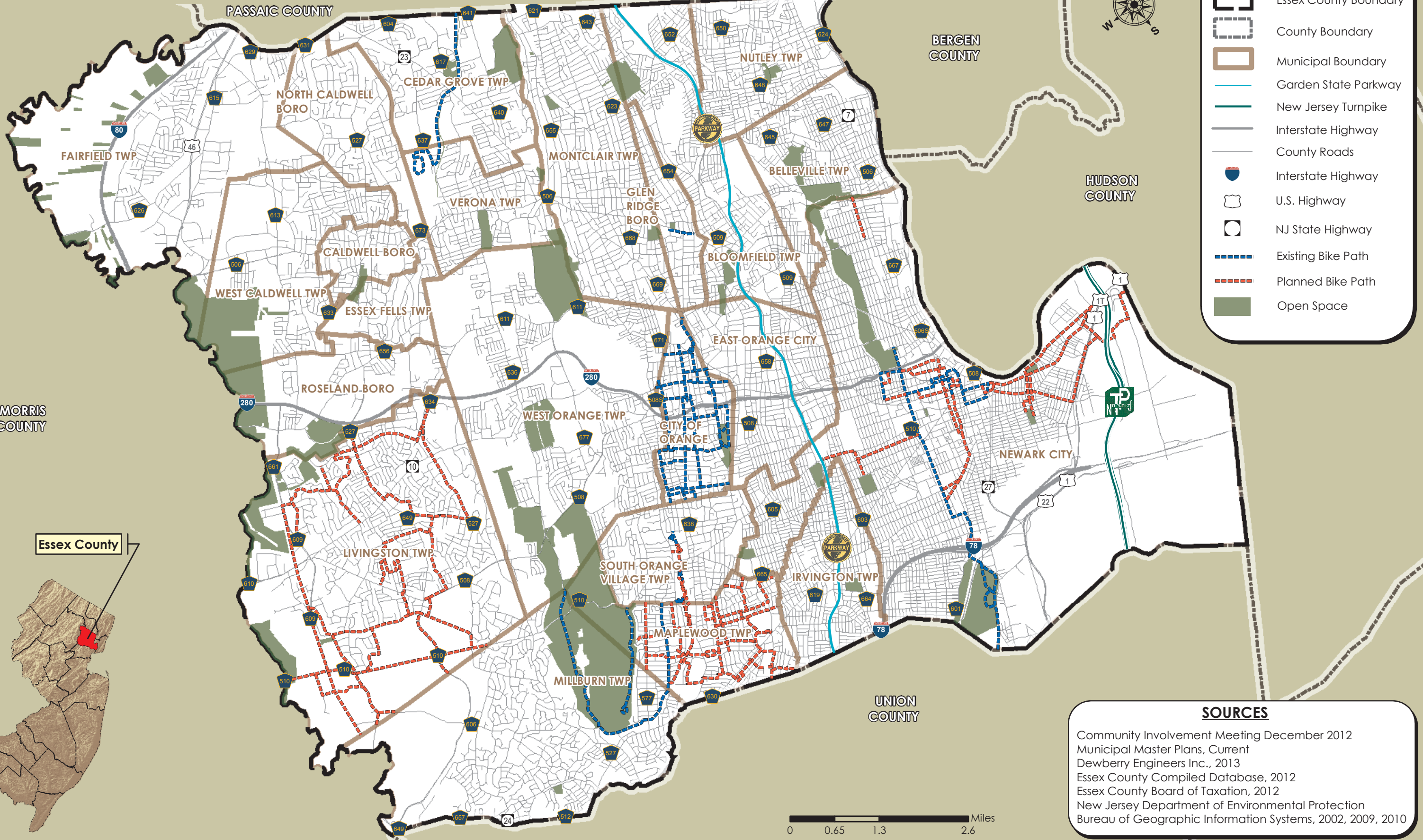
County Sidewalks

Figure 7

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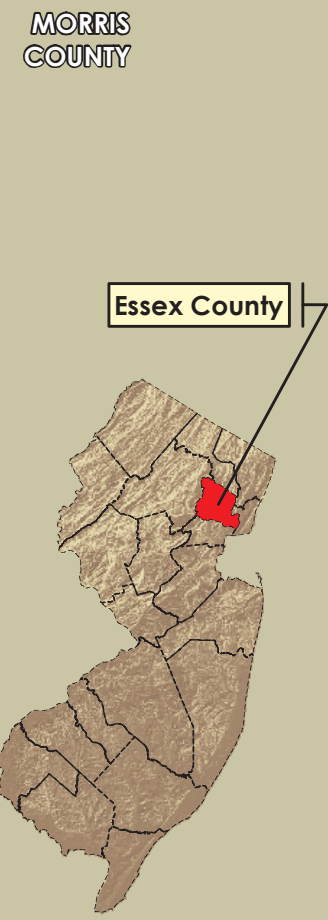


Essex County Comprehensive Transportation Master Plan



LEGEND

- Essex County Boundary
- County Boundary
- Municipal Boundary
- Garden State Parkway
- New Jersey Turnpike
- Interstate Highway
- County Roads
- Interstate Highway
- U.S. Highway
- NJ State Highway
- Existing Bike Path
- Planned Bike Path
- Open Space



SOURCES

- Community Involvement Meeting December 2012
- Municipal Master Plans, Current
- Dewberry Engineers Inc., 2013
- Essex County Compiled Database, 2012
- Essex County Board of Taxation, 2012
- New Jersey Department of Environmental Protection Bureau of Geographic Information Systems, 2002, 2009, 2010



Existing Inventory

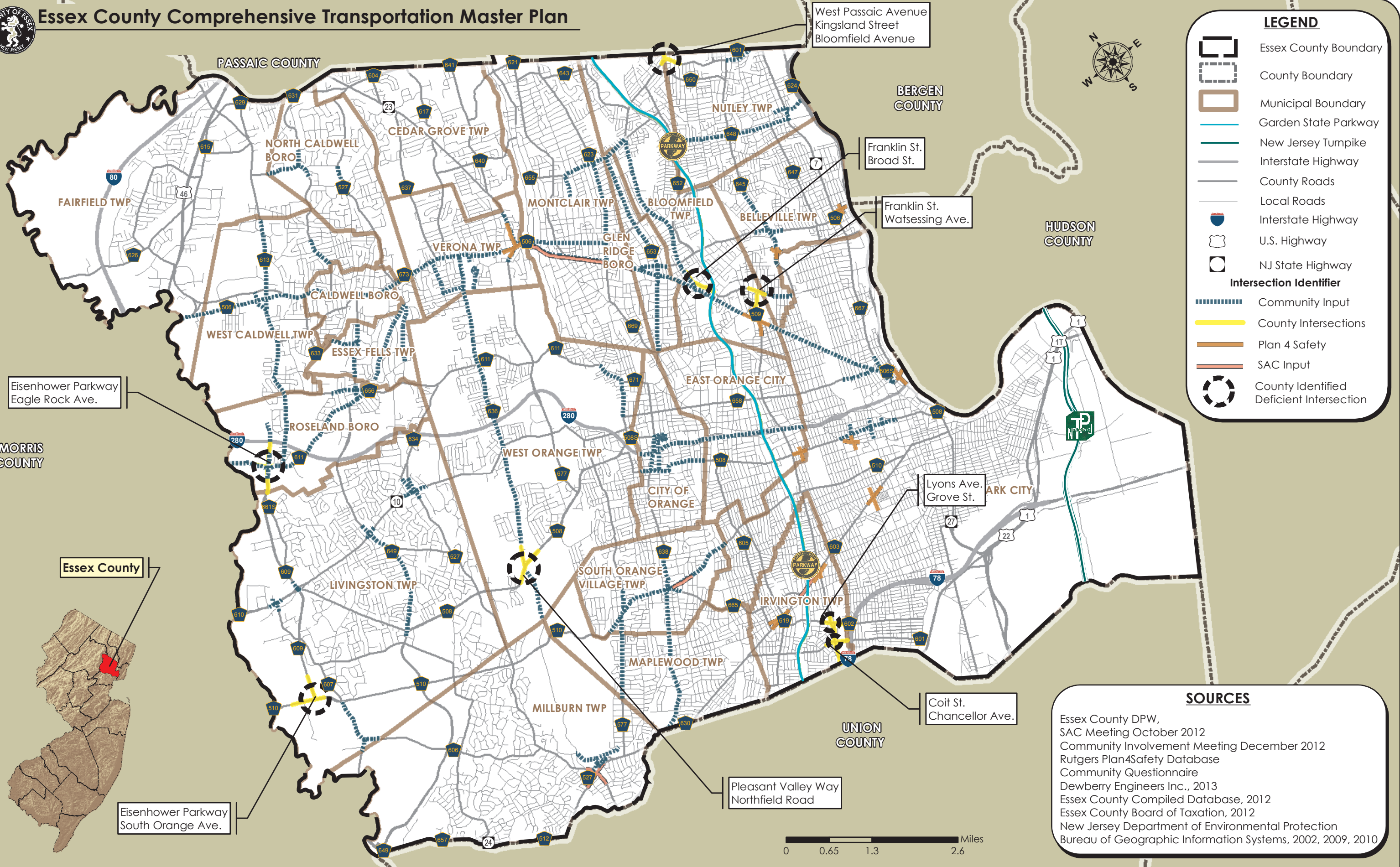
Existing and Planned Bicycle Facilities

Figure 8

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Essex County Comprehensive Transportation Master Plan



LEGEND

- Essex County Boundary
- County Boundary
- Municipal Boundary
- Garden State Parkway
- New Jersey Turnpike
- Interstate Highway
- County Roads
- Local Roads
- Interstate Highway
- U.S. Highway
- NJ State Highway

Intersection Identifier

- Community Input
- County Intersections
- Plan 4 Safety
- SAC Input
- County Identified Deficient Intersection

SOURCES

- Essex County DPW, SAC Meeting October 2012
- Community Involvement Meeting December 2012
- Rutgers Plan4Safety Database
- Community Questionnaire
- Dewberry Engineers Inc., 2013
- Essex County Compiled Database, 2012
- Essex County Board of Taxation, 2012
- New Jersey Department of Environmental Protection Bureau of Geographic Information Systems, 2002, 2009, 2010

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Appendix B: Tables



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**Table B-1
Existing (2011) Peak Period Traffic by Roadway and Municipality – County 500 Routes**

