

*The North Jersey Transportation Planning Authority*

# **FY 2010 Project Development Work Program**



**May 11, 2009**

This revised document includes the changes endorsed by the Planning & Economic Development Committee at its April 20, 2009 meeting except as noted in the attached Addendum

# FY 2010 Project Development Work Program

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# The FY 2010 Project Development Work Program (PDWP)

## Introduction

The metropolitan planning process led by the NJTPA examines regional transportation issues and develops proposals for projects and programs that address these issues. The decision-making centers on the three principal MPO products, a long-range Regional Transportation Plan (RTP), a short-term Transportation Improvement Program (TIP), and a Unified Planning Work Program (UPWP). The RTP sets forth the region's long and short-term investment agenda, documenting the technical analysis and cooperative decision-making producing that agenda. The RTP includes a full identification of the region's key transportation issues and needs for a twenty-year horizon. The next RTP for horizon year 2035 will be completed the summer of 2009. The TIP prioritizes and schedules funding for project implementation over a four-year period. The UPWP summarizes planning activities conducted by the NJTPA staff, its member agencies and other transportation agencies in the region. The Project Development Work Program or PDWP, a volume within the UPWP, schedules the planning and project development to be undertaken for particular initiatives identified in the RTP, so that they ultimately will be ready for implementation via the TIP.

The PDWP contributes to meeting the federal requirement that the UPWP must describe all metropolitan transportation and transportation-related air quality planning activities anticipated within the area during the next one or two year period, regardless of funding sources or agencies conducting activities. As such, this PDWP document contains the schedule of project planning, scoping and preliminary design work that will be conducted during FY 2010. Projects scheduled for work in the PDWP were drawn from the NJTPA's RTP, entitled *Access & Mobility, the 2030 Regional Transportation Plan for Northern New Jersey* and from work conducted in the UPWP, or were generated by the NJDOT Management Systems such as the Bridge Management System, Safety Management System, Pavement Management System and the Drainage Management System. As such these projects reflect the goals and long-range strategy of the NJTPA for improving access and mobility and for maintaining existing infrastructure in a state of good repair in the northern and central New Jersey region.

Most of the projects in the PDWP have already undergone some degree of investigation or development in recent years. There are however, several new projects being investigated for the first time. Projects in the PDWP, whether "carry-overs" or new, have been found to represent potentially valuable approaches to addressing transportation needs. Projects in the PDWP generally fall in one of the following three phases of work for highway related projects: Concept Development (CD), Feasibility Assessment (FA) or Preliminary Design (PD). These are defined as follows:

- *Concept Development:* This initial PDWP phase is where a regionally prioritized need undergoes a needs assessment and appropriate strategies are sketched out. Based on data analysis and community outreach, the identification of issues and potential strategies is made and agreement is reached regarding how to address them.
- *Feasibility Assessment:* During this stage, project alternatives are evaluated and a preferred alternative is identified. Project feasibility is studied by considering

engineering, financial, environmental and historic preservation issues. Additionally, a community involvement program is undertaken to determine if sufficient public support exists. A probable environmental classification is made at this time.

- *Preliminary Design:* A more refined engineering solution is developed and environmental studies are begun to more accurately assess the environmental and community impacts. This forms the basis of the National Environmental Policy Act (NEPA) process that will result in a comprehensive environmental document.

For Transit projects, the phases of work are: Project Development (PD), Concept Design or Concept Engineering (CD or CE), Major Investment Study (MIS), Environmental Assessment (EA), Draft Environmental Impact Statement (DEIS), Final Environmental Impact Statement (FEIS), Preliminary Engineering (PE) and Final Engineering (FE).

At the conclusion of the project development work, projects become candidates for inclusion in the NJTPA Transportation Improvement Program (TIP). The TIP allocates federal funding to actually implement projects including the completion of final design, right-of-way acquisition and construction.

The NJTPA also elected to include for informational purposes in the PDWP, all Local Scoping projects that have been previously approved by NJTPA.

### **PDWP Development**

Projects are selected for inclusion in the PDWP based on a combination of technical evaluations and consultations with interested parties. The goal was to select a reasonable and balanced mix of projects, reflecting the priorities of the RTP that can be accomplished within available resources. As such, the project mix reflected in this document represents a realistic and manageable program that can deliver “TIP-ready” projects within prescribed timeframes.

Initial priority setting for most PDWP projects involved application of established NJTPA project prioritization criteria. These criteria are rooted in the broad regional goals and objectives of the RTP, and address the range of environmental, social, and economic factors that underpin all NJTPA decision-making. The project prioritization criteria are not applicable to a limited number of projects, namely those that are not sufficiently defined to be scored or outside the scope of the criteria. Prioritization of those projects involves discussions and negotiations at the regional and subregional level.

Other considerations also come into play in deciding whether a particular project is included in the PDWP. Among the key considerations are:

- Whether the project is currently being worked on in its current phase of work or has completed a prior phase of work. (Since such projects have already been worked on, it is likely to be cost effective to complete their development);
- safety considerations (addressing unsafe conditions is a top priority);
- identification of the project in other NJTPA efforts such as the Regional Safety Priorities Study and Strategy Evaluation effort;
- identification of the project as a priority in one of the NJDOT Management Systems;
- relationship to other projects (for example, it may be cost effective to work on two related projects together rather than separately);
- geographic coverage (some projects may have benefits over wide areas); and
- limitation of certain project types (NJDOT staff resources often limit the number of certain types of projects, like drainage or bridge replacements, that can be worked on concurrently).

These considerations, together with project scoring (when available), are the basis for discussions at the regional and subregional level as well as for negotiating sessions with the state's principal implementing agencies, NJDOT and NJ Transit.

The PDWP is included annually into the Unified Planning Work Program (UPWP), a multi-volume document that summarizes the transportation planning activities of the NJTPA staff, its member agencies and other transportation agencies in the region. In this way, the NJTPA Board of Trustees maintains oversight over the progress of project development work in the region, whether the work is conducted by the NJTPA or other agencies.

### **Initiation of New Projects and Subsequent Planning Cycles**

Each year, there is an opportunity to advance the development of a select number of new projects through their inclusion in the PDWP. The RTP is a major source for these new initiatives. While most of the projects in the PDWP represent work carried over from previous years, there is limited capacity for new projects.

In addition to the regular planning and outreach associated with the RTP development cycle, specific transportation issues can come to light in the NJTPA open forum through staff research; elected official, public or stakeholder input; or interagency coordination. These needs are identified through a variety of sources including planning, corridor and subarea studies, strategy refinement work, management systems and the work conducted by the state's operating agencies. For instance, the bridge, safety, drainage and pavement management systems operated by NJDOT generate new and accruing needs. Problems are also brought to the attention of transportation officials by elected officials and the general public.

For the NJTPA to consider a proposed new project as a candidate for inclusion in the PDWP, it is required to review the problem to insure that the project is sufficiently defined and documented (e.g., through NJTPA or partner agency analysis) and is consistent with the needs and priorities in the RTP.

### **NJDOT's Pipeline Process**

Projects included in the PDWP are advanced through the so-called "project pipeline." In order to expedite the project delivery system, NJDOT several years ago initiated a new project delivery process. This process involves a series of "pipelines" that are utilized for project development based on the degree of complexity of the project. This change was brought about by recognition that the "old" project delivery process worked well for the complex "mega" projects but was cumbersome for simpler or smaller projects. Since only one pipeline existed, there was unnecessary effort spent making smaller projects follow the same process as the large ones.

As a result, a new delivery process with four pipelines was created to address the needs of the smaller or simpler projects in an attempt to reduce costs and accelerate delivery times. Pipeline I is essentially the "old" pipeline for the large complex projects. Pipeline II is a new process for addressing moderately complex projects while pipelines III and IV are new in an attempt to address the needs of less complex projects. The projects contained in the Project Development Work Program will "feed" Pipelines I and II. Projects that would enter Pipeline III and IV are forwarded to the appropriate NJDOT personnel.

The four pipelines for the following project needs are described below in greater detail:

Pipeline I – Complex Projects

- Full Concept Development and Feasibility Assessment (Environmental Impact Statement, Environmental Assessment or Complex Categorical Exclusion).
- Solutions are complex and multi-faceted.

Pipeline II – Moderate Projects

- Concept Development and Engineering support are required during consultant selection.
- Categorical Exclusion with Right-of-Way (ROW) and utilities.
- Division of Project Planning and Development solution and local support apparent.

Pipeline III – Simple Projects

- Projects move directly to NJDOT Design.
- Minor ROW and utility impacts.

Pipeline IV – Operations Projects

- Projects move directly to NJDOT Operations.

# FY 2010 Project Development Work Program

## Bergen County Projects

### NJDOT

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**065C Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad**

This is a breakout of the Rt. 4 Corridor Multi-Bridges and Roadway Improvement project. The scope is to replace the existing bridge and improvements to the Rt. 4 roadway within the project limits, including Belle Avenue intersection improvements.

**Sponsor:** NJDOT      **Counties:** Bergen      **Municipalities:** Teaneck Twp.

Year Work

2010 PD

2011

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**93136 Route 4, Flat Rock Brook Bridge**

This project will provide for the proposed replacement of the existing bridge (Structure #0206-181).

**Sponsor:** NJDOT      **Counties:** Bergen      **Municipalities:** Englewood City

Year Work

2010 PD

2011

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**08410 Route 4, Grand Avenue Bridge**

This project will replace the deck of structure 0206-179 in order to remove the bridge from the structurally deficient list. The WB right through-lane through the intersection will be eliminated. The existing through lane will be used to provide a deceleration lane, an exclusive merge lane and an acceleration lane that will introduce the right through lane after the interchange to improve safety at the ramp termini. A bus shelter will be provided at the existing bus stop, along with ADA-compliant curb ramps and sidewalks. Gaps in existing sidewalk will be eliminated.

**Sponsor:** NJDOT      **Counties:** Bergen      **Municipalities:** Englewood City

Year Work

2010 FA

2011 FA

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**02346 Route 4, Hackensack River Bridge**

This project will provide for the proposed replacement of the existing bridge.

**Sponsor:** NJDOT      **Counties:** Bergen      **Municipalities:** Hackensack City Teaneck Twp.

Year Work

2010 FA

2011 FA

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**94064 Route 4, Jones Road Bridge**

This project will provide for the proposed bridge rehabilitation or replacement (Structure No. 0206182) which was identified by the Bridge Management System. The overall condition of the structure is critical due to the low inventory ratings. Additional problems stem from the condition of the deck and substructure, and the inadequate bridge roadway width and vertical/lateral under clearances.

**Sponsor:** NJDOT      **Counties:** Bergen      **Municipalities:** Englewood City

Year Work

2010 FA

2011

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**08411 Route 4, South Van Brunt Street Intersection**

This project will construct an acceleration lane from South Van Brunt St. to Rt. 4 WB. The accel lane will be shorter than standard length to avoid existing gas station driveways.