Roadway	Municipality	Length [mi]	Basic Section	Avg. AM V/C Ratio	Max. AM V/C Ratio	Avg. PM V/C Ratio	Max. PM V/C Ratio	Max. V/C > 0.8
CR 506	Fairfield	0.26	4-lanes	0.25	0.30	0.29	0.39	
CR 506	West Caldwell	1.60	4-lanes	0.47	0.76	0.51	0.91	Yes
CR 506	Caldwell	1.52	4-lanes	0.65	0.91	0.71	1.00	Yes
CR 506	North Caldwell	0.23	4-lanes	0.90	0.91	0.68	0.91	Yes
CR 506	Verona	1.79	4-lanes	0.90	1.04	0.87	1.03	Yes
CR 506	Montclair	1.71	4-lanes	0.87	0.98	0.88	1.05	Yes
CR 506	Glen Ridge	0.69	varies	0.91	1.04	0.96	1.04	Yes
CR 506	Bloomfield	1.17	2-lanes	0.75	1.04	0.82	1.03	Yes
CR 506	Belleville	1.77	2-lanes	0.82	1.08	0.86	1.15	Yes
CR 506 S	Glen Ridge	0.60	4-lanes	0.83	1.01	0.89	1.13	Yes
CR 506 S	Bloomfield	1.75	4-lanes	0.78	1.01	0.84	1.13	Yes
CR 506 S	Belleville	0.09	4-lanes	0.67	0.87	0.75	0.91	Yes
CR 506 S	Newark	2.01	varies	0.87	1.23	0.96	1.35	Yes
CR 508	Livingston	3.10	4-lanes	0.75	1.16	0.95	2.43	Yes
CR 508	West Orange	3.72	varies	0.54	1.42	0.59	1.09	Yes
CR 508	Orange	1.08	varies	0.57	1.03	0.71	1.13	Yes
CR 508	East Orange	1.52	4-lanes	0.64	1.37	0.84	1.28	Yes
CR 508	Newark	2.11	varies	0.50	1.23	0.97	2.11	Yes
CR 508 S	West Orange	0.31	4-lanes	0.32	1.19	0.46	1.29	Yes
CR 509	Irvington	2.61	2-lanes	0.75	0.96	0.84	1.31	Yes
CR 509	Newark	0.55	2-lanes	0.91	1.00	0.96	1.10	Yes
CR 509	East Orange	1.89	varies	0.78	1.05	0.91	1.26	Yes
CR 509	Bloomfield	6.10	2-lanes	0.57	1.05	0.68	1.26	Yes
CR 510	Livingston	3.07	4-lanes	0.50	0.82	0.65	0.86	Yes
CR 510	Millburn	1.43	4-lanes	0.39	0.52	0.47	0.60	
CR 510	Maplewood	1.03	4-lanes	0.31	0.40	0.36	0.39	
CR 510	S Orange	2.60	4-lanes	0.75	1.05	0.87	1.37	Yes
CR 510	Newark	3.87	varies	0.67	1.14	0.87	3.33	Yes
CR 527	Millburn	3.75	2-lanes	0.49	1.06	0.60	1.09	Yes
CR 527	Livingston	4.18	2-lanes	0.70	0.98	0.83	1.21	Yes
CR 527	Roseland	1.46	2-lanes	0.71	1.11	0.88	1.21	Yes
CR 527	Essex Fells	0.92	2-lanes	0.88	1.31	1.04	1.87	Yes
CR 527	Caldwell	0.38	2-lanes	0.65	1.02	0.65	1.06	Yes
CR 527	North Caldwell	2.92	2-lanes	0.20	0.69	0.24	0.49	

Table B-1 (Continued)
Existing (2011) Peak Period Traffic by Roadway and Municipality – County 500 Routes

Roadway	Municipality	Length [mi]	Basic Section	Avg. AM V/C Ratio	Max. AM V/C Ratio	Avg. PM V/C Ratio	Max. PM V/C Ratio	Max. V/C > 0.8
CR 527	Cedar Grove	0.22	2-lanes	0.83	1.37	1.06	1.55	Yes
CR 527Z	Millburn	0.30	2-lanes	Not in NJRTM-E				
CR 577	Millburn	2.04	varies	0.53	1.01	0.61	0.99	Yes
CR 577	Maplewood	1.02	2-lanes	0.55	0.74	0.71	0.97	Yes
CR 577	South Orange	1.25	2-lanes	0.57	0.74	0.73	0.98	Yes
CR 577	West Orange	4.68	varies	0.49	1.08	0.62	1.50	Yes
CR 577	Verona	0.61	2-lanes	0.99	1.04	1.06	1.10	Yes
CR577SB	Millburn	0.37	2-lanes	Not in NJRTM-E				

Source: North Jersey Regional Transportation Model (NJRTM-E), 2011.

Table B-2
Existing (2011) Peak Period Traffic by Roadway and Municipality–County 600 Routes

Roadway	Municipality	Length [mi]	Basic Section	Avg. AM V/C Ratio	Max. AM V/C Ratio	Avg. PM V/C Ratio	Max. PM V/C Ratio	Max. V/C > 0.8	
CR 601	Maplewood	0.12	2-lanes	0.80	0.97	0.86	1.09	Yes	
CR 601	Irvington	1.42	2-lanes	0.68	1.06	0.80	1.14	Yes	
CR 601	Newark	1.12	2-lanes	0.58	0.95	0.68	1.04	Yes	
CR 602	Irvington	1.10	varies	0.75	1.24	0.81	1.25	Yes	
CR 602	Newark	1.13	varies	0.51	0.90	0.63	1.03	Yes	
CR 603	Irvington	1.87	4-lanes	0.58	0.97	0.72	1.37	Yes	
CR 603	Newark	1.85	varies	0.73	1.17	0.85	1.13	Yes	
CR 604	North Caldwell	0.19	2-lanes	0.27	0.35	0.40	0.67		
CR 604	Cedar Grove	1.26	2-lanes	0.42	0.91	0.48	0.87	Yes	
CR 605	Irvington	0.63	2-lanes	0.72	1.07	0.80	1.03	Yes	
CR 605	Newark	1.33	2-lanes	0.70	1.07	0.79	1.06	Yes	
CR 605	East Orange	0.78	2-lanes	0.68	1.13	0.76	1.05	Yes	
CR 606	Millburn	2.52	2-lanes	0.41	0.88	0.57	0.94	Yes	
CR 606	Livingston	0.29	2-lanes	0.07	0.13	0.31	0.47		
CR 607	Millburn	0.38	2-lanes	0.18	0.23	0.30	0.53		
CR 607	Livingston	2.78	varies	0.45	0.90	0.62	1.59	Yes	
CR 608	Millburn	2.90	2-lanes	0.70	2.05	1.03	3.75	Yes	
CR 608	Livingston	2.46	2-lanes	0.29	0.67	0.37	0.80	Yes	
CR 609	Livingston	3.33	4-lanes	0.61	0.80	0.76	1.07	Yes	
CR 609	Roseland	0.79	4-lanes	0.32	0.88	0.42	1.00	Yes	
CR 610	Livingston	0.25	2-lanes	0.13	0.25	0.03	0.06		
CR 611	West Orange	3.11	4-lanes	0.65	1.05	0.74	1.09	Yes	
CR 611	Essex Fells	0.13	4-lanes	0.42	0.74	0.53	0.98	Yes	
CR 611	Roseland	3.38	varies	0.41	0.99	0.53	0.99	Yes	
CR 613	Roseland	1.12	2-lanes	0.90	1.01	1.05	1.19	Yes	
CR 613	West Caldwell	2.77	varies	0.47	1.01	0.56	1.19	Yes	
CR 613	Fairfield	2.40	varies	0.59	0.95	0.63	1.10	Yes	
CR 613 S	W Caldwell	0.38	2-lanes	0.61	0.91	0.66	1.18	Yes	
CR 614	Fairfield	0.25	2-lanes	0.73	0.87	0.94	1.06	Yes	
CR 614	West Caldwell	1.17	2-lanes	0.45	0.87	0.68	1.06	Yes	
CR 614 S	Fairfield	0.17	2-lanes	Not in NJRTM-E					
CR 615	Fairfield	3.31	2-lanes	0.25	0.97	0.33	1.04	Yes	
CR 615	North Caldwell	0.20	2-lanes	0.31	0.35	0.54	0.88	Yes	
CR 616	Cedar Grove	0.53	2-lanes	0.36	0.58	0.43	0.72		
CR 617	Cedar Grove	1.22	2-lanes	0.65	0.79	0.88	1.11	Yes	
CR 618	Cedar Grove	0.84	2-lanes	0.71	0.87	0.83	0.95	Yes	
CR 618	Montclair	0.45	2-lanes	0.73	1.01	0.89	1.05	Yes	
CR 619	Irvington	2.10	2-lanes	0.62	1.07	0.74	1.12	Yes	
CR 619	Newark	0.79	2-lanes	0.56	0.89	0.70	1.17	Yes	
CR 620	Montclair	1.02	2-lanes	0.34	0.61	0.48	0.81	Yes	

Table B-2 (Continued)
Existing (2011) Peak Period Traffic by Roadway and Municipality–County 600 Routes

Roadway	Municipality	Length [mi]	Basic Section	Avg. AM V/C Ratio	Max. AM V/C Ratio	Avg. PM V/C Ratio	Max. PM V/C Ratio	Max. V/C > 0.8	
CR 621	Montclair	3.23	2-lanes	0.51	0.94	0.75	0.96	Yes	
CR 622	Bloomfield	1.01	2-lanes	0.89	1.07	1.05	1.45	Yes	
CR 623	Montclair	3.31	2-lanes	0.55	1.04	0.69	1.19	Yes	
CR 624	Nutley	1.24	2-lanes	Not in NJRTM-E					
CR 625	Fairfield	2.12	2-lanes	0.44	1.07	1.03	3.63	Yes	
CR 626	Fairfield	2.53	2-lanes	0.42	0.92	0.66	1.09	Yes	
CR 627	Fairfield	0.54	2-lanes	1.05	1.22	1.00	1.01	Yes	
CR 628	Fairfield	0.24	varies	0.07	0.13	0.21	0.37		
CR 628	North Caldwell	0.51	2-lanes	0.07	0.13	0.21	0.37		
CR 629	Fairfield	0.59	2-lanes	0.04	0.06	0.02	0.03		
CR 630	Millburn	0.70	varies	0.40	0.68	0.53	0.74		
CR 630	Maplewood	0.47	2-lanes	0.34	0.68	0.43	0.74		
CR 630A	Millburn	0.04	2-lanes	0.70	0.97	0.76	1.03	Yes	
CR 631	Caldwell	0.48	2-lanes	0.02	0.04	0.13	0.22		
CR 631	West Caldwell	1.09	2-lanes	0.02	0.04	0.13	0.22		
CR 631	North Caldwell	1.99	2-lanes	0.05	0.12	0.13	0.22		
CR 632	West Caldwell	0.56	2-lanes	0.56	0.86	0.72	0.90	Yes	
CR 632	Caldwell	0.90	2-lanes	0.44	0.54	0.62	0.78		
CR 633	Essex Fells	0.72	2-lanes	0.52	0.55	0.76	0.78		
CR 633	West Caldwell	0.97	2-lanes	0.37	0.55	0.67	0.78		
CR 634	Livingston	1.28	2-lanes	0.93	1.53	1.04	1.71	Yes	
CR 634	Roseland	0.48	2-lanes	1.03	1.53	1.13	1.29	Yes	
CR 634	West Orange	0.34	2-lanes	0.78	1.06	0.83	1.15	Yes	
CR 635	Livingston	1.59	2-lanes	0.50	0.95	0.58	1.08	Yes	
CR 636	West Orange	4.25	varies	0.51	1.07	0.60	1.10	Yes	
CR 636	Verona	0.63	4-lanes	0.89	0.99	0.95	1.10	Yes	
CR 637	Verona	1.08	2-lanes	0.30	0.39	0.39	0.54		
CR 637	Cedar Grove	1.26	2-lanes	0.32	0.60	0.35	0.47		
CR 638	Maplewood	1.53	2-lanes	0.77	1.08	0.84	1.11	Yes	
CR 638	South Orange	1.53	2-lanes	0.57	0.95	0.67	1.08	Yes	
CR 638	Orange	2.32	varies	0.68	1.08	0.88	1.64	Yes	
CR 638 S	South Orange	0.05	2-lanes	Not in NJRTM-E					
CR 639	Verona	1.12	2-lanes	0.87	0.88	0.85	0.93	Yes	
CR 639	Cedar Grove	0.74	2-lanes	0.56	0.88	0.62	0.93	Yes	
CR 640	Cedar Grove	1.11	varies	0.60	1.02	0.66	0.88	Yes	
CR 640	Montclair	0.35	4-lanes	0.37	0.50	0.45	0.48		
CR 641	Cedar Grove	2.04	2-lanes	0.41	0.94	0.50	0.90	Yes	
CR 642	Montclair	0.37	2-lanes	0.18	0.25	0.51	0.73		
CR 643	Bloomfield	0.06	2-lanes	0.20	0.39	0.38	0.72		
CR 643	Montclair	0.61	2-lanes	0.20	0.39	0.38	0.72		

Table B-2 (Continued)
Existing (2011) Peak Period Traffic by Roadway and Municipality–County 600 Routes

Roadway	Municipality	Length [mi]	Basic Section	Avg. AM V/C Ratio	Max. AM V/C Ratio	Avg. PM V/C Ratio	Max. PM V/C Ratio	Max. V/C > 0.8	
CR 644	Nutley	0.80	2-lanes	0.32	0.42	0.56	0.85	Yes	
CR 644 S	Nutley	0.04	2-lanes	Not in NJRTM-E					
CR 645	Newark	0.53	2-lanes	0.30	0.42	0.36	0.45		
CR 645	Belleville	1.67	varies	0.57	0.95	0.62	1.05	Yes	
CR 645	Nutley	1.64	2-lanes	0.74	1.08	0.86	1.08	Yes	
CR 646	Nutley	0.28	2-lanes	0.85	0.96	0.83	1.02	Yes	
CR 647	Belleville	1.65	2-lanes	0.57	0.92	0.67	0.94	Yes	
CR 647	Nutley	0.27	2-lanes	0.53	0.81	0.72	0.84	Yes	
CR 648	Nutley	1.80	2-lanes	0.79	1.06	0.99	1.13	Yes	
CR 649	Millburn	2.79	varies	0.25	0.75	0.35	0.89	Yes	
CR 649	Livingston	2.51	varies	0.55	1.01	0.67	1.06	Yes	
CR 650	Bloomfield	0.18	2-lanes	0.06	0.07	0.42	0.49		
CR 650	Nutley	0.92	2-lanes	0.06	0.07	0.42	0.49		
CR 651	Bloomfield	0.62	2-lanes	0.89	1.03	0.97	1.12	Yes	
CR 651 S	Bloomfield	0.10	2-lanes	Not in NJRTM-E					
CR 652	Bloomfield	2.24	varies	0.71	1.24	0.84	1.40	Yes	
CR 652	Nutley	0.78	2-lanes	0.72	1.15	0.78	1.16	Yes	
CR 653	Glen Ridge	3.20	2-lanes	0.51	0.95	0.64	1.10	Yes	
CR 654	Glen Ridge	0.54	2-lanes	0.84	1.02	1.04	1.24	Yes	
CR 654	Bloomfield	0.11	2-lanes	1.00	1.02	1.16	1.24	Yes	
CR 655	Bloomfield	0.90	varies	0.70	1.25	0.74	1.13	Yes	
CR 655	Glen Ridge	0.20	2-lanes	1.05	1.25	1.00	1.05	Yes	
CR 655	Montclair	1.20	2-lanes	0.71	1.08	0.78	1.01	Yes	
CR 656	Roseland	1.31	2-lanes	0.74	0.87	0.85	1.05	Yes	
CR 658	West Orange	0.15	4-lanes	0.54	0.59	0.69	0.76		
CR 658	Orange	0.65	4-lanes	0.72	1.00	0.84	1.06	Yes	
CR 658	East Orange	1.90	4-lanes	0.69	1.04	0.83	1.21	Yes	
CR 658	Newark	1.18	varies	0.76	1.18	0.82	1.07	Yes	
CR 659	Orange	0.29	4-lanes	0.79	0.99	0.93	1.06	Yes	
CR 659	West Orange	1.38	4-lanes	0.62	1.42	0.80	2.22	Yes	
CR 660	West Orange	0.66	4-lanes	0.77	1.14	0.81	1.06	Yes	
CR 661	Livingston	1.24	2-lanes	0.12	0.16	0.31	0.52		
CR 661 S	Livingston	0.11	2-lanes	Not in NJRTM-E					
CR 662	Fairfield	0.73	2-lanes	0.03	0.07	0.13	0.26		
CR 663	Bloomfield	0.12	2-lanes	0.94	1.01	1.01	1.21	Yes	
CR 664	Irvington	0.07	2-lanes	Not in NJRTM-E					
CR 665	South Orange	0.61	2-lanes	0.45	0.98	0.61	0.99	Yes	
CR 665	Maplewood	0.73	2-lanes	0.55	1.09	0.72	1.06	Yes	
CR 665	Newark	0.53	2-lanes	0.55	1.09	0.72	1.06	Yes	
CR 665	Irvington	0.92	4-lanes	0.60	1.05	0.73	0.89	Yes	
CR 667	Newark	2.12	4-lanes	0.74	1.03	0.86	1.08	Yes	

Table B-2 (Continued)									
Existing (2011) Peak Period Traffic by Roadway and Municipality–County 600 Routes									
Roadway	Municipality	Length [mi]	Basic Section	Avg. AM V/C Ratio	Max. AM V/C Ratio	Avg. PM V/C Ratio	Max. PM V/C Ratio	Max. V/C > 0.8	
CR 668	Montclair	0.60	2-lanes	0.62	1.09	0.56	0.82	Yes	
CR 669	Montclair	1.09	2-lanes	0.40	0.82	0.71	0.93	Yes	
CR 670	Bloomfield	0.12	2-lanes	0.85	1.00	0.92	0.93	Yes	
CR 670	Belleville	0.43	2-lanes	0.57	1.00	0.92	1.12	Yes	
CR 670	Newark	0.02	2-lanes	0.30	0.60	0.91	1.12	Yes	
CR 671	Orange	0.09	2-lanes	1.01	1.06	0.99	1.02	Yes	
CR 671	West Orange	0.31	2-lanes	0.67	1.06	0.99	1.02	Yes	
CR 672	Belleville	0.61	2-lanes	0.43	0.77	0.67	0.80	Yes	
CR 672 S	Belleville	0.03	2-lanes	Not in NJRTM-E					
CR 673	North Caldwell	0.20	2-lanes	Not in NJRTM-E					
CR 673	Caldwell	0.08	2-lanes	Not in NJRTM-E					
CR 677	West Orange	1.02	2-lanes	0.36	0.79	0.24	0.53		

Source: North Jersey Regional Transportation Model (NJRTM-E), 2011.

**Table B-3
Future (2035) Peak Period Traffic by Roadway and Municipality – County 500 Routes**

Roadway	Municipality	Length [mi]	Basic Section	Avg. AM V/C Ratio	Max. AM V/C Ratio	Avg. PM V/C Ratio	Max. PM V/C Ratio	Max. V/C > 0.8
CR 506	Fairfield	0.26	4-lanes	0.25	0.28	0.31	0.38	
CR 506	West Caldwell	1.60	4-lanes	0.50	0.84	0.57	0.97	Yes
CR 506	Caldwell	1.52	4-lanes	0.69	0.98	0.73	0.99	Yes
CR 506	North Caldwell	0.23	4-lanes	0.95	0.98	0.90	0.92	Yes
CR 506	Verona	1.79	4-lanes	0.92	1.08	0.92	1.08	Yes
CR 506	Montclair	1.71	4-lanes	0.92	1.02	0.88	1.07	Yes
CR 506	Glen Ridge	0.69	varies	1.01	1.25	1.00	1.09	Yes
CR 506	Bloomfield	1.17	2-lanes	0.84	1.25	0.92	1.15	Yes
CR 506	Belleville	1.77	2-lanes	0.89	1.26	0.92	1.47	Yes
CR 506 S	Glen Ridge	0.60	4-lanes	0.85	1.08	0.96	1.07	Yes
CR 506 S	Bloomfield	1.75	4-lanes	0.82	1.08	0.87	1.07	Yes
CR 506 S	Belleville	0.09	4-lanes	0.72	0.94	0.75	0.93	Yes
CR 506 S	Newark	2.01	varies	0.96	2.34	0.98	2.04	Yes
CR 508	Livingston	3.10	4-lanes	0.76	1.12	0.98	2.64	Yes
CR 508	West Orange	3.72	varies	0.58	1.47	0.66	1.13	Yes
CR 508	Orange	1.08	varies	0.64	1.00	0.77	1.19	Yes
CR 508	East Orange	1.52	4-lanes	0.69	1.30	0.86	1.20	Yes
CR 508	Newark	2.11	varies	0.55	2.07	0.92	1.82	Yes
CR 508 S	West Orange	0.31	4-lanes	0.36	1.34	0.47	1.25	Yes
CR 509	Irvington	2.61	2-lanes	0.81	1.11	0.85	1.28	Yes
CR 509	Newark	0.55	2-lanes	0.87	1.03	1.04	1.50	Yes
CR 509	East Orange	1.89	varies	0.91	1.23	1.02	1.98	Yes
CR 509	Bloomfield	6.10	2-lanes	0.59	1.23	0.74	1.98	Yes
CR 510	Livingston	3.07	4-lanes	0.60	0.86	0.79	0.99	Yes
CR 510	Millburn	1.43	4-lanes	0.46	0.63	0.60	0.72	
CR 510	Maplewood	1.03	4-lanes	0.36	0.51	0.47	0.52	
CR 510	S Orange	2.60	4-lanes	0.80	1.10	1.02	1.68	Yes
CR 510	Newark	3.87	varies	0.65	1.29	1.01	3.72	Yes
CR 527	Millburn	3.75	2-lanes	0.55	1.07	0.65	1.32	Yes
CR 527	Livingston	4.18	2-lanes	0.77	1.17	0.88	1.26	Yes
CR 527	Roseland	1.46	2-lanes	0.77	1.10	0.92	1.26	Yes
CR 527	Essex Fells	0.92	2-lanes	0.95	1.60	1.11	2.24	Yes
CR 527	Caldwell	0.38	2-lanes	0.69	0.99	0.64	0.98	Yes