**Sponsor:** NJDOT      **Counties:** Bergen      **Municipalities:** Englewood City

Year Work

2010 FA

2011

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**93134 Route 4, Teaneck Road Bridge**

This project will provide for the proposed replacement of the existing deficient structure, which has a sufficiency rating of 17.

**Sponsor:** NJDOT      **Counties:** Bergen      **Municipalities:** Teaneck Twp.

**Year Work**

**2010 FA**

**2011**

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**05312 Route 17, Arbor Drive, Drainage Improvement**

A Problem Statement has been received indicating there is a drainage problem in the vicinity of Arbor Drive and Route 17. The drainage system is currently at its capacity. Flooding on local streets and residential properties is due to insufficient capacity in the downstream drains of southbound Route 17. The restricted flow has caused backup in local drainage systems and flooding in the vicinity of Arbor Drive and a low point on Route 17. DMS Rank 179.

**Sponsor:** NJDOT      **Counties:** Bergen      **Municipalities:** Ho-Ho-Kus Boro

**Year Work**

**2010 PD**

**2011**

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**94056 Route 17, Central Avenue Bridge, Rochelle Park**

This project will provide for the proposed bridge replacement which was identified by Bridge Management System. The overall condition of the bridge is serious, with low appraisal ratings for structural elevation and the inadequate deck geometry.

**Sponsor:** NJDOT      **Counties:** Bergen      **Municipalities:** Rochelle Park Twp.

**Year Work**

**2010 LFA**

**2011 LPD**

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**103A1 Route 17, North of Moonachie Road to Garden State Parkway**

Widening of Rt. 17 to provide six lanes of through traffic, some of which is on structures within the project limits. The project will include structure replacements and at-grade crossings at various intersections.

**Sponsor:** NJDOT      **Counties:** Bergen      **Municipalities:** Various

**Year Work**

**2010 LFA**

**2011**

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**94057 Route 17, NYS&W Bridge**

This project will provide for the proposed bridge replacement which was identified by Bridge Management System. The overall condition of the bridge is serious, with low appraisal ratings for structural elevation and the inadequate deck geometry.

The following special Federal appropriation was allocated to this project. TEA-21/Q92 \$1,153,237.

**Sponsor:** NJDOT      **Counties:** Bergen      **Municipalities:** Rochelle Park Twp.

**Year Work**

**2010 LFA**

**2011 LPD**

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**103A2 Route 17, Williams Avenue to I-80**

This study will investigate the widening of Route 17 to provide six lanes of through traffic. Structural replacements will be included.

The following special Federal appropriations have been allocated to this project: 1) FY 2004/Section 115/H17 \$1,000,000, ID# NJ093); 2) FY05/Section 11/H66, \$2,000,000 (ID# NJ 111); 3)FY06 SAFETEA-LU, HPP \$4,400,000 (ID# NJ128); 4) FY06 SAFETEA-LU, HPP \$9,600,000 (ID# NJ159) (available 20% per year); 5)FY 2004 Sec. 115/H17, PL 108-199, \$1,000,000 (ID# NJ094).

**Sponsor:** NJDOT      **Counties:** Bergen      **Municipalities:** Hasbrouck Heights Boro  
Hackensack City

**Year Work**

**2010 FA**

**2011 FA**

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**02412      Route 80, North Street, Drainage Improvements**

The project area is located at the entrance/exit ramps to eastbound I-80. The area is extremely flat with two riprap lined channels on each side of the ramps. The project area is within the watershed of the Hackensack River. Stormwater runoff collected from I-80 is collected through curbed inlets and flows from a headwall into the two riprap lined channels. During moderate and heavy storms, runoff overflows the channel backs onto the ramp, roadway and adjacent properties. DMS Rank 9.

**Sponsor:** NJDOT

**Counties:** Bergen

**Municipalities:** Teterboro Boro

**Year   Work**

**2010 PD**

**2011**

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**858      Route 287, Truck Weigh Station, Bergen County**

This project consists of construction of a truck weigh station facility on the southbound side of I-287. It will weigh trucks destined for I-287 southbound. The project will include weigh-in-motion scales, static weigh scales, paving, grading, drainage, utilities (relocation and new services), striping, electric, lighting and landscaping. The facility will consist of internal roadways, approximately 11 parking stalls for trucks and automobiles, a commercial vehicle inspection building and a control building. A deceleration lane into and acceleration lane from the weigh station will need to be provided along I-287 southbound.

**Sponsor:** NJDOT

**Counties:** Bergen

**Municipalities:** To be determined

**Year   Work**

**2010 CD**

**2011**

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# Essex County Projects

## NJDOT

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### 97005D Portway, Passaic River Crossing

This project will study Doremus Avenue, Passaic River Crossing and Central Avenue over Route 1&9T as one project because of their connectivity. The areas of the project service industrial and commercial facilities in a section of Newark and the southern section of Kearny. The purpose of the proposed improvement is to create a connection with NJ Turnpike at Interchange 15E and Route 1&9T, and/or another variation of the two. The improved section will serve to improve access to/from trucking distribution facilities along Doremus Avenue and the NJ Turnpike and will help reduce truck traffic on Route 1&9T. It will range from replacing the existing Route 1&9T bridge to providing dual bridge structures. The reconfiguration of Central Avenue/Route 1&9T interchange may provide four 12-foot travel lanes and two 12-foot shoulders to improve flow and safety. The proposed geometry will primarily follow the existing alignment except at the interchange. Sidewalks could be provided within the proposed berm. A rail crossing on the same facility will also be investigated as part of this project.

**Sponsor:** NJDOT      **Counties:** Hudson Essex      **Municipalities:** Kearny Town Newark City

Year   Work

2010 FA

2011

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### 03356 Route 1&9, Pulaski Skyway

This study will investigate the long term needs and implications of improving this historic structure.

**Sponsor:** NJDOT      **Counties:** Hudson Essex      **Municipalities:** Jersey City Kearny Town Newark City

Year   Work

2010 FA

2011

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### 99381 Route 21, Newark Needs Analysis, Murray Street to Edison Place

The Feasibility Assessment will provide recommendations to relieve traffic congestion via potential widening as well as providing for safety and pedestrian improvements.

**Sponsor:** NJDOT      **Counties:** Essex      **Municipalities:** Newark City

Year   Work

2010 FA

2011

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### 98540 Route 21, Newark Waterfront Community Access

A pedestrian overpass will be built on the north side of Centre Street across Route 21 from NJ Performing Arts Center. This overpass will be associated with infrastructure of NJPAC development and build out of a combination boathouse-restaurant on the waterfront side. The project will be bicycle/pedestrian compatible. An agreement is being developed to provide \$1.2 million preliminary design money to NJPAC. NJDOT will monitor the project.

The following special Federal appropriations have been allocated to this project: TEA-21/Q92 \$1,025,100, ID# NJ 042; 2) FY06 SAFETEA-LU \$1,500,000 (ID# NJ269); \$1,200,000 (ID# NJ139) (available 10% per year) and \$2,000,000 (ID# NJ254),(available 20% per year).

**Sponsor:** NJDOT      **Counties:** Essex      **Municipalities:** Newark City

Year   Work

2010 PD

2011

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**9233B6 Route 23/80, Long-term Interchange Improvements**

The proposed long-term improvements may involve a major construction project that addresses existing weekday and weekend congestion problems and provides for a critical missing link in the highway network. While the NJDOT's Interchange Study recommended several concepts for long-term improvements, the Routes 23/46/80 Task Force could not, based on the preliminary nature of such concepts, determine one concept to endorse. The Routes 23/46/80 Task Force agreed that the NJDOT should further develop four concepts to determine the most viable alternative to meet the needs of the interchange.

The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP \$1,200,000, ID# NJ202, (available 20% per year).

**Sponsor:** NJDOT      **Counties:** Passaic Essex      **Municipalities:** Wayne Twp. Fairfield Twp.

Year Work  
2010 PD  
2011

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**06360 Route 78, PA State Line to NJ Turnpike, ITS Improvements**

A Problem Statement has been received indicating that this route is severely congestion, experiencing significant recurring and non-recurring delays. This is also a major truck corridor, including direct connections into Port of New York and New Jersey facilities and the Newark/Liberty Airport. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and would have adverse impacts to adjacent properties and the environment. An interim improvement is proposed to use ITS technologies including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering, HOT lanes and other emerging technologies to mitigate congestion and provide for improved incident management.

**Sponsor:** NJDOT      **Counties:** Hunterdon Somerset Union      **Municipalities:** Various  
Essex

Year Work  
2010 FA  
2011

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**06357 Route 280, Exit 10 to Passaic River, ITS Improvements**

A Problem Statement has been received which indicates during rush hours, the reduction from four lanes to two lanes and substandard exits creates an operational and safety problem through the congested section leading up to the Stickel Bridge crossing of the Passaic River. Reconstruction of the interstate, including the Stickel Bridge to add through lanes and improved exits would be at a significant cost and adversely affect adjacent properties in the built-up area. There would also be extensive utility and environmental impacts. An interim improvement is proposed to use ITS technologies in providing a speed monitoring and information system to alert the traveling public to speed reductions and delays ahead and lead them to reduce their speed in advance of the congested area. This location is a very feasible location due to the availability for power/communications and existing structure to mount detection and information equipment.

**Sponsor:** NJDOT      **Counties:** Essex      **Municipalities:** West Orange Twp. Orange City East  
Orange City Newark City

Year Work  
2010 CD  
2011

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**08368 Route 78, Newark, Drainage**

NJDOT Operations reports that I-78 in this area has experienced multiple closures due to flooding. Hydrology and hydraulics studies are needed to identify the stormwater drainage needs to reduce future flooding. The current stormwater pipes are inadequate to drain the stormwater causing flooding in the roadway. The past flood closure occurrences and daily vehicular traffic in this area results in a high probability that motorists will be significantly impacted during the next major storm event. DMS Rank 11.

**Sponsor:** NJDOT      **Counties:** Essex      **Municipalities:** Newark City

Year Work  
2010 PD  
2011

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## LOCAL

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### **NS9812 McClellan Street Underpass**

The City of Newark is proposing improvements to the McClellan Street Underpass. Improvement will include improved drainage and horizontal and vertical clearances.

**Sponsor:** Newark City    **Counties:** Essex

**Municipalities:** Newark City

Year   Work

2010   LPD

2011

# Hudson County Projects

## NJDOT

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### 04327A East Coast Greenway, Belleville Pike/Route 7

This project will include sidewalks and designated bike lanes on both sides of Route 7 (Belleville Pike) and a ramp connector. The project limits are from Newark Industrial Track railroad to the interchange of Route 1&9 to Newark Avenue; a distance of approximately 2.5 miles. This project is part of the East Coast Greenway effort along state-owned property.