Table B-3 (Continued)
Future (2035) Peak Period Traffic by Roadway and Municipality – County 500 Routes

Roadway	Municipality	Length [mi]	Basic Section	Avg. AM V/C Ratio	Max. AM V/C Ratio	Avg. PM V/C Ratio	Max. PM V/C Ratio	Max. V/C > 0.8	
CR 527	North Caldwell	2.92	2-lanes	0.13	0.82	0.28	0.60	Yes*	
CR 527	Cedar Grove	0.22	2-lanes	0.28	0.96	1.25	1.89	Yes	
CR 527Z	Millburn	0.30	2-lanes	Not in NJRTM-E					
CR 577	Millburn	2.04	varies	0.59	1.03	0.66	1.02	Yes	
CR 577	Maplewood	1.02	2-lanes	0.54	0.66	0.72	0.76	Yes	
CR 577	South Orange	1.25	2-lanes	0.63	0.87	0.82	1.10	Yes	
CR 577	West Orange	4.68	varies	0.48	1.13	0.63	1.82	Yes	
CR 577	Verona	0.61	2-lanes	1.03	1.18	1.08	1.19	Yes	
CR577SB	Millburn	0.37	2-lanes	Not in NJRTM-E					

* Did not meet congestion threshold in 2011.

Source: North Jersey Regional Transportation Model (NJRTM-E) – Analysis Year 2035, October 2011.

**Table B-4
Future (2035) Peak Period Traffic by Roadway and Municipality–County 600 Routes**

Roadway	Municipality	Length [mi]	Basic Section	Avg. AM V/C Ratio	Max AM V/C Ratio	Avg. PM V/C Ratio	Max PM V/C Ratio	Max V/C > 0.8
CR 601	Maplewood	0.12	2-lanes	0.94	1.03	1.06	1.43	Yes
CR 601	Irvington	1.42	2-lanes	0.74	1.12	0.74	1.06	Yes
CR 601	Newark	1.12	2-lanes	0.63	1.20	0.68	1.00	Yes
CR 602	Irvington	1.10	varies	0.75	1.11	0.84	1.18	Yes
CR 602	Newark	1.13	varies	0.61	1.00	0.73	1.06	Yes
CR 603	Irvington	1.87	4-lanes	0.65	1.08	0.73	1.39	Yes
CR 603	Newark	1.85	varies	0.83	1.60	0.92	1.45	Yes
CR 604	North Caldwell	0.19	2-lanes	0.29	0.40	0.50	0.84	Yes*
CR 604	Cedar Grove	1.26	2-lanes	0.42	0.96	0.60	0.91	Yes
CR 605	Irvington	0.63	2-lanes	0.80	1.05	0.82	1.09	Yes
CR 605	Newark	1.33	2-lanes	0.71	1.07	0.79	1.12	Yes
CR 605	East Orange	0.78	2-lanes	0.73	1.34	0.75	1.00	Yes
CR 606	Millburn	2.52	2-lanes	0.50	0.94	0.60	1.00	Yes
CR 606	Livingston	0.29	2-lanes	0.20	0.24	0.52	0.71	
CR 607	Millburn	0.38	2-lanes	0.23	0.27	0.51	0.78	
CR 607	Livingston	2.78	varies	0.55	0.98	0.82	2.66	Yes
CR 608	Millburn	2.90	2-lanes	0.86	2.79	1.14	4.14	Yes
CR 608	Livingston	2.46	2-lanes	0.39	0.67	0.56	0.90	Yes
CR 609	Livingston	3.33	4-lanes	0.70	1.00	0.83	1.05	Yes
CR 609	Roseland	0.79	4-lanes	0.39	0.88	0.44	1.00	Yes
CR 610	Livingston	0.25	2-lanes	0.06	0.11	0.10	0.19	
CR 611	West Orange	3.11	4-lanes	0.68	1.09	0.78	1.36	Yes
CR 611	Essex Fells	0.13	4-lanes	0.48	0.84	0.50	0.81	Yes
CR 611	Roseland	3.38	varies	0.52	1.07	0.60	1.10	Yes
CR 613	Roseland	1.12	2-lanes	0.98	1.11	1.02	1.14	Yes
CR 613	West Caldwell	2.77	varies	0.54	1.11	0.59	1.14	Yes
CR 613	Fairfield	2.40	varies	0.67	1.03	0.65	1.01	Yes
CR 613 S	W Caldwell	0.38	2-lanes	0.59	0.85	0.64	0.92	Yes
CR 614	Fairfield	0.25	2-lanes	0.80	0.94	0.97	1.03	Yes
CR 614	West Caldwell	1.17	2-lanes	0.36	0.65	0.54	0.86	Yes
CR 614 S	Fairfield	0.17	2-lanes	Not in NJRTM-E				
CR 615	Fairfield	3.31	2-lanes	0.32	1.28	0.39	0.97	Yes
CR 615	North Caldwell	0.20	2-lanes	0.32	0.38	0.56	0.91	Yes
CR 616	Cedar Grove	0.53	2-lanes	0.42	0.75	0.52	0.91	Yes*
CR 617	Cedar Grove	1.22	2-lanes	0.81	1.11	0.82	0.89	Yes
CR 618	Cedar Grove	0.84	2-lanes	0.89	1.01	0.92	0.98	Yes

Table B-4 (Continued)
Future (2035) Peak Period Traffic by Roadway and Municipality–County 600 Routes

Roadway	Municipality	Length [mi]	Basic Section	Avg. AM V/C Ratio	Max AM V/C Ratio	Avg. PM V/C Ratio	Max PM V/C Ratio	Max V/C > 0.8	
CR 618	Montclair	0.45	2-lanes	0.86	1.01	0.93	1.06	Yes	
CR 619	Irvington	2.10	2-lanes	0.72	1.54	0.73	1.10	Yes	
CR 619	Newark	0.79	2-lanes	0.66	1.04	0.67	1.18	Yes	
CR 620	Montclair	1.02	2-lanes	0.43	1.06	0.55	0.87	Yes	
CR 621	Montclair	3.23	2-lanes	0.66	1.05	0.85	1.18	Yes	
CR 622	Bloomfield	1.01	2-lanes	0.95	1.33	1.09	1.62	Yes	
CR 623	Montclair	3.31	2-lanes	0.59	1.05	0.72	1.00	Yes	
CR 624	Nutley	1.24	2-lanes	Not in NJRTM-E					
CR 625	Fairfield	2.12	2-lanes	0.54	1.12	1.04	3.56	Yes	
CR 626	Fairfield	2.53	2-lanes	0.58	1.00	0.72	1.21	Yes	
CR 627	Fairfield	0.54	2-lanes	1.08	1.27	1.10	1.26	Yes	
CR 628	Fairfield	0.24	varies	0.19	0.38	0.38	0.71		
CR 628	North Caldwell	0.51	2-lanes	0.19	0.38	0.38	0.71		
CR 629	Fairfield	0.59	2-lanes	0.10	0.18	0.02	0.03		
CR 630	Millburn	0.70	varies	0.47	0.80	0.63	0.83	Yes*	
CR 630	Maplewood	0.47	2-lanes	0.38	0.72	0.54	0.83	Yes*	
CR 630A	Millburn	0.04	2-lanes	0.75	1.01	0.87	1.25	Yes	
CR 631	Caldwell	0.48	2-lanes	0.13	0.27	0.23	0.38		
CR 631	West Caldwell	1.09	2-lanes	0.13	0.27	0.23	0.38		
CR 631	North Caldwell	1.99	2-lanes	0.14	0.27	0.25	0.47		
CR 632	West Caldwell	0.56	2-lanes	0.63	0.96	0.81	0.94	Yes	
CR 632	Caldwell	0.90	2-lanes	0.50	0.67	0.75	0.94	Yes*	
CR 633	Essex Fells	0.72	2-lanes	0.64	0.65	0.94	0.97	Yes*	
CR 633	West Caldwell	0.97	2-lanes	0.50	0.65	0.80	0.97	Yes*	
CR 634	Livingston	1.28	2-lanes	0.96	1.56	1.07	1.78	Yes	
CR 634	Roseland	0.48	2-lanes	1.07	1.56	1.15	1.35	Yes	
CR 634	West Orange	0.34	2-lanes	0.88	1.18	0.81	1.15	Yes	
CR 635	Livingston	1.59	2-lanes	0.57	1.05	0.65	1.08	Yes	
CR 636	West Orange	4.25	varies	0.54	1.05	0.65	1.13	Yes	
CR 636	Verona	0.63	4-lanes	0.93	1.03	0.97	1.13	Yes	
CR 637	Verona	1.08	2-lanes	0.40	0.54	0.53	0.80	Yes*	
CR 637	Cedar Grove	1.26	2-lanes	0.46	0.92	0.49	0.61	Yes*	
CR 638	Maplewood	1.53	2-lanes	0.79	1.13	0.85	1.31	Yes	
CR 638	South Orange	1.53	2-lanes	0.61	1.06	0.72	1.15	Yes	
CR 638	Orange	2.32	varies	0.74	1.17	0.89	1.52	Yes	
CR 638 S	South Orange	0.05	2-lanes	Not in NJRTM-E					