**Sponsor:** NJDOT

**Counties:** Hudson

**Municipalities:** Jersey City Kearny Town

Year Work

2010 PD

2011

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### 97005B Portway, Fish House Road/Pennsylvania Avenue, CR 659

Pennsylvania Avenue/Fish House Road is a two-lane urban minor arterial that connects Central Avenue and Route 7. The roadway has an existing speed limit of 25 mph and has two travel lanes with no shoulders. Pennsylvania Avenue has an at-grade railroad crossing with Conrail located approximately 200 feet east of the Central Avenue/Pennsylvania Avenue signalized "T" intersection. The purpose of the project is to improve safety, mitigate the heavy truck congestion and improve the existing aging roadway to accommodate the growing demands. The project will improve safety by eliminating geometric substandard elements such as lack of shoulders and proper cross slope, as well as improve the Central Avenue/Pennsylvania Avenue signalized intersection to increase capacity and improve traffic movement. The at-grade rail crossing will be moved approximately 1200 feet from the intersection. The roadway will be designed specifically to provide superior regional connectivity and accommodate a heavily growing truck volume. Flooding problems will be addressed by providing a proper drainage system as well as improving the existing poor pavement condition.

**Sponsor:** NJDOT

**Counties:** Hudson

**Municipalities:** Kearny Town

Year Work

2010 PD

2011

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### 97005D Portway, Passaic River Crossing

This project will study Doremus Avenue, Passaic River Crossing and Central Avenue over Route 1&9T as one project because of their connectivity. The areas of the project service industrial and commercial facilities in a section of Newark and the southern section of Kearny. The purpose of the proposed improvement is to create a connection with NJ Turnpike at Interchange 15E and Route 1&9T, and/or another variation of the two. The improved section will serve to improve access to/from trucking distribution facilities along Doremus Avenue and the NJ Turnpike and will help reduce truck traffic on Route 1&9T. It will range from replacing the existing Route 1&9T bridge to providing dual bridge structures. The reconfiguration of Central Avenue/Route 1&9T interchange may provide four 12-foot travel lanes and two 12-foot shoulders to improve flow and safety. The proposed geometry will primarily follow the existing alignment except at the interchange. Sidewalks could be provided within the proposed berm. A rail crossing on the same facility will also be investigated as part of this project.

**Sponsor:** NJDOT

**Counties:** Hudson Essex

**Municipalities:** Kearny Town Newark City

Year Work

2010 FA

2011

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### 03356 Route 1&9, Pulaski Skyway

This study will investigate the long term needs and implications of improving this historic structure.

**Sponsor:** NJDOT

**Counties:** Hudson Essex

**Municipalities:** Jersey City Kearny Town Newark City

Year Work

2010 FA

2011

**97005C Route 1&9T, Extension**

As part of the Portway project, a new roadway is proposed parallel to Routes 1 and 9, along the railroad right of way in Jersey City. The proposed roadway, with new connections to the intermodal rail yards including Croxton Yards Intermodal Rail Facility, will improve access efficiency and help trucks avoid hot spots such as Tonnelle Avenue Circle and congested segments of Routes 1&9 (Tonnelle Avenue). Within the project area west of Route 1&9T is a developed industrial area that requires truck service from Ports Elizabeth and Newark. To the east of Route 1&9T is a mix of light-density residential developments with predominant commercial and industrial businesses. The proposed roadway would include one 12-foot travel lane and one 12-foot shoulder in each direction. (This project was formerly known as New Road)

**Sponsor:** NJDOT      **Counties:** Hudson      **Municipalities:** Jersey City

**Year Work**

2010 PD

2011

**97005E Route 1&9T, Secaucus Road to Little Ferry**

This project, formerly known as New Road Extension, is the proposed extension of New Road north of Secaucus Road to the CSX facility at Little Ferry and/or a connection to the NJ Turnpike. New Road extension will create a direct connection to Croxton Yard and its vicinity, thereby reducing port-generated truck traffic on the parallel section of Route 1 & 9. This will reduce congestion on Route 1 & 9, especially during peak hours.

**Sponsor:** NJDOT      **Counties:** Hudson      **Municipalities:** Jersey City

**Year Work**

2010 FA

2011 FA

**08346 Route 3 over Northern Secondary & Ramp A**

The bridge is located in North Bergen Township, Hudson County. The bridge is functionally obsolete with sufficiency rating of 48. Based on latest inspection report condition of deck, superstructure and substructure is listed as in fair condition. The bridge is classified as "Functionally Obsolete" due to inadequate lateral underclearance and the substandard deck geometry. Currently, the bridge is listed as Priority 2 in the ranking of Bridge Management System. The bridge needs major rehabilitation/replacement including improvements to substandard geometric features to address its marginal structural condition and functional obsolescence.

**Sponsor:** NJDOT      **Counties:** Hudson      **Municipalities:** North Bergen Twp.

**Year Work**

2010 FA

2011

**93186 Route 7, Kearny, Drainage Improvements**

The topography in the area is extremely flat with marshlands surrounding the roadway. This section of Route 7 is generally uncurbed. Roadway runoff is collected through inlets or sheet flow, discharging directly into the marshlands. During moderate and heavy storms in addition to high tide, the runoff overflows the banks onto the roadway and adjacent properties. DMS Rank 21.

**Sponsor:** NJDOT      **Counties:** Hudson      **Municipalities:** Kearny Town

**Year Work**

2010 PD

2011

**08365 Route 139, Jersey City, Drainage**

NJDOT Operations reports multiple flooding incidents in this area. Hydrology and hydraulics studies are needed to identify the stormwater drainage needs to reduce future flooding. The current stormwater pipes are inadequate to drain the stormwater causing flooding in the roadway. The past flood closure occurrences and daily vehicular traffic at this locations results in a high probability that motorists will be significantly impacted during the next major storm event. DMS Rank 15.

**Sponsor:** NJDOT      **Counties:** Hudson      **Municipalities:** Jersey City

**Year Work**

2010 FA

2011

**08363      Route 280, Kearny Drainage**

Locations at mileposts 16.4, 16.5, 16.7, 16.8 and 17.0 have experienced numerous flooding incidents. Hydrology and hydraulics studies are needed to identify the stormwater drainage needs to reduce future flooding. The current stormwater pipes are inadequate to drain the stormwater causing flooding in the roadway. The past flood closure occurrences and daily vehicular traffic at this location results in a high probability that motorists will be significantly affected during the next major storm event. DMS Rank 12.

**Sponsor:** NJDOT

**Counties:** Hudson

**Municipalities:** Kearny Town

**Year   Work**

**2010   FA**

**2011**

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# Hunterdon County Projects

## NJDOT

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### 95052 Multi-modal Transportation Center, Hunterdon County

It is proposed to develop park and ride facilities. The locations for these facilities will be determined based on the results of the I-78 Transit Corridor Study (DB 06389).

**Sponsor:** NJDOT      **Counties:** Hunterdon      **Municipalities:** To be determined

Year   Work

2010 CD

2011 CD

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### 00362E Route 29, Stockton Gateway and Traffic Calming Study

Provide traffic calming and gateway treatments to Rt. 29 through the Borough of Stockton. This includes safer pedestrian crossings, more sidewalks, a roundabout at the intersection of Rt. 29 and CR 519, safety signs and flashers, formalized parking and increased access to the existing pedestrian path (D&R Canal). Project likely to be broken into segments and advanced on different paths with the CR 519 Roundabout and pedestrian crossing at the Prallsville Mill to be advanced first.

**Sponsor:** NJDOT      **Counties:** Hunterdon      **Municipalities:** Stockton Boro

Year   Work

2010 CD

2011

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### 00362A Route 29/179, Lambertville Gateways

The Scenic Byways Management Plan for Route 29 was completed in August 1997. The Lambertville Gateway project intends to promote and advance a number of improvements along Route 29 within the City of Lambertville that will improve and enhance the travel experience for motorists, pedestrians and bicyclists, and enhance/preserve the community character and scenic corridor elements. Specific improvements may include various traffic calming features, gateway treatments and bicycle/pedestrian improvements within the City of Lambertville along Routes 29 and 179.

The following special Federal appropriation was allocated to this project. FY04, Section H17 \$300,000 (balance available \$0).

**Sponsor:** NJDOT      **Counties:** Hunterdon      **Municipalities:** Lambertville City

Year   Work

2010 PD

2011

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### 403A Route 31, Integrated Land Use & Transportation Plan

The Rt. 31 Integrated Land Use & Transportation Study is for the completion of the South Branch Parkway (SBP) and other elements of the "plan" as needed. The South Branch Parkway is the two-lane, at-grade roadway on the alignment of the proposed Flemington Bypass. The \$2,200,000 of FY 2007 PE DEMO funds was not intended for the SBP. It is intended for one of the "breakouts", such as the Flemington Circle to Roundabout project, or the South Main St, Circle to Roundabout project.

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$11,839,898 ; FY 2004/Section 115/H17 \$150,000; FY06 SAFETEA-LU, HPP \$2,000,000 (available 20% per year).

**Sponsor:** NJDOT      **Counties:** Hunterdon      **Municipalities:** Flemington Boro Raritan Twp.

Year   Work

2010 CD

2011

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### 08327 Route 31, South of E. Main St. to vicinity of Church St.

Widen Rt. 31 Southbound from South Main St. to Church St to five lanes, including a center turning lane. The Rt. 31 ILUTP concluded that existing Rt. 31 between the intersection of Rt. 202, Rt. 31 & Rt. 12; and the Raritan River where the Rt 31 dualization ends should be a consistent 5 lane section. Among other advantages, such an improvement would allow the four lane, grade separated, Flemington Bypass to become a much less expensive 2 lane, at grade roadway now known as the South Branch Parkway

**Sponsor:** NJDOT      **Counties:** Hunterdon      **Municipalities:** Raritan Twp.

Year   Work

2010 PD

2011

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**403B Route 31/202, Flemington Circle**

The Flemington Circle Elimination project was originally scoped as a grade-separated project costing approximately \$35.0 M. The project has been rescoped as part of a "Smart Growth" study and a two-lane roundabout or similar at-grade solution is now proposed at this location. An at-grade solution is more compatible with the community's views on their future. Initial traffic studies show that it will work at this location and be much safer than the existing conditions, as well as significantly less expensive to construct. No ROW is anticipated.

The following special Federal appropriations were allocated to this project: 1) FY06 SAFETEA-LU, \$2,000,000 (ID# NJ 177); 2) TEA21/Q92, \$11,839,848 (ID# NJ 040), See also DB #403A.