Table B-4 (Continued)
Future (2035) Peak Period Traffic by Roadway and Municipality–County 600 Routes

Roadway	Municipality	Length [mi]	Basic Section	Avg. AM V/C Ratio	Max AM V/C Ratio	Avg. PM V/C Ratio	Max PM V/C Ratio	Max V/C > 0.8	
CR 639	Verona	1.12	2-lanes	0.90	0.93	0.92	1.03	Yes	
CR 639	Cedar Grove	0.74	2-lanes	0.59	0.93	0.77	1.03	Yes	
CR 640	Cedar Grove	1.11	varies	0.61	1.00	0.78	1.01	Yes	
CR 640	Montclair	0.35	4-lanes	0.35	0.51	0.50	0.56		
CR 641	Cedar Grove	2.04	2-lanes	0.48	1.15	0.55	0.97	Yes	
CR 642	Montclair	0.37	2-lanes	0.24	0.31	0.46	0.51		
CR 643	Bloomfield	0.06	2-lanes	0.36	0.56	0.52	0.91	Yes*	
CR 643	Montclair	0.61	2-lanes	0.36	0.56	0.52	0.91	Yes*	
CR 644	Nutley	0.80	2-lanes	0.40	0.77	0.65	0.91	Yes	
CR 644 S	Nutley	0.04	2-lanes	Not in NJRTM-E					
CR 645	Newark	0.53	2-lanes	0.31	0.45	0.37	0.42		
CR 645	Belleville	1.67	varies	0.60	0.99	0.64	1.02	Yes	
CR 645	Nutley	1.64	2-lanes	0.79	1.13	0.90	1.15	Yes	
CR 646	Nutley	0.28	2-lanes	0.89	1.05	0.91	1.23	Yes	
CR 647	Belleville	1.65	2-lanes	0.65	0.90	0.77	0.97	Yes	
CR 647	Nutley	0.27	2-lanes	0.73	0.88	0.89	0.93	Yes	
CR 648	Nutley	1.80	2-lanes	0.84	1.14	1.02	1.23	Yes	
CR 649	Millburn	2.79	varies	0.33	0.86	0.46	0.94	Yes	
CR 649	Livingston	2.51	varies	0.63	1.04	0.71	1.06	Yes	
CR 650	Bloomfield	0.18	2-lanes	0.14	0.19	0.39	0.44		
CR 650	Nutley	0.92	2-lanes	0.14	0.19	0.39	0.44		
CR 651	Bloomfield	0.62	2-lanes	0.94	1.13	0.97	1.10	Yes	
CR 651 S	Bloomfield	0.10	2-lanes	Not in NJRTM-E					
CR 652	Bloomfield	2.24	varies	0.78	1.52	0.94	1.46	Yes	
CR 652	Nutley	0.78	2-lanes	0.74	1.11	0.91	1.12	Yes	
CR 653	Glen Ridge	3.20	2-lanes	0.55	0.92	0.71	1.06	Yes	
CR 654	Glen Ridge	0.54	2-lanes	0.93	1.11	0.96	1.10	Yes	
CR 654	Bloomfield	0.11	2-lanes	1.04	1.11	1.08	1.10	Yes	
CR 655	Bloomfield	0.90	varies	0.68	1.22	0.79	1.21	Yes	
CR 655	Glen Ridge	0.20	2-lanes	1.04	1.22	1.09	1.19	Yes	
CR 655	Montclair	1.20	2-lanes	0.80	1.07	0.95	1.13	Yes	
CR 656	Roseland	1.31	2-lanes	0.75	0.85	0.81	1.04	Yes	
CR 658	West Orange	0.15	4-lanes	0.64	0.66	0.79	0.93	Yes*	
CR 658	Orange	0.65	4-lanes	0.79	1.08	0.93	1.17	Yes	
CR 658	East Orange	1.90	4-lanes	0.72	1.10	1.02	1.60	Yes	
CR 658	Newark	1.18	varies	1.00	2.12	0.85	1.16	Yes	
CR 659	Orange	0.29	4-lanes	0.87	1.00	0.99	1.15	Yes	

Table B-4 (Continued)
Future (2035) Peak Period Traffic by Roadway and Municipality–County 600 Routes

Roadway	Municipality	Length [mi]	Basic Section	Avg. AM V/C Ratio	Max AM V/C Ratio	Avg. PM V/C Ratio	Max PM V/C Ratio	Max V/C > 0.8	
CR 659	West Orange	1.38	4-lanes	0.69	1.62	0.86	2.62	Yes	
CR 660	West Orange	0.66	4-lanes	0.84	1.34	0.87	1.09	Yes	
CR 661	Livingston	1.24	2-lanes	0.38	0.87	0.41	0.63	Yes*	
CR 661 S	Livingston	0.11	2-lanes	Not in NJRTM-E					
CR 662	Fairfield	0.73	2-lanes	0.19	0.38	0.07	0.14		
CR 663	Bloomfield	0.12	2-lanes	1.01	1.02	1.12	1.40	Yes	
CR 664	Irvington	0.07	2-lanes	Not in NJRTM-E					
CR 665	South Orange	0.61	2-lanes	0.51	1.02	0.64	1.01	Yes	
CR 665	Maplewood	0.73	2-lanes	0.65	1.41	0.75	1.13	Yes	
CR 665	Newark	0.53	2-lanes	0.65	1.41	0.75	1.13	Yes	
CR 665	Irvington	0.92	4-lanes	0.63	1.09	0.73	0.91	Yes	
CR 667	Newark	2.12	4-lanes	0.77	1.03	0.89	1.07	Yes	
CR 668	Montclair	0.60	2-lanes	0.61	1.04	0.64	0.99	Yes	
CR 669	Montclair	1.09	2-lanes	0.42	0.88	0.67	1.02	Yes	
CR 670	Bloomfield	0.12	2-lanes	0.82	0.96	0.99	1.00	Yes	
CR 670	Belleville	0.43	2-lanes	0.57	0.96	0.99	1.28	Yes	
CR 670	Newark	0.02	2-lanes	0.32	0.64	1.00	1.28	Yes	
CR 671	Orange	0.09	2-lanes	0.94	0.95	0.98	0.99	Yes	
CR 671	West Orange	0.31	2-lanes	0.63	0.95	0.98	0.99	Yes	
CR 672	Belleville	0.61	2-lanes	0.44	0.77	0.74	0.90	Yes	
CR 672 S	Belleville	0.03	2-lanes	Not in NJRTM-E					
CR 673	North Caldwell	0.20	2-lanes	Not in NJRTM-E					
CR 673	Caldwell	0.08	2-lanes	Not in NJRTM-E					
CR 677	West Orange	1.02	2-lanes	0.44	0.89	0.34	0.62	Yes*	

* Did not meet congestion threshold in 2011.

Source: North Jersey Regional Transportation Model (NJRTM-E) – Analysis Year 2035, October 2011.

**Table B-5
Summary of Existing (2011) Daily Travel Patterns by Roadway and Municipality – County 500 Routes**

Roadway	Municipality	Total Trips	Trips to/from Southeast Quadrant		Trips to/from External East		Trips To/From All External		Through Trips	
			Number	%	Number	%	Number	%	Number	%
CR 506	Fairfield	15,027	65	0.4%	6	0.0%	10,299	68.5%	3	0.0%
CR 506	West Caldwell	17,079	87	0.5%	66	0.4%	6,357	37.2%	0	0.0%
CR 506	Caldwell	14,341	143	1.0%	398	2.8%	7,043	49.1%	320	2.2%
CR 506	Verona	32,055	824	2.6%	686	2.1%	7,199	22.5%	25	0.1%
CR 506	Montclair	27,172	1,178	4.3%	605	2.2%	5,578	20.5%	10	0.0%
CR 506	Glen Ridge	11,283	155	1.4%	1,193	10.6%	3,771	33.4%	0	0.0%
CR 506	Bloomfield	20,272	233	1.1%	3,298	16.3%	10,032	49.5%	687	3.4%
CR 506	Belleville	15,335	582	3.8%	6,153	40.1%	7,145	46.6%	1,355	8.8%
CR 506 S	Glen Ridge	27,663	5,321	19.2%	1,391	5.0%	8,029	29.0%	6	0.0%
CR 506 S	Bloomfield	26,636	4,840	18.2%	1,593	6.0%	8,238	30.9%	13	0.0%
CR 506 S	Newark	29,245	10,514	35.9%	7,703	26.3%	11,893	40.7%	2	0.0%
CR 508	Livingston	15,993	1,020	6.4%	1,316	8.2%	8,146	50.9%	619	3.9%
CR 508	West Orange	25,450	4,372	17.2%	4,429	17.4%	8,072	31.7%	884	3.5%
CR 508	Orange	10,074	1,353	13.4%	597	5.9%	2,326	23.1%	79	0.8%
CR 508	East Orange	18,468	9,934	53.8%	2,847	15.4%	5,341	28.9%	92	0.5%
CR 508	Newark	13,390	10,970	81.9%	2,376	17.7%	5,302	39.6%	351	2.6%
CR 508	Newark	22,892	13,306	58.1%	15,958	69.7%	13,221	57.8%	7,096	31.0%
CR 509	Irvington	12,500	8,008	64.0%	1,302	10.4%	7,285	58.3%	123	1.0%
CR 509	East Orange	14,946	6,145	41.1%	670	4.5%	5,449	36.5%	14	0.1%
CR 509	Bloomfield	9,060	439	4.8%	154	1.7%	3,339	36.9%	0	0.0%
CR 509	Bloomfield	16,851	876	5.2%	2,488	14.8%	9,198	54.6%	25	0.1%
CR 510	Livingston	26,149	1,496	5.7%	1,749	6.7%	14,447	55.2%	10,458	40.0%
CR 510	Millburn	28,215	2,003	7.1%	770	2.7%	9,735	34.5%	651	2.3%
CR 510	Maplewood	21,796	1,692	7.8%	202	0.9%	7,513	34.5%	414	1.9%

Table B-5 (Continued)
Summary of Existing (2011) Daily Travel Patterns by Roadway and Municipality – County 500 Routes