**Sponsor:** NJDOT      **Counties:** Hunterdon      **Municipalities:** Flemington Boro Raritan Twp.

Year   Work

2010 PD

2011

**93141 Route 78, Interchange Study at Route 31**

Hunterdon County performed a planning study of the I-78 corridor from Interchange 15 to Interchange 20. This study is the basis for DOT work efforts. The findings will be refined and concepts developed that best address the planning needs as well as the physical operational and safety deficiencies within the study limits. Both long-term as well as short-range improvements may be investigated upon completion of the NJTPA I-78 Transit Assessment Phase II Study in 2009.

**Sponsor:** NJDOT      **Counties:** Hunterdon      **Municipalities:** Clinton Town Clinton Twp.

Year   Work

2010 CD

2011

**9341 Route 78, Oldwick Road Interchange, (CR 523)**

There are existing operating problems at the interchange which will be compounded by proposed development.

**Sponsor:** NJDOT      **Counties:** Hunterdon      **Municipalities:** Tewksbury Twp. Readington Twp.

Year   Work

2010 PD

2011

**06360 Route 78, PA State Line to NJ Turnpike, ITS Improvements**

A Problem Statement has been received indicating that this route is severely congestion, experiencing significant recurring and non-recurring delays. This is also a major truck corridor, including direct connections into Port of New York and New Jersey facilities and the Newark/Liberty Airport. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and would have adverse impacts to adjacent properties and the environment. An interim improvement is proposed to use ITS technologies including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering, HOT lanes and other emerging technologies to mitigate congestion and provide for improved incident management.

**Sponsor:** NJDOT      **Counties:** Hunterdon Somerset Union      **Municipalities:** Various  
Essex

Year   Work

2010 FA

2011



# Middlesex County Projects

## NJDOT

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### 99316 Oak Tree Road Bridge, CR 604

The bridge is structurally deficient and functionally obsolete. It needs to be widened due to increased traffic volume and to meet wider approach roadway width. The bridge acts as a major link between South Plainfield and Woodbridge Townships.

**Sponsor:** NJDOT      **Counties:** Middlesex      **Municipalities:** Edison Twp.

Year   Work

2010 FA

2011

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### 06394 Raritan Industrial Railroad Track

A Problem Statement has been received which indicates that the Division of Intermodal Services has been investigating the viability of supporting the creation of the Raritan Express Corridor. This corridor will be the first step toward enhancing the ability of the Raritan Center Complex to play a much needed role in improving freight movement and port operations in New Jersey.

A critical component of the Raritan Express Corridor will be moving freight from Port Newark and Port Elizabeth to Raritan Center by rail. If successful, the new service will help reduce dockside congestion in the port areas and allow better utilization of existing infrastructure. It will shift the movement of freight away from the state and county roadways.

The track connections to support this corridor already exist; however, during construction of I-287 and Route 440 and the construction of the interchange between Route 9 and the Garden State Parkway, a major section of the corridor was relocated and replaced with adverse railroad geometry. An engineering analysis is required to determine whether the adverse geometry will be a fatal flaw to the cost-effective operation of the rail corridor connection.

**Sponsor:** NJDOT      **Counties:** Middlesex      **Municipalities:** Edison Twp.

Year   Work

2010 FA

2011

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### 08374 Route 1&9, Woodbridge/Rahway Drainage

NJDOT Operations reports multiple closures due to flooding in this area. Hydrology and hydraulics studies are needed to identify the stormwater drainage needs to reduce future flooding. The current stormwater pipes are inadequate to drain the stormwater causing flooding in the roadway. The past flood closure occurrences and daily vehicular traffic at this location results in a high probability that motorists will be significantly impacted during the next major storm event.

**Sponsor:** NJDOT      **Counties:** Middlesex Union      **Municipalities:** Woodbridge Twp. Rahway City

Year   Work

2010 FA

2011

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### 08417 Route 1, Forrestal Road to Aaron Road

Widening of Rt. 1 to provide six lanes of through traffic within the project limits. The project will provide at-grade intersections at all major road crossings.

Structure Numbers: 1201152, 1201153, 1201154, 1201155, 1201156, 1201160, 1201159, 1201157

The following special Federal appropriations were allocated to this project. FY06 SAFETEA-LU, \$2,500,000 (available 20% per year, ID# NJ266); \$3,500,000 (available 20% per year, ID# NJ251) and \$800,000 (available 20% per year, ID# NJ151).

**Sponsor:** NJDOT      **Counties:** Middlesex      **Municipalities:** Plainsboro Twp. South Brunswick Twp. North Brunswick Twp.

Year   Work

2010 CD

2011 FA

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**93146 Route 1, Middlesex County Operational Improvements**

A Smart Growth Study is underway by Planning to identify a strategy for Rt. 1. The section of Rte. 1 through South Brunswick is only 4 lanes whereas the sections to the north and south of this section are 6 lanes. This causes a bottleneck effect and congestion.

The following special Federal appropriations were allocated to this project. FY06 SAFETEA-LU, \$2,500,000 (available 20% per year, ID# NJ266); \$3,500,000 (available 20% per year, ID# NJ251) and \$800,000 (available 20% per year, ID# NJ151).

**Sponsor:** NJDOT      **Counties:** Middlesex      **Municipalities:** South Brunswick Twp. North Brunswick Twp.

Year Work

2010 CD

2011

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**06383 Route 1, New Brunswick Pedestrian Crossing**

A Problem Statement has been received which indicates there is a lack of facilities for pedestrians and bicyclists to cross Route 1 safely in the vicinity of the Morris Goodkind Bridge over the Raritan River. It is proposed to construct sidewalks on the east and west sides of Route 1 which would provide a link to an existing pedestrian underpass at the Morris Goodkind Bridge. It would also be necessary to construct stairs or ramps leading to the underpass as well as provide safety lighting.

**Sponsor:** NJDOT      **Counties:** Middlesex      **Municipalities:** New Brunswick City Edison Twp.

Year Work

2010 PD

2011

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**93253 Route 1, South Brunswick, Drainage Improvements**

Frequent flooding along Route 1 southbound at the intersection of Ridge Road (MP 14.6) and within the vicinity of the Solar Motel property has been reported. The flooding is due to inadequate capacity of drainage network and outfall pipe to the nearby creek. Also, the southbound jug handle to Raymond Road at Route 1 (MP 15.9) floods during heavy rainfall. Flooding is caused by backwater and build-up of sediment and debris in a ditch that runs along the east side of the jug handle to the upstream face of the concrete box culvert that carries Heathcote Brook Branch under Route 1, causing frequent closure to the jug handle. Frequent ponding is reported on both sides of Route 1 at this location. DMS Rank 7.

**Sponsor:** NJDOT      **Counties:** Middlesex      **Municipalities:** South Brunswick Twp.

Year Work

2010 FA

2011

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**08418 Route 9, Bordentown Road Interchange Operational Improvements**

A problem statement was received indicating that this interchange has become inadequate both from a safety and a congestion perspective. Because the traffic volumes have increased over the years due to heavy development in the area, the existing geometry can no longer effectively process traffic. Specifically, the highway ramp terminals at Bordentown Road are in close proximity to the local street system (Bordentown Rd./Kenneth Ave./Burlew Place) which causes much turbulence.

**Sponsor:** NJDOT      **Counties:** Middlesex      **Municipalities:** Sayreville Boro

Year Work

2010 CD

2011 CD

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**079A Route 9/35, Main Street Bridge**

This bridge is a breakout project as a result of the Rt. 9/35 South Amboy to Old Bridge study. Heavy volumes of commuter traffic from Rt. 9 and 35 as well as local traffic use this bridge daily. It ranks priority 3 in the Bridge Management System. The bridge is structurally deficient and functionally obsolete with a sufficiency rating of 36.9

**Sponsor:** NJDOT      **Counties:** Middlesex      **Municipalities:** Sayreville Boro South Amboy Twp.

Year Work

2010 FA

2011 PD

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**08373 Route 18, East Brunswick Drainage**

NJDOT Operations reports multiple closures due to flooding in this area. Hydrology and hydraulics studies are needed to identify the stormwater drainage needs to reduce future flooding. The current stormwater pipes are inadequate to drain the stormwater causing flooding in the roadway. The past flood closure occurrences and daily vehicular traffic at this location results in a high probability that motorists will be significantly impacted during the next major storm event. DMS Rank 6.

**Sponsor:** NJDOT      **Counties:** Middlesex      **Municipalities:** East Brunswick Twp.

Year   Work

2010 FA

2011

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**X221B Route 18, Route 1 to Edgeboro Road, proposed operational improvements**

A study will be undertaken of possible operational improvements on Route 18 between Route 1 and Edgeboro Road. Areas of study include potential ramp improvements at the Route 1 and Route 18 interchange, improvements at the signalized intersection at Route 18 and Naricon Place and improvements at the signalized intersection of Route 18 and Edgeboro Road. Pedestrian crossing and safety improvements will also be evaluated as part of this project.

**Sponsor:** NJDOT      **Counties:** Middlesex      **Municipalities:** East Brunswick Twp. New Brunswick City

Year   Work

2010 FA

2011

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**9227 Route 34, Amboy Road/Morristown Road (5)**

This project will address proposed intersection improvements. Two closely aligned roads intersect Route 34 at acute angles, which creates traffic movement and sight distance problems. Morristown Road, in particular, has heavy left turning movements from Route 34 southbound with no traffic control.

**Sponsor:** NJDOT      **Counties:** Middlesex      **Municipalities:** Old Bridge Twp.

Year   Work

2010 PD

2011

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**9169Q Route 287, Interchange 10 Ramp Improvements**

Operational improvements to the on and off-ramps to Easton Avenue

**Sponsor:** NJDOT      **Counties:** Middlesex Somerset      **Municipalities:** Piscataway Twp. Franklin Twp.

Year   Work

2010 FA

2011 PD

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**9169P Route 287, Interchange 10, Easton/Davidson Avenue Intersection Improvements**

Operational improvements at the intersection of Easton/Davidson Avenues and the on and off ramps of I-287

**Sponsor:** NJDOT      **Counties:** Middlesex Somerset      **Municipalities:** Piscataway Twp. Franklin Twp.

Year   Work

2010 FA

2011 PD

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**9169R Route 287, River Road (CR 622), Interchange Improvements**

Operational improvements of the off-ramp to River Road, and the ramp to Centennial Avenue.

**Sponsor:** NJDOT      **Counties:** Middlesex      **Municipalities:** Piscataway Twp.

Year   Work

2010 FA

2011

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**06359      Route 287, Route 440 and NJ Turnpike Interchange to I-78, ITS Improvements**

A Problem Statement has been received which indicates this route is severely congested, experiencing significant recurring and non-recurring delays. This is a major truck corridor and also is a priority link in the proposed creation of a secure network to link ITS facilities statewide. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and adversely affect adjacent properties as well as the environment. An interim improvement is proposed to use ITS technologies including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering and other emerging technologies to mitigate congestion and provide for improved incident management.