Roadway	Municipality	Total Trips	Trips to/from Southeast Quadrant		Trips to/from External East		Trips To/From All External		Through Trips	
			Number	%	Number	%	Number	%	Number	%
CR 510	South Orange	31,879	5,785	18.1%	884	2.8%	9,311	29.2%	43	0.1%
CR 510	Newark	22,372	8,485	37.9%	1,567	7.0%	10,486	46.9%	18	0.1%
CR 510	Newark	15,575	15,402	98.9%	243	1.6%	5,294	34.0%	1	0.0%
CR 510	Newark	27,021	26,625	98.5%	4,982	18.4%	10,875	40.2%	30	0.1%
CR 510	Newark	27,007	24,610	91.1%	4,789	17.7%	11,348	42.0%	571	2.1%
CR 527	Millburn	14,459	359	2.5%	116	0.8%	11,976	82.8%	145	1.0%
CR 527	Millburn	19,734	1,036	5.2%	448	2.3%	6,633	33.6%	1,630	8.3%
CR 527	Livingston	18,314	283	1.5%	224	1.2%	9,219	50.3%	437	2.4%
CR 527	Roseland	25,426	282	1.1%	110	0.4%	12,904	50.7%	189	0.7%
CR 527	Essex Fells	17,713	1,110	6.3%	450	2.5%	5,037	28.4%	347	2.0%
CR 527	Caldwell	12,573	1,162	9.2%	331	2.6%	1,433	11.4%	0	0.0%
CR 527	North Caldwell	8,345	103	1.2%	855	10.2%	7,016	84.1%	325	3.9%
CR 527	Cedar Grove	12,190	134	1.1%	821	6.7%	7,225	59.3%	325	2.7%
CR 577	Millburn	26,562	2,569	9.7%	1,224	4.6%	19,256	72.5%	3,101	11.7%
CR 577	South Orange	12,340	637	5.2%	482	3.9%	3,617	29.3%	78	0.6%
CR 577	West Orange	12,563	437	3.5%	295	2.3%	3,717	29.6%	76	0.6%
CR 577	West Orange	17,061	591	3.5%	360	2.1%	4,000	23.4%	78	0.5%
CR 577	West Orange	35,978	5,794	16.1%	2,665	7.4%	13,474	37.5%	200	0.6%
CR 577	Verona	23,111	1,622	7.0%	637	2.8%	9,638	41.7%	198	0.9%

Source: North Jersey Regional Transportation Model (NJRTM-E), 2011.

**Table B-6
Summary of Existing (2011) Daily Travel Patterns by Roadway and Municipality – County 600 Routes**

Roadway	Municipality	Total Trips	Trips to/from Southeast Quadrant		Trips to/from External East		Trips To/From All External		Through Trips	
			Number	%	Number	%	Number	%	Number	%
CR 603	Irvington	14,258	7,553	53.0%	495	3.5%	3,534	24.8%	185	1.3%
CR 603	Newark	16,754	15,936	95.1%	1,155	6.9%	4,353	26.0%	132	0.8%
CR 607	Livingston	8,343	322	3.9%	439	5.3%	4,106	49.2%	4,070	48.8%
CR 609	Livingston	18,990	428	2.3%	875	4.6%	11,088	58.4%	3,694	19.5%
CR 609	Roseland	24,898	2,978	12.0%	4,575	18.4%	14,058	56.5%	6,975	28.0%
CR 611	West Orange	24,208	1,139	4.7%	539	2.2%	6,523	26.9%	6	0.0%
CR 611	Roseland	4,584	8	0.2%	10	0.2%	3,748	81.7%	217	4.7%
CR 613	Roseland	13,577	868	6.4%	415	3.1%	5,678	41.8%	2,222	16.4%
CR 613	West Caldwell	8,788	100	1.1%	384	4.4%	5,311	60.4%	2,162	24.6%
CR 613	Fairfield	36,108	804	2.2%	2,370	6.6%	22,155	61.4%	5,503	15.2%
CR 622	Bloomfield	21,234	360	1.7%	5,333	25.1%	16,938	79.8%	1,790	8.4%
CR 631	North Caldwell	94	0	0.0%	15	15.8%	95	100.0%	0	0.0%
CR 636	West Orange	13,311	429	3.2%	339	2.5%	3,828	28.8%	88	0.7%
CR 640	Cedar Grove	12,452	123	1.0%	892	7.2%	3,290	26.4%	18	0.1%
CR 645	Belleville	11,762	1,526	13.0%	1,348	11.5%	3,206	27.3%	2	0.0%
CR 645	Nutley	11,738	710	6.0%	3,901	33.2%	9,541	81.3%	1	0.0%
CR 649	Millburn	42,306	1,927	4.6%	1,432	3.4%	23,941	56.6%	10,127	23.9%
CR 649	Livingston	16,366	289	1.8%	228	1.4%	8,325	50.9%	327	2.0%
CR 655	Bloomfield	20,304	1,855	9.1%	1,525	7.5%	11,941	58.8%	0	0.0%
CR 655	Montclair	16,162	727	4.5%	1,512	9.4%	5,619	34.8%	6	0.0%
CR 658	Orange	15,960	1,456	9.1%	604	3.8%	3,938	24.7%	13	0.1%
CR 658	East Orange	9,895	1,784	18.0%	585	5.9%	2,681	27.1%	2	0.0%
CR 658	Newark	19,471	5,298	27.2%	1,943	10.0%	6,871	35.3%	195	1.0%
CR 659	West Orange	21,482	2,955	13.8%	1,622	7.5%	6,077	28.3%	14	0.1%
CR 660	West Orange	12,785	1,509	11.8%	1,058	8.3%	3,670	28.7%	2	0.0%

**Table B-6 (Continued)
Summary of Existing (2011) Daily Travel Patterns by Roadway and Municipality – County 600 Routes**

Roadway	Municipality	Total Trips	Trips to/from Southeast Quadrant		Trips to/from External East		Trips To/From All External		Through Trips	
			Number	%	Number	%	Number	%	Number	%
CR 665	Irvington	21,796	7,030	32.3%	1,416	6.5%	8,806	40.4%	76	0.3%
CR 667	Newark	23,957	5,863	24.5%	3,194	13.3%	10,777	45.0%	54	0.2%
CR 670	Bloomfield	17,170	685	4.0%	370	2.2%	4,636	27.0%	0	0.0%

Source: North Jersey Regional Transportation Model (NJRTM-E), 2011.

Table B-7
 Summary of Future (2035) Daily Travel Patterns by Roadway and Municipality – County 500 Routes

Roadway	Municipality	Total Trips	Trips to/from Southeast Quadrant		Trips to/from External East		Trips To/From All External		Through Trips	
			Number	%	Number	%	Number	%	Number	%
CR 506	Fairfield	15,715	146	0.9%	57	0.4%	10,767	68.5%	48	0.3%
CR 506	West Caldwell	17,942	95	0.5%	96	0.5%	6,847	38.2%	0	0.0%
CR 506	Caldwell	15,098	165	1.1%	397	2.6%	7,102	47.0%	395	2.6%
CR 506	Verona	33,614	835	2.5%	749	2.2%	7,408	22.0%	22	0.1%
CR 506	Montclair	30,104	1,310	4.4%	715	2.4%	6,070	20.2%	17	0.1%
CR 506	Glen Ridge	12,060	139	1.2%	1,303	10.8%	4,015	33.3%	0	0.0%
CR 506	Bloomfield	21,027	187	0.9%	3,571	17.0%	10,417	49.5%	650	3.1%
CR 506	Belleville	15,437	536	3.5%	6,451	41.8%	7,515	48.7%	1,298	8.4%
CR 506 S	Glen Ridge	28,735	5,311	18.5%	1,539	5.4%	7,925	27.6%	3	0.0%
CR 506 S	Bloomfield	28,153	4,696	16.7%	1,958	7.0%	8,705	30.9%	71	0.3%
CR 506 S	Newark	31,562	10,481	33.2%	8,840	28.0%	13,330	42.2%	55	0.2%
CR 508	Livingston	16,363	989	6.0%	1,372	8.4%	8,639	52.8%	723	4.4%
CR 508	West Orange	28,626	4,700	16.4%	5,223	18.2%	9,332	32.6%	1,359	4.7%
CR 508	Orange	11,322	1,535	13.6%	875	7.7%	2,874	25.4%	3	0.0%
CR 508	East Orange	20,625	10,555	51.2%	3,075	14.9%	6,007	29.1%	139	0.7%
CR 508	Newark	15,089	11,746	77.9%	3,069	20.3%	6,312	41.8%	756	5.0%
CR 508	Newark	24,514	14,626	59.7%	19,708	80.4%	15,336	62.6%	7,659	31.2%
CR 509	Irvington	14,834	9,358	63.1%	1,658	11.2%	8,268	55.7%	147	1.0%
CR 509	East Orange	15,487	6,352	41.0%	995	6.4%	5,354	34.6%	73	0.5%
CR 509	Bloomfield	9,832	574	5.8%	274	2.8%	3,473	35.3%	1	0.0%
CR 509	Bloomfield	19,420	983	5.1%	3,338	17.2%	10,718	55.2%	26	0.1%
CR 510	Livingston	34,715	1,975	5.7%	2,459	7.1%	18,179	52.4%	15,128	43.6%
CR 510	Millburn	32,177	2,279	7.1%	1,178	3.7%	12,511	38.9%	1,112	3.5%
CR 510	Maplewood	25,000	1,897	7.6%	274	1.1%	9,732	38.9%	518	2.1%
CR 510	South Orange	35,108	6,300	17.9%	1,718	4.9%	10,544	30.0%	682	1.9%

Table B-7 (Continued)
 Summary of Future (2035) Daily Travel Patterns by Roadway and Municipality – County 500 Routes

Roadway	Municipality	Total Trips	Trips to/from Southeast Quadrant		Trips to/from External East		Trips To/From All External		Through Trips	
			Number	%	Number	%	Number	%	Number	%
CR 510	Newark	24,409	9,634	39.5%	1,864	7.6%	10,651	43.6%	223	0.9%
CR 510	Newark	15,757	15,573	98.8%	235	1.5%	4,619	29.3%	0	0.0%
CR 510	Newark	28,918	28,471	98.5%	5,364	18.5%	11,336	39.2%	129	0.4%
CR 510	Newark	26,914	24,416	90.7%	5,211	19.4%	11,208	41.6%	490	1.8%
CR 527	Millburn	16,525	517	3.1%	321	1.9%	13,167	79.7%	838	5.1%
CR 527	Millburn	20,739	1,100	5.3%	511	2.5%	6,995	33.7%	2,475	11.9%
CR 527	Livingston	19,334	214	1.1%	231	1.2%	9,822	50.8%	674	3.5%
CR 527	Roseland	26,222	292	1.1%	96	0.4%	13,431	51.2%	246	0.9%
CR 527	Essex Fells	19,916	1,306	6.6%	544	2.7%	6,030	30.3%	386	1.9%
CR 527	Caldwell	12,994	1,194	9.2%	412	3.2%	1,707	13.1%	4	0.0%
CR 527	North Caldwell	9,248	91	1.0%	1,038	11.2%	7,483	80.9%	402	4.3%
CR 527	Cedar Grove	14,845	171	1.2%	1,111	7.5%	8,075	54.4%	402	2.7%
CR 577	Millburn	27,384	2,569	9.4%	1,246	4.6%	19,222	70.2%	4,010	14.6%
CR 577	South Orange	13,755	756	5.5%	630	4.6%	4,189	30.5%	77	0.6%
CR 577	West Orange	13,334	634	4.8%	565	4.2%	4,053	30.4%	81	0.6%
CR 577	West Orange	18,123	539	3.0%	448	2.5%	4,377	24.2%	139	0.8%
CR 577	West Orange	37,424	6,051	16.2%	2,918	7.8%	14,063	37.6%	301	0.8%
CR 577	Verona	23,194	1,656	7.1%	770	3.3%	9,691	41.8%	296	1.3%

Source: North Jersey Regional Transportation Model (NJRTM-E) – 2035, October 2011.

Table B-8
Summary of Future (2035) Daily Travel Patterns by Roadway and Municipality – County 600 Routes

Roadway	Municipality	Total Trips	Trips to/from Southeast Quadrant		Trips to/from External East		Trips To/From All External		Through Trips	
			Number	%	Number	%	Number	%	Number	%
CR 603	Irvington	16,778	8,866	52.8%	738	4.4%	4,261	25.4%	224	1.3%
CR 603	Newark	17,951	17,180	95.7%	1,233	6.9%	4,095	22.8%	172	1.0%
CR 607	Livingston	11,432	424	3.7%	715	6.3%	4,575	40.0%	6,517	57.0%
CR 609	Livingston	21,614	433	2.0%	824	3.8%	11,757	54.4%	5,480	25.4%
CR 609	Roseland	29,489	3,218	10.9%	5,598	19.0%	15,346	52.0%	9,606	32.6%
CR 611	West Orange	25,929	1,441	5.6%	733	2.8%	7,109	27.4%	11	0.0%
CR 611	Roseland	6,050	57	0.9%	14	0.2%	4,419	73.0%	192	3.2%
CR 613	Roseland	15,977	965	6.0%	470	2.9%	6,322	39.6%	3,212	20.1%
CR 613	West Caldwell	10,243	125	1.2%	520	5.1%	5,891	57.5%	3,086	30.1%
CR 613	Fairfield	39,288	763	1.9%	2,854	7.3%	23,133	58.9%	7,794	19.8%
CR 622	Bloomfield	23,029	355	1.5%	7,281	31.6%	19,342	84.0%	1,201	5.2%
CR 631	North Caldwell	620	23	3.7%	50	8.1%	438	70.6%	0	0.0%
CR 636	West Orange	15,803	538	3.4%	464	2.9%	4,940	31.3%	187	1.2%
CR 640	Cedar Grove	13,626	206	1.5%	1,243	9.1%	3,792	27.8%	20	0.1%
CR 645	Belleville	12,201	1,374	11.3%	1,537	12.6%	3,442	28.2%	11	0.1%
CR 645	Nutley	13,335	622	4.7%	5,218	39.1%	11,214	84.1%	27	0.2%
CR 649	Millburn	49,590	2,403	4.8%	2,039	4.1%	26,732	53.9%	14,814	29.9%
CR 649	Livingston	17,201	254	1.5%	259	1.5%	8,873	51.6%	544	3.2%
CR 655	Bloomfield	22,672	2,080	9.2%	2,019	8.9%	13,295	58.6%	0	0.0%
CR 655	Montclair	17,401	753	4.3%	1,976	11.4%	6,340	36.4%	9	0.1%
CR 658	Orange	17,506	1,710	9.8%	688	3.9%	4,364	24.9%	13	0.1%
CR 658	East Orange	9,983	1,798	18.0%	726	7.3%	2,850	28.5%	12	0.1%
CR 658	Newark	21,015	5,411	25.7%	2,303	11.0%	6,820	32.5%	107	0.5%
CR 659	West Orange	22,809	3,236	14.2%	1,803	7.9%	6,189	27.1%	13	0.1%
CR 660	West Orange	14,176	1,646	11.6%	1,358	9.6%	4,258	30.0%	66	0.5%

Table B-8 (Continued)
Summary of Future (2035) Daily Travel Patterns by Roadway and Municipality – County 600 Routes

Roadway	Municipality	Total Trips	Trips to/from Southeast Quadrant		Trips to/from External East		Trips To/From All External		Through Trips	
			Number	%	Number	%	Number	%	Number	%
CR 665	Irvington	24,584	8,178	33.3%	1,718	7.0%	9,941	40.4%	89	0.4%
CR 667	Newark	27,132	6,284	23.2%	4,271	15.7%	12,586	46.4%	66	0.2%
CR 670	Bloomfield	17,642	937	5.3%	454	2.6%	4,659	26.4%	0	0.0%

Source: North Jersey Regional Transportation Model (NJRTM-E) – 2035, October 2011.

**Table B-9
Transit and Community Facilities within ¼ Mile – County 500 Routes**

Roadway	Municipality	Length [mi]	Rail Station	Light Rail Station	Bus Stop	Park & Ride	School	College	Library
CR 506	Fairfield	0.26	No	No	Yes	No	No	No	No
CR 506	West Caldwell	1.60	No	No	Yes	No	Yes	No	Yes
CR 506	Caldwell	1.52	No	No	Yes	No	Yes	No	Yes
CR 506	North Caldwell	0.23	No	No	Yes	No	No	No	No
CR 506	Verona	1.79	No	No	Yes	No	Yes	No	Yes
CR 506	Montclair	1.71	Yes	No	Yes	No	Yes	Yes	Yes
CR 506	Glen Ridge	0.69	Yes	No	Yes	No	Yes	No	Yes
CR 506	Bloomfield	1.17	No	No	Yes	No	Yes	No	Yes
CR 506	Belleville	1.77	No	No	Yes	No	Yes	No	Yes
CR 506 S	Glen Ridge	0.60	Yes	No	Yes	No	Yes	No	Yes
CR 506 S	Bloomfield	1.75	Yes	Yes	Yes	No	Yes	Yes	Yes
CR 506 S	Belleville	0.09	No	No	Yes	No	No	No	No
CR 506 S	Newark	2.01	Yes	Yes	Yes	No	Yes	No	Yes
CR 508	Livingston	3.10	No	No	Yes	No	Yes	No	No
CR 508	West Orange	3.72	Yes	No	Yes	Yes	Yes	No	No
CR 508	Orange	1.08	Yes	No	Yes	No	Yes	No	No
CR 508	East Orange	1.52	No	No	Yes	No	Yes	No	No
CR 508	Newark	2.11	No	Yes	Yes	No	Yes	Yes	Yes
CR 508 S	West Orange	0.31	No	No	Yes	No	Yes	No	Yes
CR 509	Irvington	2.61	No	No	Yes	No	Yes	No	No
CR 509	Newark	0.55	No	No	Yes	No	Yes	No	No
CR 509	East Orange	1.89	No	No	Yes	No	Yes	No	No
CR 509	Bloomfield	6.10	Yes	Yes	Yes	Yes	Yes	Yes	Yes
CR 510	Livingston	3.07	No	No	Yes	Yes	Yes	No	No
CR 510	Millburn	1.43	No	No	No	No	Yes	No	No
CR 510	Maplewood	1.03	No	No	No	No	No	No	No
CR 510	S Orange	2.60	Yes	No	Yes	Yes	Yes	Yes	Yes
CR 510	Newark	3.87	Yes	Yes	Yes	No	Yes	Yes	Yes
CR 527	Millburn	3.75	Yes	No	Yes	No	Yes	No	Yes
CR 527	Livingston	4.18	No	No	Yes	No	Yes	No	No
CR 527	Roseland	1.46	No	No	Yes	No	No	No	Yes
CR 527	Essex Fells	0.92	No	No	Yes	No	Yes	No	Yes
CR 527	Caldwell	0.38	No	No	Yes	No	Yes	No	No
CR 527	North Caldwell	2.92	No	No	Yes	No	Yes	No	No
CR 527	Cedar Grove	0.22	No	No	Yes	No	No	No	No
CR 527Z	Millburn	0.30	Yes	No	Yes	No	Yes	No	Yes

**Table B-9
Transit and Community Facilities within ¼ Mile – County 500 Routes**

Roadway	Municipality	Length [mi]	Rail Station	Light Rail Station	Bus Stop	Park & Ride	School	College	Library
CR 577	Millburn	2.04	Yes	No	Yes	No	Yes	No	Yes
CR 577	Maplewood	1.02	No	No	No	No	No	No	No
CR 577	South Orange	1.25	No	No	No	No	No	No	No
CR 577	West Orange	4.68	No	No	Yes	No	No	No	No
CR 577	Verona	0.61	No	No	Yes	No	Yes	No	No
CR577SB	Millburn	0.37	Yes	No	Yes	No	Yes	No	Yes