**Sponsor:** NJDOT      **Counties:** Middlesex Somerset      **Municipalities:** Various

**Year   Work**

**2010   CD**

**2011   CD**

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# Monmouth County Projects

## NJDOT

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### 07350 Route 9, Bus Rapid Transit

The Route 9 Bus Rapid Transit project is projected to be an extension of the bus shoulder lane that has completed construction. NJ Transit proposes to extend the shoulder use for buses from the Howell/Lakewood border to Old Bridge in both directions.

**Sponsor:** NJDOT      **Counties:** Ocean Monmouth      **Municipalities:** Lakewood Twp. Howell Twp.  
Freehold Twp. Manalapan Twp.

Year Work

2010 PD

2011

### 96040 Route 34, Colts Neck, Intersection Improvements (CR 537)

In support of the Access Management Plan for Rt. 34 in Colts Neck, this project will provide for operational/safety improvements to the intersection of State Rt. 34 and County Rt. 537 this will include considerations for bicycle and pedestrian activities. Please note: This is a "revisit". Previous efforts to provide operational improvements at this intersection resulted in a scheme that had prohibitive environmental impacts and very high costs. This project is also funded through a special appropriation of the FY 08 Omnibus Appropriations Bill, \$250,000.

**Sponsor:** NJDOT      **Counties:** Monmouth      **Municipalities:** Colts Neck Twp.

Year Work

2010 PD

2011

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### 98539B Route 35, Eatontown Borough Downtown Redevelopment

The Borough of Eatontown is currently studying plans to redevelop/reconstruct/revitalize their downtown business district. NJDOT is partnering with the borough in the development of their plans as it affects transportation on this portion of Route 35. The following Federal appropriations were allocated to this project and to DB 98539A: FY 2001 Appropriations Bill, Sec. 378-45A, ID #NJ 074, NJ 075, PL 106-346, \$997,800.

**Sponsor:** NJDOT      **Counties:** Monmouth      **Municipalities:** Eatontown Boro

Year Work

2010 FA

2011

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### 98539A Route 35, Eatontown Borough Intersection Improvements

This project will investigate potential intersection improvements within this portion of Route 35.

The following special Federal appropriations were allocated to this project and to DB #98539B: FY 2001 Appropriations Bill, Sec. 378-45A, ID# NJ 074, NJ 075, PL 106-346, \$997,800.

**Sponsor:** NJDOT      **Counties:** Monmouth      **Municipalities:** Eatontown Boro

Year Work

2010 FA

2011

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### 93252 Route 36, Many Mind Creek/Wagner Creek, Drainage Improvements

Proposed drainage improvements at Many Mind Creek and Wagner Creek will alleviate periodic flooding. Conditions noted include roadway flooding during heavy rains coinciding with a high tide. This condition occurs at least four times a year. DMS Rank 107.

**Sponsor:** NJDOT      **Counties:** Monmouth      **Municipalities:** Middletown Twp.

Year Work

2010 PD

2011

**HP01001 Route 71, Wyckoff Road, CR 547**

This project will provide intersection improvements at Route 71 and Wyckoff Road. Improvements will include widening of Route 71 and the provision of a traffic signal. The outside lanes will be made bicycle compatible. Sidewalks will be reconstructed.

The following special Federal appropriation was allocated to this project. FY 2001/Section 378/45A \$149,670

**Sponsor:** NJDOT

**Counties:** Monmouth

**Municipalities:** Eatontown Boro

**Year Work**

**2010 PD**

**2011**

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## LOCAL

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### NS0403 County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road

CR 537 serves regional travel between Burlington, Ocean and Monmouth Counties. This roadway also serves as a link between rapidly developing areas of Mercer and Ocean to recreational and commercial activities within Monmouth County. As a result, traffic volumes along this corridor have significantly increased, resulting in high congestion along this section of CR 537. The County will investigate improvement alternatives resulting from the recent technical study prepared for this section of the corridor.

**Sponsor:** Monmouth  
County

**Counties:** Monmouth

**Municipalities:** Freehold Boro Freehold Twp.

Year Work

2010 LPD

2011

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### NS9603 Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A

Bridge S-31 carries CR 8A across the Navesink River between Middletown and Rumson. It is a primary access route to the densely populated areas north and south of the river. The structure is in poor condition and the major bridge components are deteriorating. The bridge is eligible for the National Register of Historic Places. Possible improvements such as rehabilitation or replacement of the structure will be studied.

**Sponsor:** Monmouth  
County

**Counties:** Monmouth

**Municipalities:** Middletown Twp. Rumson Boro

Year Work

2010 LPD

2011

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### NS9306 Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek

This project is comprised of the replacement of three existing deficient bridges, which carry Brielle Road over Glimmer Glass Creek and Green Avenue over Debbie's Creek. Due to its three-component perpendicular configuration, the project site is locally known as "Three Bridges." All three structures, whether movable or fixed, will be replaced in-kind with bridges meeting current design standards and thus improve roadway geometrics. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$20.0 million for construction.

The following special Federal appropriation was allocated to this project. SAFETEA-LU FY 2005 High Priority, ID# NJ157, \$2,400,000 available at 20% per year.

**Sponsor:** Monmouth  
County

**Counties:** Monmouth

**Municipalities:** Brielle Boro Manasquan Boro

Year Work

2010 LPD

2011

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### NS9706 Rumson Road over the Shrewsbury River, CR 520

Bridge S-32 carries CR 520, Rumson Road, across the Shrewsbury River between the Boroughs of Rumson and Sea Bright. This bridge serves as one of two evacuation and emergency routes in times of tidal flooding and coastal storms. The existing structure is in poor condition, with deterioration of major bridge components. Possible improvements such as rehabilitation or reconstruction of the structure will be studied.

**Sponsor:** Monmouth  
County

**Counties:** Monmouth

**Municipalities:** Rumson Boro Sea Bright Boro

Year Work

2010 LPD

2011

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# Morris County Projects

## NJDOT

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### 00312 Route 10, Jefferson Road

This project will improve traffic flow and safety at the Rt. 10 & Jefferson Road intersection by extending the Rt. 10 EB auxiliary lane from the I-287 exit ramp further to the east of the existing jug handle. An auxiliary lane will be constructed on the South Jefferson Road approach to the intersection.

**Sponsor:** NJDOT

**Counties:** Morris

**Municipalities:** Hanover Twp.

Year Work

2010 PD

2011

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### 98338C Route 10/202, NJ 53 to Johnson Road, Operational Improvements

This is an operational improvement project to alleviate the congestion problem during the morning peak hour, especially on Rt. 10 EB. Widen Rt.10 EB to three lanes from westerly terminus to the existing three lane section. Rebuild the southwest jug handle and build the Johnson Rd. connector ramp in lieu of the current forward jug handle from Rt. 10 EB to Rt. 202 NB. Widen Rt. 202 to provide additional through lanes.

**Sponsor:** NJDOT

**Counties:** Morris

**Municipalities:** Parsippany-Troy Hills Twp Hanover Twp.

Year Work

2010 PD

2011

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### 08347 Route 23, Bridge over Pequannock River / Hamburg Turnpike

The bridge is functionally obsolete with sufficiency rating of 49.1. Based on the latest inspection report condition of superstructure and substructure is listed as in fair condition. Also, the bridge is scour critical. Currently, the bridge is listed as Priority 3 in the ranking of Bridge Management System. The bridge needs major rehabilitation/replacement including improvements to substandard geometric features to address its marginal structural condition and functional obsolescence.

**Sponsor:** NJDOT

**Counties:** Morris Passaic

**Municipalities:** Kinnelon Boro West Milford Twp.

Year Work

2010 FA

2011 FA

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### 06366 Route 46, I-80 to I-80/280, ITS Improvements

A Problem Statement has been received which indicates this route is designated as a diversion route for I-80. There is also some peak hour congestion. Reconstruction of I-80 and/or Route 46 to add through lanes and improved capacity would be at a significant cost and adversely impact adjacent properties and the environment. It is recommended to use ITS technologies including controlled signal systems, surveillance cameras, dynamic message signs, speed/travel time detection, and other emerging technologies to provide for quick, variable adjustments to traffic patterns to provide for spot peak conditions during incidents. The ITS technologies will also provide a benefit in addressing recurring peak hour congestion.

**Sponsor:** NJDOT

**Counties:** Morris

**Municipalities:** Denville Twp. Mountain Lakes Boro Parsippany-Troy Hills Twp

Year Work

2010 FA

2011

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### 9237 Route 57/182/46, Hackettstown Mobility Improvements Study

This study will investigate improved mobility from and to Route 46 and Route 57 to alleviate traffic congestion in the Hackettstown area. This area was identified by the Congestion Management System as one of the top 40 congestion locations statewide.

**Sponsor:** NJDOT

**Counties:** Warren Morris

**Municipalities:** Hackettstown Town Washington Twp.

Year Work

2010 FA

2011

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**08367      Route 80, Interchange 27, Drainage**

NJDOT Operations reports that I-80 has experienced multiple recent closings due to flooding in this area. Hydrology and hydraulics studies are needed to identify the stormwater drainage needs to reduce future flooding. The current stormwater pipes are inadequate to drain the stormwater causing flooding in the roadway. The past flood closure occurrences and daily vehicular traffic at this location results in a high probability that motorists will be significantly impacted during the next major storm event. DMS Rank 17.

**Sponsor:** NJDOT

**Counties:** Morris

**Municipalities:** Roxbury Twp.

**Year   Work**

**2010** FA

**2011**

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**06361      Route 80, Route 46 to West of Change Bridge Road, ITS Improvements**

A Problem Statement has been received which indicates this route is severely congested, experiencing significant recurring and non-recurring delays. This is a major truck corridor and is a priority link in the ITS statewide network for a connection to the Region North Headquarters. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and adversely affect adjacent properties and the environment. An interim improvement is proposed to use ITS technologies, including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering, and other emerging technologies to mitigate congestion and provide for improved incident management.

**Sponsor:** NJDOT

**Counties:** Morris

**Municipalities:** Various

**Year   Work**

**2010** FA

**2011**

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**93139      Route 80/15 Interchange**

This project will recommend improvements to address congestion and safety-related problems due to missing movements relative to the interchange. Missing are links permitting movements from eastbound I-80 to Route 15 southbound and northbound, and from Route 15 northbound to I-80 westbound.

**Sponsor:** NJDOT

**Counties:** Morris

**Municipalities:** Wharton Boro

**Year   Work**

**2010** FA

**2011** FA

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## LOCAL

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### **NS9802 Openaki Road Bridge**

Openaki Road bridge over the Den Brook in Denville Township was built in 1924 and is now structurally deficient and functionally obsolete despite efforts by the county to save the structure. The existing bridge is a single-span thru truss with a wood plank deck. The bridge has narrow roadway width and low inventory and operating ratings. The county plans to widen the roadway to 32' consisting of high-strength weathering steel stringers with a composite reinforced concrete deck slab.

**Sponsor:** Morris County **Counties:** Morris

**Municipalities:** Denville Twp.

Year Work

2010 LPD

2011

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### **NS0107 Waterloo Road over Musconetcong River**

Bridge No. 1401038 is in overall critical condition and is classified as both structurally deficient and functionally obsolete. The structure suffers from deformed bottom chord members with section losses and cracked welds at the chord connections. The bridge is posted for a gross load carrying capacity of 11 tons. The County will replace the existing bridge with a new two lane bridge, with two shoulders and a sidewalk.

**Sponsor:** Morris County **Counties:** Morris

**Municipalities:** Netcong Boro Stanhope Boro

Year Work

2010 LPD

2011

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# Ocean County Projects

## NJDOT

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### 08316 Route 9, Bridge over Waretown Creek

This project will replace the 82-year old two span structure over Waretown Creek. The existing deck and superstructure are both rated poor. The existing center pier exhibits numerous vertical cracks, which extend from the top of the pier down below the waterline.

**Sponsor:** NJDOT

**Counties:** Ocean

**Municipalities:** Ocean Twp.

Year Work

2010 FA

2011

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### 07350 Route 9, Bus Rapid Transit

The Route 9 Bus Rapid Transit project is projected to be an extension of the bus shoulder lane that has completed construction. NJ Transit proposes to extend the shoulder use for buses from the Howell/Lakewood border to Old Bridge in both directions.

**Sponsor:** NJDOT

**Counties:** Ocean Monmouth

**Municipalities:** Lakewood Twp. Howell Twp.  
Freehold Twp. Manalapan Twp.

Year Work

2010 PD

2011

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### 97080M Route 9, Green Street Intersection Improvements, Tuckerton (CR 539)

This intersection has been identified as having congestion and safety-related problems. The intersection operates at a poor level of service due to high turn volumes conflicting with through movements. Route 9 serves the downtown area of the historic village of Tuckerton, and CR 539 provides a direct connection to/from the Garden State Parkway. Ocean County is to construct a right-turn lane from CR 539 EB to Rt. 9 SB.

**Sponsor:** NJDOT

**Counties:** Ocean

**Municipalities:** Tuckerton Boro

Year Work

2010 PD

2011

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### 076C Route 9, Lakewood/Toms River, Congestion Relief

This corridor consistently experiences high levels of congestion and crashes both weekdays and weekends under existing conditions. Growth continues in these two towns and the associated traffic will exacerbate these conditions over time. The 7.2 mile segment runs parallel to the Garden State Parkway (to the east) and provides an alternate route for north-south traffic in this area during incidents on the Garden State Parkway.

**Sponsor:** NJDOT

**Counties:** Ocean

**Municipalities:** Lakewood Twp. Toms River Twp.

Year Work

2010 CD

2011 CD

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### 97080N Route 9, Mizzen Avenue and Washington Avenue, Intersection Improvements

The signalized Mizzen Avenue intersection is located very close to the unsignalized Washington Avenue intersection. These two intersections are attempting to operate as one. The geometry combined with the traffic volumes create severe delays at the intersections. A Town Center is proposed adjacent to this location.

**Sponsor:** NJDOT

**Counties:** Ocean

**Municipalities:** Pine Beach Boro Berkeley Twp.

Year Work

2010 CD

2011

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**96017 Route 9, West Creek, Drainage Improvements**

Proposed drainage improvements on southbound Route 9 at West Creek (Uriah Branch) would alleviate periodic flooding. Conditions noted include an undersized box culvert under the roadway as well as an inadequate drainage system in the roadway. Adjacent properties experience flooding from roadway runoff as well as backwater from the box culvert. DMS Rank 106.

**Sponsor:** NJDOT

**Counties:** Ocean

**Municipalities:** Eagleswood Twp.

**Year Work**

**2010 FA**

**2011**

**9147A Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4)**

The project involves pavement restoration and drainage improvements from Island Beach State Park to 6th Avenue in Dover Township. This project provides increased pavement cross slopes to improve the drainage collection; the replacement of pipes and inlets within the Route 35 corridor; and the construction of new pipes on the side streets west of Route 35. The new pipes from Route 35 will connect the roadway collection points to the discharge points into Barnegat Bay. Flap-valves will be provided at new discharge points to restrict the bay water from entering the pipes during a high tide.

In addition, the improvements include realignment of the Route 35 southbound roadway. This realignment moves Route 35 out of the residential area. The ramp from Route 35 northbound into Seaside Heights Borough will be relocated to reroute vehicles to Grant Street rather than Sumner Avenue.

Sidewalks are included throughout the project limits. Crosswalks and the back-out areas will be constructed with a different material or texture to help to delineate the traveled way. Shoulder parking will be maintained; however, the shoulder widths will be increased to provide shared use for bicycles and parking.

The following special Federal appropriation was allocated to this project. SAFETEA-LU FY 2006 High Priority \$1,600,000 (ID# NJ 150),(available 20% per year). This allocation includes three restoration projects in Ocean County (DB 9147A, 9147C and 9147D).

**Sponsor:** NJDOT

**Counties:** Ocean

**Municipalities:** Berkeley Twp. Seaside Park Boro  
Seaside Heights Boro Toms River  
Twp.

**Year Work**

**2010 PD**

**2011**

**9147C Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9)**

This project includes the repair of selected PCC pavement slabs (exhibiting high severity distresses) as needed. The entire southbound roadway will be milled and resurfaced. Drainage improvements will include reprofiling/raising the southbound roadway and reconstruction of shoulders in areas of severe flooding. Additional drainage improvements will include replacing all CPM, reconstructing outfalls, adding new inlets/piping, and other existing piping not meeting capacity requirements, along with the construction of any other drainage appurtenances deemed necessary. No widening of the existing roadway section is proposed.

Sidewalks will be added to areas along the northbound roadway where it is currently non-existent to provide a continuous walkway. Sidewalks will be constructed along both sides of the southbound roadway for the entire length of the project. Safety improvements are anticipated at Route 35 northbound and Surf/Bayside Road. Pedestrian crosswalks and sidewalks will be installed.

The following special Federal appropriation was allocated to this project. The following special Federal appropriation was allocated to this project. SAFETEA-LU FY 2006 High Priority \$1,600,000 (available 20% per year). This allocation includes three restoration projects in Ocean County (DB 9147A, 9147C and 9147D).

**Sponsor:** NJDOT

**Counties:** Ocean

**Municipalities:** Toms River Twp. Lavellette Boro  
Brick Twp.

**Year Work**

**2010 PD**

**2011**

**08391 Route 37, Tunney Bridge Westbound over Barnegat Bay**

The 4900 foot long high level J.S. Tunney Bridge requires painting and other preservation repairs, estimated at approximately \$40M.

**Sponsor:** NJDOT      **Counties:** Ocean      **Municipalities:** Toms River Twp.

**Year Work**

**2010 PD**

**2011**

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**05383 Route 70, Duquesne Boulevard to Route 88, ILUTP**

A Problem Statement has been received which indicates increasing volumes and capacity issues at Route 70 and Chambers Bridge Road, Cedar Bridge Avenue and Brick Boulevard create significant delay and result in vehicles platooning over several signal cycles. The Brick Plaza area is fast becoming the "activity center" for Brick Township and a gateway to traffic moving through the area.

An integrated Land Use/Transportation study will investigate potential short and long term improvements along this area of Brick. This strategic corridor assessment will involve a visioning study to create an integrated land use and transportation plan for the community along the corridor. Along with this effort, appropriate interim improvements for the existing operational and safety deficiencies will be evaluated and advanced.

**Sponsor:** NJDOT      **Counties:** Ocean      **Municipalities:** Brick Twp.

**Year Work**

**2010 CD**

**2011**

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**00357 Route 72, Manahawkin Bay Bridges**

These structurally deficient structures are 2,400 feet long, carry four lanes of traffic and are in overall poor condition due to the condition of the superstructure. Fatigue cracks were observed in the steel floor beam webs at numerous locations during the 1995 inspection and painting operation for this bridge. Necessary retrofit was accomplished by drilling holes at the tip of the cracks in 1995. The 1999 inspection revealed propagation of cracks in the floor beam webs and bracket connection angles beyond the holes drilled in 1995 and also development of additional fatigue cracks. Heavy pitting and section loss in stringers, floor beams and thru-girders was noted at random locations. Construction of a new parallel bridge over Manahawkin Bay to the south of the existing structure. Rehabilitation of the three Trestle bridges (over Hilliards Thorofare, West Thorofare, and East Thorofare) to provide the structural/safety improvements and to extend service life 20+ years. Bridge replacement eliminated. Construction of Marsha Drive intersection improvements. This project is anticipated to be bicycle/pedestrian compatible. This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c. 108. Total funding needed for construction is anticipated to be \$189,000,000.

**Sponsor:** NJDOT      **Counties:** Ocean      **Municipalities:** Stafford Twp. Ship Bottom Boro

**Year Work**

**2010 PD**

**2011**

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**93265 Route 72, Ship Bottom**

This project will improve the drainage system along Route 72 in Ship Bottom in order to maintain access/egress for Long Beach Island during heavy rainfalls and high tide events. The project will also improve traffic flow along Route 72 (8th and 9th Street within Ship Bottom). Route 72 is the only vehicle evacuation route from Long Beach Island.

**Sponsor:** NJDOT      **Counties:** Ocean      **Municipalities:** Ship Bottom Boro

**Year Work**

**2010 PD**

**2011**

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**09322 Route 88, Bridge over Beaver Dam Creek**

Bridge superstructure replacement for Structure # 1515-150. Superstructure rating=4, Deck Rating=5, SR=44.90

**Sponsor:** NJDOT      **Counties:** Ocean      **Municipalities:** Brick Twp.

**Year Work**

**2010 CD**

**2011 FA**

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# Passaic County Projects

## NJDOT

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### 08372 Route 20, Paterson Drainage

NJDOT Operations reports multiple closures due to flooding in this area. Hydrology and hydraulics studies are needed to identify the stormwater drainage needs to reduce future flooding. The current stormwater pipes are inadequate to drain the stormwater causing flooding in the roadway. The past flood closure occurrences and daily vehicular traffic at this location results in a high probability that motorists will be significantly impacted during the next major storm event. DMS Rank 5.

**Sponsor:** NJDOT

**Counties:** Passaic

**Municipalities:** Paterson City

Year Work

2010 CD

2011 FA

### 08347 Route 23, Bridge over Pequannock River / Hamburg Turnpike

The bridge is functionally obsolete with sufficiency rating of 49.1. Based on the latest inspection report condition of superstructure and substructure is listed as in fair condition. Also, the bridge is scour critical. Currently, the bridge is listed as Priority 3 in the ranking of Bridge Management System. The bridge needs major rehabilitation/replacement including improvements to substandard geometric features to address its marginal structural condition and functional obsolescence.