Sources: NJ TRANSIT, NJDOT, Meadowlink, Rutgers University, US Census

**Table B-10
Transit and Community Facilities within ¼ Mile –County 600 Routes**

Roadway	Municipality	Length [mi]	Rail Station	Light Rail Station	Bus Stop	Park & Ride	School	College	Library
CR 601	Maplewood	0.12	No	No	Yes	No	Yes	No	No
CR 601	Irvington	1.42	No	No	Yes	No	Yes	No	No
CR 601	Newark	1.12	No	No	Yes	No	Yes	No	No
CR 602	Irvington	1.10	No	No	Yes	No	Yes	No	Yes
CR 602	Newark	1.13	No	No	Yes	No	Yes	No	Yes
CR 603	Irvington	1.87	No	No	Yes	No	Yes	No	Yes
CR 603	Newark	1.85	No	No	Yes	No	Yes	Yes	Yes
CR 604	North Caldwell	0.19	No	No	No	No	No	No	No
CR 604	Cedar Grove	1.26	No	No	Yes	No	Yes	No	No
CR 605	Irvington	0.63	No	No	Yes	No	Yes	No	No
CR 605	Newark	1.33	No	No	Yes	No	Yes	No	No
CR 605	East Orange	0.78	No	No	Yes	No	Yes	No	No
CR 606	Millburn	2.52	No	No	No	No	Yes	No	No
CR 606	Livingston	0.29	No	No	No	No	No	No	No
CR 607	Millburn	0.38	No	No	No	No	No	No	No
CR 607	Livingston	2.78	No	No	Yes	Yes	No	No	No
CR 608	Millburn	2.90	No	No	No	No	Yes	No	No
CR 608	Livingston	2.46	No	No	Yes	No	No	No	No
CR 609	Livingston	3.33	No	No	Yes	No	Yes	No	No
CR 609	Roseland	0.79	No	No	No	No	Yes	No	No
CR 610	Livingston	0.25	No	No	Yes	No	No	No	No
CR 611	West Orange	3.11	No	No	Yes	Yes	Yes	No	No
CR 611	Essex Fells	0.13	No	No	No	No	No	No	No
CR 611	Roseland	3.38	No	No	Yes	No	Yes	No	Yes
CR 613	Roseland	1.12	No	No	No	No	Yes	No	No
CR 613	West Caldwell	2.77	No	No	Yes	No	Yes	No	Yes
CR 613	Fairfield	2.40	No	No	Yes	No	Yes	No	No
CR 613 S	W Caldwell	0.38	No	No	Yes	No	Yes	No	Yes
CR 614	Fairfield	0.25	No	No	Yes	No	Yes	No	No
CR 614	West Caldwell	1.17	No	No	Yes	No	Yes	No	Yes
CR 614 S	Fairfield	0.17	No	No	Yes	No	No	No	No
CR 615	Fairfield	3.31	No	No	Yes	No	Yes	No	No
CR 615	North Caldwell	0.20	No	No	No	No	No	No	No
CR 616	Cedar Grove	0.53	No	No	Yes	No	Yes	No	No
CR 617	Cedar Grove	1.22	No	No	Yes	No	Yes	No	No

Table B-10 (Continued)
Transit and Community Facilities within ¼ Mile –County 600 Routes

Roadway	Municipality	Length [mi]	Rail Station	Light Rail Station	Bus Stop	Park & Ride	School	College	Library
CR 618	Cedar Grove	0.84	Yes	No	Yes	No	Yes	No	No
CR 618	Montclair	0.45	Yes	No	Yes	No	No	Yes	No
CR 619	Irvington	2.10	No	No	Yes	No	Yes	No	Yes
CR 619	Newark	0.79	No	No	Yes	No	Yes	No	Yes
CR 620	Montclair	1.02	Yes	No	Yes	No	Yes	No	No
CR 621	Montclair	3.23	Yes	No	Yes	No	Yes	Yes	Yes
CR 622	Bloomfield	1.01	No	No	Yes	Yes	Yes	No	No
CR 623	Montclair	3.31	Yes	No	Yes	No	Yes	No	No
CR 624	Nutley	1.24	No	No	Yes	Yes	Yes	No	No
CR 625	Fairfield	2.12	No	No	Yes	No	Yes	No	Yes
CR 626	Fairfield	2.53	No	No	Yes	No	Yes	No	No
CR 627	Fairfield	0.54	No	No	Yes	No	Yes	No	No
CR 628	Fairfield	0.24	No	No	Yes	No	Yes	No	No
CR 628	North Caldwell	0.51	No	No	No	No	Yes	No	No
CR 629	Fairfield	0.59	No	No	No	No	No	No	No
CR 630	Millburn	0.70	No	No	Yes	No	No	No	No
CR 630	Maplewood	0.47	No	No	Yes	No	Yes	No	No
CR 630A	Millburn	0.04	No	No	Yes	No	No	No	No
CR 631	Caldwell	0.48	No	No	Yes	No	Yes	No	Yes
CR 631	West Caldwell	1.09	No	No	No	No	Yes	No	No
CR 631	North Caldwell	1.99	No	No	No	No	Yes	No	No
CR 632	West Caldwell	0.56	No	No	No	No	Yes	No	No
CR 632	Caldwell	0.90	No	No	Yes	No	Yes	No	Yes
CR 633	Essex Fells	0.72	No	No	Yes	No	No	No	No
CR 633	West Caldwell	0.97	No	No	Yes	No	Yes	No	No
CR 634	Livingston	1.28	No	No	Yes	No	No	No	No
CR 634	Roseland	0.48	No	No	No	No	No	No	No
CR 634	West Orange	0.34	No	No	No	No	No	No	No
CR 635	Livingston	1.59	No	No	Yes	No	No	No	No
CR 636	West Orange	4.25	No	No	Yes	No	Yes	No	No
CR 636	Verona	0.63	No	No	Yes	No	Yes	No	Yes
CR 637	Verona	1.08	No	No	Yes	No	Yes	No	Yes
CR 637	Cedar Grove	1.26	No	No	Yes	No	Yes	No	No
CR 638	Maplewood	1.53	Yes	No	Yes	No	Yes	No	Yes
CR 638	South Orange	1.53	Yes	No	Yes	Yes	Yes	No	Yes
CR 638	Orange	2.32	Yes	No	Yes	No	Yes	No	Yes

Table B-10 (Continued)
Transit and Community Facilities within ¼ Mile –County 600 Routes

Roadway	Municipality	Length [mi]	Rail Station	Light Rail Station	Bus Stop	Park & Ride	School	College	Library
CR 638 S	South Orange	0.05	Yes	No	Yes	Yes	Yes	No	Yes
CR 639	Verona	1.12	No	No	Yes	No	Yes	No	Yes
CR 639	Cedar Grove	0.74	No	No	Yes	No	Yes	No	No
CR 640	Cedar Grove	1.11	No	No	Yes	No	Yes	No	No
CR 640	Montclair	0.35	Yes	No	Yes	No	No	No	No
CR 641	Cedar Grove	2.04	No	No	Yes	No	Yes	No	No
CR 642	Montclair	0.37	No	No	Yes	No	Yes	No	No
CR 643	Bloomfield	0.06	No	No	Yes	No	No	No	No
CR 643	Montclair	0.61	No	No	Yes	No	No	No	No
CR 644	Nutley	0.80	No	No	Yes	No	No	No	No
CR 644 S	Nutley	0.04	No	No	Yes	No	No	No	No
CR 645	Newark	0.53	No	Yes	Yes	Yes	Yes	No	No
CR 645	Belleville	1.67	No	No	Yes	No	Yes	No	No
CR 645	Nutley	1.64	No	No	Yes	No	Yes	No	Yes
CR 646	Nutley	0.28	No	No	Yes	No	Yes	No	No
CR 647	Belleville	1.65	No	No	Yes	No	Yes	No	No
CR 647	Nutley	0.27	No	No	Yes	No	Yes	No	No
CR 648	Nutley	1.80	No	No	Yes	No	Yes	No	Yes
CR 649	Millburn	2.79	No	No	Yes	No	No	No	No
CR 649	Livingston	2.51	No	No	Yes	No	Yes	No	Yes
CR 650	Bloomfield	0.18	No	No	Yes	No	Yes	No	No
CR 650	Nutley	0.92	No	No	Yes	No	Yes	No	No
CR 651	Bloomfield	0.62	No	No	Yes	No	Yes	No	No
CR 651 S	Bloomfield	0.10	No	No	Yes	No	Yes	No	No
CR 652	Bloomfield	2.24	No	No	Yes	No	Yes	No	No
CR 652	Nutley	0.78	No	No	Yes	No	Yes	No	No
CR 653	Glen Ridge	3.20	Yes	No	Yes	No	Yes	No	Yes
CR 654	Glen Ridge	0.54	No	No	Yes	No	No	No	No
CR 654	Bloomfield	0.11	No	No	No	No	No	No	No
CR 655	Bloomfield	0.90	No	No	Yes	No	No	No	No
CR 655	Glen Ridge	0.20	No	No	Yes	No	No	No	No
CR 655	Montclair	1.20	Yes	No	Yes	No	Yes	No	No
CR 656	Roseland	1.31	No	No	Yes	No	No	No	Yes
CR 658	West Orange	0.15	No	No	Yes	No	Yes	No	Yes
CR 658	Orange	0.65	No	No	Yes	No	Yes	No	No
CR 658	East Orange	1.90	No	No	Yes	No	Yes	No	Yes
CR 658	Newark	1.18	No	Yes	Yes	No	Yes	No	Yes

Table B-10 (Continued)
Transit and Community Facilities within ¼ Mile –County 600 Routes

Roadway	Municipality	Length [mi]	Rail Station	Light Rail Station	Bus Stop	Park & Ride	School	College	Library
CR 659	Orange	0.29	Yes	No	Yes	No	Yes	No	Yes
CR 659	West Orange	1.38	No	No	Yes	Yes	Yes	No	Yes
CR 660	West Orange	0.66	No	No	Yes	No	Yes	No	Yes
CR 661	Livingston	1.24	No	No	Yes	No	Yes	No	No
CR 661 S	Livingston	0.11	No	No	No	No	No	No	No
CR 662	Fairfield	0.73	No	No	Yes	No	No	No	No
CR 663	Bloomfield	0.12	Yes	No	Yes	No	No	Yes	Yes
CR 664	Irvington	0.07	No	No	Yes	No	Yes	No	No
CR 665	South Orange	0.61	Yes	No	Yes	Yes	Yes	No	Yes
CR 665	Maplewood	0.73	No	No	Yes	No	Yes	No	No
CR 665	Newark	0.53	No	No	No	No	No	No	No
CR 665	Irvington	0.92	No	No	Yes	No	Yes	No	Yes
CR 667	Newark	2.12	No	No	Yes	No	Yes	No	No
CR 668	Montclair	0.60	No	No	Yes	No	Yes	No	No
CR 669	Montclair	1.09	No	No	Yes	No	Yes	No	No
CR 670	Bloomfield	0.12	No	No	Yes	No	Yes	No	No
CR 670	Belleville	0.43	No	Yes	Yes	Yes	Yes	No	No
CR 670	Newark	0.02	No	Yes	Yes	Yes	No	No	No
CR 671	Orange	0.09	No	No	Yes	No	Yes	No	No
CR 671	West Orange	0.31	No	No	Yes	No	Yes	No	No
CR 672	Belleville	0.61	No	No	Yes	No	No	No	No
CR 672 S	Belleville	0.03	No	No	Yes	No	No	No	No
CR 673	North Caldwell	0.20	No	No	Yes	No	No	No	No
CR 673	Caldwell	0.08	No	No	Yes	No	No	No	No
CR 677	West Orange	1.02	No	No	Yes	No	No	No	No

Sources: NJ TRANSIT, NJDOT, Meadowlink, Rutgers University, US Census

Appendix C: Public Outreach



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