**Sponsor:** NJDOT

**Counties:** Morris Passaic

**Municipalities:** Kinnelon Boro West Milford Twp.

Year Work

2010 FA

2011 FA

### 9233B6 Route 23/80, Long-term Interchange Improvements

The proposed long-term improvements may involve a major construction project that addresses existing weekday and weekend congestion problems and provides for a critical missing link in the highway network. While the NJDOT's Interchange Study recommended several concepts for long-term improvements, the Routes 23/46/80 Task Force could not, based on the preliminary nature of such concepts, determine one concept to endorse. The Routes 23/46/80 Task Force agreed that the NJDOT should further develop four concepts to determine the most viable alternative to meet the needs of the interchange.

The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP \$1,200,000, ID# NJ202, (available 20% per year).

**Sponsor:** NJDOT

**Counties:** Passaic Essex

**Municipalities:** Wayne Twp. Fairfield Twp.

Year Work

2010 PD

2011

### 9029A Route 46, Van Houten Avenue to Broad Street, Drainage Improvements

This project will provide for drainage improvements which are required as a result of the construction of the Route 46/Van Houten Avenue improvement project. DMS Rank 54.

**Sponsor:** NJDOT

**Counties:** Passaic

**Municipalities:** Clifton City

Year Work

2010 PD

2011

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## LOCAL

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### **NS0412 Clove Road/Long Hill Road Improvements, CR 620/631**

Clove Road/Long Hill Road connects Route 46 to Upper Mountain Avenue, which is a main access route to downtown Montclair. Despite the presence of several high volume driveways serving Montclair State University dorms, parking lots, and access routes, no dedicated turning lanes exist along this route. This lack of turning lanes has caused a large percentage of recorded accidents to be related to turning movements. Additionally, the lack of sidewalks has created safety issues for pedestrians accessing both the dorms and parking areas. The County will investigate alternatives for the improvement of this roadway.

**Sponsor:** Passaic  
County

**Counties:** Passaic

**Municipalities:** Little Falls Twp.

**Year Work**

**2010 LPD**

**2011**

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# Somerset County Projects

## NJDOT

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### 99405 Camp Meeting Avenue Bridge over Trenton Line, CR 602

This project will address the proposed replacement of this structure which is in critical condition. The proposed replacement of this structure will be designed so as not to preclude improvements needed to reintroduce passenger service to the West Trenton Line as well as increasing the height of the bridge to allow the current tracks to be raised to address ongoing railroad operational issues as identified in the NJTPA Grade Crossing Assessment Study. The bridge sufficiency rating is 6.2. It provides a single lane and has steep grades on the approaches. The vertical sight distance is substandard. The bridge needs widening to accommodate two traffic lanes.

**Sponsor:** NJDOT      **Counties:** Somerset      **Municipalities:** Montgomery Twp.

Year   Work

2010 CD

2011 FA

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### 06360 Route 78, PA State Line to NJ Turnpike, ITS Improvements

A Problem Statement has been received indicating that this route is severely congestion, experiencing significant recurring and non-recurring delays. This is also a major truck corridor, including direct connections into Port of New York and New Jersey facilities and the Newark/Liberty Airport. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and would have adverse impacts to adjacent properties and the environment. An interim improvement is proposed to use ITS technologies including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering, HOT lanes and other emerging technologies to mitigate congestion and provide for improved incident management.

**Sponsor:** NJDOT      **Counties:** Hunterdon Somerset Union      **Municipalities:** Various  
Essex

Year   Work

2010 FA

2011

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### 02372B Route 202, First Avenue Intersection Improvements

This study will improve the intersection to improve operation and reduce congestion.

**Sponsor:** NJDOT      **Counties:** Somerset      **Municipalities:** Raritan Boro

Year   Work

2010 FA

2011

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### 02372 Route 202/206 and Route 22 Interchange, North Thomson Street to Commons Way, Operational and Safety Improvements

This study will provide operational and safety improvements to the Route 202/206/22 Interchange complex from North Thomson St. to Commons Way. The improvements will focus on reducing the congestion and weaving problems that occur in the vicinity of Route 202/206 and Route 22 interchange.

**Sponsor:** NJDOT      **Counties:** Somerset      **Municipalities:** Somerville Boro Bridgewater Twp.  
Raritan Boro

Year   Work

2010 PD

2011

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### 93121A Route 202/206, Local Improvements

This project provides for operational improvements along Route 202/206 from the vicinity of I-78 to I-287. Signal modifications, lane modifications, new local road around the historic Pluckemin District will improve the efficiency of the Washington Valley Road and Route 202/206 intersection.

**Sponsor:** NJDOT      **Counties:** Somerset      **Municipalities:** Bridgewater Twp. Bedminster Twp.

Year   Work

2010 PD

2011

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**01320 Route 206, Cherry Valley Road Intersection Improvements**

This project will address proposed intersection improvements. It is reported that this intersection is heavily congested which is complicated by the configuration of the intersection.

**Sponsor:** NJDOT      **Counties:** Mercer Somerset      **Municipalities:** Princeton Twp. Montgomery Twp.

Year Work

2010 CD

2011 FA

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**08351 Route 206, Hillsborough-Montgomery Gateway**

This stretch of Route 206 is approximately 0.8 miles and lies between two proposed NJDOT projects. The Route 206/CSX bridge project lies to the south and the Route 206 Hillsborough Bypass southern terminus lies to the north at Mountain View Road. Both Hillsborough and Montgomery Townships are interested in creating gateways to their communities as the Township border runs through Route 206 at MP 63.06. Somerset County is also interested in supporting the municipalities in this endeavor and would be receptive to review their joint application for a grant to initiate this project.

**Sponsor:** NJDOT      **Counties:** Somerset      **Municipalities:** Montgomery Twp. Hillsborough Twp.

Year Work

2010 FA

2011

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**02372A Route 206, Southbound Merge Improvements with I-287 Ramp**

This study will provide operational and safety improvements to the substandard merge of Rt. 206 SB and the ramp from I-287 SB.

**Sponsor:** NJDOT      **Counties:** Somerset      **Municipalities:** Bridgewater Twp.

Year Work

2010 FA

2011

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**9169Q Route 287, Interchange 10 Ramp Improvements**

Operational improvements to the on and off-ramps to Easton Avenue

**Sponsor:** NJDOT      **Counties:** Middlesex Somerset      **Municipalities:** Piscataway Twp. Franklin Twp.

Year Work

2010 FA

2011 PD

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**9169P Route 287, Interchange 10, Easton/Davidson Avenue Intersection Improvements**

Operational improvements at the intersection of Easton/Davidson Avenues and the on and off ramps of I-287

**Sponsor:** NJDOT      **Counties:** Middlesex Somerset      **Municipalities:** Piscataway Twp. Franklin Twp.

Year Work

2010 FA

2011 PD

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**06359 Route 287, Route 440 and NJ Turnpike Interchange to I-78, ITS Improvements**

A Problem Statement has been received which indicates this route is severely congested, experiencing significant recurring and non-recurring delays. This is a major truck corridor and also is a priority link in the proposed creation of a secure network to link ITS facilities statewide. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and adversely affect adjacent properties as well as the environment. An interim improvement is proposed to use ITS technologies including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering and other emerging technologies to mitigate congestion and provide for improved incident management.

**Sponsor:** NJDOT      **Counties:** Middlesex Somerset      **Municipalities:** Various

Year Work

2010 CD

2011 CD

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## Sussex County Projects

### NJDOT

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**09319      Route 15, Bridge over Beaver Run**

Bridge superstructure replacement and scour countermeasures for Structure # 1922-150. Superstructure rating=4, SR=37.9

**Sponsor:** NJDOT

**Counties:** Sussex

**Municipalities:** Lafayette Twp.

**Year   Work**

**2010**   FA

**2011**   FA

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**08348      Route 23, Bridge over Branch of Walkill River**

The bridge is located in Wantage Twp., Sussex County. The bridge is structurally deficient with sufficiency rating of 33.4. Based on the latest inspection report condition of deck and superstructure is listed as in fair condition and substructure is listed as in poor condition. The bridge is in overall poor condition due to the substructure. Currently, the bridge is listed as Priority 3 in the ranking of Bridge Management System. The bridge needs major rehabilitation and/or replacement to address its poor structural condition.

**Sponsor:** NJDOT

**Counties:** Sussex

**Municipalities:** Wantage Twp.

**Year   Work**

**2010**   FA

**2011**

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## LOCAL

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### **NS0002 County Route 515, Vernon Township, Phases II, III, IV**

The County will be making safety improvements to CR 515 in Vernon Township from State Highway 94 to CR 638. Proposed improvements include the addition of a 10' wide southbound shoulder to be utilized by slow moving traffic, the addition of 6' wide shoulder on the northbound side, an emergency escape ramp, modifications to the exiting roadway alignment, improving drainage, and modifications to the existing traffic signage.

**Sponsor:** Sussex County      **Counties:** Sussex      **Municipalities:** Vernon Twp.

Year   Work

2010 LPD

2011

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### **NS0505 County Route 517, Route 23 to Route 94**

This section of road has severe vertical and horizontal geometry. The roadway connects two main arteries in Sussex County and carries traffic to recreational facilities in the Crystal Springs complex in Hardyston Township and has frontage on and connects directly to the Mountain Creek Recreational Area in Vernon Township. The County is concerned with the ability of the roadway to carry the anticipated increased volumes of traffic to and from the identified recreational areas as well as the safety of those traveling this route.

**Sponsor:** Sussex County      **Counties:** Sussex      **Municipalities:** Hamburg Boro Hardyston Twp.  
Vernon Twp.

Year   Work

2010 LPD

2011

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### **NS0202 County Route 653, Sussex County**

The County will make operational and safety improvements to CR 653 along its entire length.

**Sponsor:** Sussex County      **Counties:** Sussex      **Municipalities:** Montague Twp.

Year   Work

2010 LPD

2011

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### **NS9911 Sussex County Route 605 Connector**

The county will investigate alternatives for connecting CR 605 to Route 206/183.

The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, \$800,000 (available 20% per year), (ID# NJ153).

**Sponsor:** Sussex County      **Counties:** Sussex      **Municipalities:** Byram Twp. Stanhope Boro  
Hopatcong Boro

Year   Work

2010 LPD

2011

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# Union County Projects

## NJDOT

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### 08374 Route 1&9, Woodbridge/Rahway Drainage

NJDOT Operations reports multiple closures due to flooding in this area. Hydrology and hydraulics studies are needed to identify the stormwater drainage needs to reduce future flooding. The current stormwater pipes are inadequate to drain the stormwater causing flooding in the roadway. The past flood closure occurrences and daily vehicular traffic at this location results in a high probability that motorists will be significantly impacted during the next major storm event.

**Sponsor:** NJDOT      **Counties:** Middlesex Union      **Municipalities:** Woodbridge Twp. Rahway City

Year Work

2010 FA

2011

### 658C Route 22, Bloy Street to Liberty Avenue

Replacement of the structurally deficient Bloy Street Bridge over Route 22. Improvements to the intersections of Bloy St. with Rt. 22 to improve safety and facilitate truck turning movements.

**Sponsor:** NJDOT      **Counties:** Union      **Municipalities:** Hillside Twp.

Year Work

2010 PD

2011

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### 04361 Route 22, Chestnut Street Bridge Replacement (CR 626)

A Problem Statement has been received which indicates the overall condition of the structure is listed as poor. The bridge has a sufficiency rating of 24.9 and has deteriorated to the point that it requires replacement.

**Sponsor:** NJDOT      **Counties:** Union      **Municipalities:** Union Twp.

Year Work

2010 PD

2011 PD

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### 658A Route 22, Garden State Parkway/Route 82 Interchange Improvements

This project will improve safety and geometric deficiencies and streamline access within the interchange by removing weaving sections.

**Sponsor:** NJDOT      **Counties:** Union      **Municipalities:** Union Twp.

Year Work

2010 PD

2011

### 658E Route 22, Hilldale Place/Broad Street

The Route 22 bridge connector over Route 22 has a low rating; therefore, replacement of this structure is recommended. In addition, there is a need to improve safety, geometric deficiencies and access.

**Sponsor:** NJDOT      **Counties:** Union      **Municipalities:** Hillside Twp.

Year Work

2010 PD

2011

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### 02374 Route 22, Pedestrian Improvements, Union/Springfield Townships

This project will provide for proposed pedestrian improvements on Route 22 from Springfield Road to Fairfield Avenue in Union and Springfield Townships.

**Sponsor:** NJDOT      **Counties:** Union      **Municipalities:** Union Twp. Springfield Twp.

Year Work

2010 PD

2011

**658B Route 22, Westbound, Vicinity of Vaux Hall Road to West of Bloy Street**

This project will improve safety and geometric deficiencies that will include sight distance, alignment and modify the acceleration and deceleration lanes, on the westbound side only.

DB 658B1 was broken out of this project in 12/08, and will address the eastbound side of Rt. 22.

**Sponsor:** NJDOT      **Counties:** Union      **Municipalities:** Union Twp. Hillside Twp.

Year Work

2010 FA

2011

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**08416 Route 78, Corridor**

This study will investigate improved mobility along I-78. There are several missing moves at area interchanges due to many constraints including large grade/slope differences of terrain and the close vicinity of the Watchung reservation. This study will establish the Purpose and Need.

**Sponsor:** NJDOT      **Counties:** Union      **Municipalities:** Berkeley Heights Twp.

Year Work

2010 CD

2011 FA

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**06360 Route 78, PA State Line to NJ Turnpike, ITS Improvements**

A Problem Statement has been received indicating that this route is severely congestion, experiencing significant recurring and non-recurring delays. This is also a major truck corridor, including direct connections into Port of New York and New Jersey facilities and the Newark/Liberty Airport. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and would have adverse impacts to adjacent properties and the environment. An interim improvement is proposed to use ITS technologies including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering, HOT lanes and other emerging technologies to mitigate congestion and provide for improved incident management.

**Sponsor:** NJDOT      **Counties:** Hunterdon Somerset Union      **Municipalities:** Various  
Essex

Year Work

2010 FA

2011

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# Warren County Projects

## NJDOT

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### 9136 Route 22, Belvidere Road Vicinity to I-78

Alternatives will be developed to address operational and safety improvements to Route 22, particularly in the vicinity of the intersection of Belvidere Road (CR 519).

**Sponsor:** NJDOT

**Counties:** Warren

**Municipalities:** Pohatcong Twp. Greenwich Twp.

Year Work

2010 LPD

2011

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### 09325 Route 31, Bridge over Furnace Brook

Bridge superstructure replacement for Structure # 2111-154. Superstructure rating=4, Deck Rating=5, SR=63.10

**Sponsor:** NJDOT

**Counties:** Warren

**Municipalities:** Oxford Twp.

Year Work

2010 FA

2011 FA

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### 9237 Route 57/182/46, Hackettstown Mobility Improvements Study

This study will investigate improved mobility from and to Route 46 and Route 57 to alleviate traffic congestion in the Hackettstown area. This area was identified by the Congestion Management System as one of the top 40 congestion locations statewide.

**Sponsor:** NJDOT

**Counties:** Warren Morris

**Municipalities:** Hackettstown Town Washington Twp.

Year Work

2010 FA

2011

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### 09320 Route 173, Bridge over Pohatcong Creek

Bridge superstructure replacement and scour countermeasures for Structure # 2103-152. Superstructure rating=3, SR=41.7

**Sponsor:** NJDOT

**Counties:** Warren

**Municipalities:** Greenwich Twp.

Year Work

2010 FA

2011

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# FY 2010 Project Development Work Program

## NJ Transit

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### T97 Access to the Region's Core (ARC)

This project will increase trans-Hudson capacity and improve access to Manhattan and to major destinations in the region. The Major Investment Study was completed in 2003 and the initial Draft Environmental Impact Statement (DEIS) was submitted to FTA in October 2005. This initial DEIS was released to the public in 2007. After reviews by affected agencies and the public, a supplemental DEIS was undertaken and a Record of Decision is expected this year on the supplemental DEIS. ARC will include two new 1-track rail tunnels under the Hudson River with a new passenger rail station under 34th Street. A new rail connection from the Bergen/ Main/ Pascack Valley lines to the Northeast Corridor will allow a one seat ride to NYC from Bergen, Orange, and Rockland counties. The new trans-Hudson tunnel would also provide capacity for expanded direct one-seat ride service from existing lines and from other lines that do not now have direct service to Penn Station. In addition, capacity is expected to be available for future new rail lines to directly serve Penn Station. A Record of Decision and final design were received in January 09, and with \$134 million of ARRA funding, construction will begin in 2009.

**Sponsor** NJ Transit

**Counties:** Various

**Municipalities:** Various

Year Work

2010 Construction

2011 Construction

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### TN08004 Bus Rapid Transit Planning and Development

NJT is developing an approach and has several active planning projects to address improvements to heavily travelled bus corridors in the state, up to and including traditional Bus Rapid Transit (BRT) concepts. Project work in 2010 includes but is not limited to the following corridors: Route 1, New Brunswick Area, Route 4 in Bergen County.

**Sponsor** NJ Transit

**Counties:** Various

**Municipalities:** Various

Year Work

2010 CD

2011 CD

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### TN08008 Comprehensive Bergen-Passaic Bus Study

This study will develop strategies to meet projected transit accessibility and mobility needs and patterns in the northeastern portion of the region and will assess bus access and mobility issues in the George Washington Bridge toll plaza area. The Access to the Region's Core (ARC) project will address rail needs in the long term, but this study will recommend short term transit mobility improvements and will develop a network of buses to access planned future rail service, such as via the Passaic-Bergen Rail Link and the Northern Branch Rail service. Both bus access improvement needs in the George Washington Bridge toll plaza vicinity and the need for increased transit options in central Bergen and Passaic counties were identified through the Strategy Refinement effort included in the 2005 RTP. This is also an area where east-west bus services needs have been identified through the RTP and by the subregions through at least four separate "Technical Studies" conducted in the past ten years and funded through the NJTPA. NJ Transit intends to proceed with improvements to routes and schedules as they are identified through this comprehensive study.

**Sponsor** NJ Transit

**Counties:** Bergen Passaic

**Municipalities:** Various

Year Work

2010 Project Development

2011 Project Development

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**TN08009 Comprehensive Hudson County Bus Study**

This study will involve an in-depth assessment of NJ Transit and private bus service/operations in Hudson County. This assessment will gauge the dimension of the problem and analyze options for response. Issues to be considered include but are not limited to: immediate impacts; response options; franchise rights; garage and equipment requirements, and operating funding requirements. In 2009, this study is producing current and future assessments of ridership, routes, operations and services. Study recommendations will suggest methods to better adapt, integrate and/or coordinate bus services into the multi-modal transportation network serving Hudson County. Bus passenger safety, especially related to crashes involving buses and pedestrians, will also be evaluated. The study will utilize data and findings of previous and ongoing area-wide comprehensive studies in heavily bus transit dependent areas such as the Newark Elizabeth Bus Study, the New Brunswick Bus Rapid Transit Study, and a study of bus service completed by Hudson County. NJ Transit intends to proceed with improvements to routes and schedules as they are identified through this comprehensive study.

**Sponsor** NJ Transit      **Counties:** Hudson      **Municipalities:** Various

**Year Work**

**2010** Project Development

**2011** Project Development

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**TN08006 County Human Services Transportation (CHST) Coordination Projects Development – Interactive Provider Database and Management Information System**

This is a new project planning area that is needed to advance and support the new directions in local bus and CHST that the new Federal New Freedoms Act and the Federal and New Jersey councils on Access and Mobility require: better coordination between human services transportation and general public transportation. A variety of activities and projects are already being identified through the county and regional HST coordination plans. Among other items to be determined and building on the initial survey work completed for the county Coordination Plans, FY 10 will include the concept development for a statewide inventory of providers and a ride-finding interface for citizens that builds upon and with county coordination efforts.

**Sponsor** NJ Transit      **Counties:** Various      **Municipalities:** Various

**Year Work**

**2010** CD

**2011** CD

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**TN08001 Greater Newark Area Bus System Study**

This project is in the final stages of a large-scale comprehensive effort over a three year period to review operations and services of NJ Transit’s urbanized bus network in the greater Newark-Elizabeth area. Work on this project will include an extensive collection of passenger and operating data and the development of innovative bus route and passenger facility proposals to bring the existing bus network into alignment with new travel demands. There will be focus on recommendations for preferential treatments for buses in key service corridors. Expanding the use of technology and innovation in day to day operations such as: “bus hot lanes” and bus rapid transit will be examined and implemented to increase passenger satisfaction while improving overall service operating efficiencies. Throughout the entire study process there will be a concentrated effort on opportunities to partner with cities and the development community to advance recommendations for improved bus services and facilities that are in concert with the goals that have been established by area leaders.

**Sponsor** NJ Transit      **Counties:** Various      **Municipalities:** Various

**Year Work**

**2010** Conceptual Design - Planning

**2011** Planning

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**TN05006 Lackawanna Passenger Rail Study – Northeast Pennsylvania Northwest New Jersey – Lackawanna cut-off passenger restoration**

New Jersey Transit, in coordination with the Pennsylvania Department of Transportation, Morris, Sussex and Warren Counties in New Jersey, Lackawanna and Monroe Counties in Pennsylvania are working to complete a major investment study and environmental assessment for the proposed passenger rail service. The Major Investment Study addresses mobility issues in Morris, Sussex and Warren counties in northwestern New Jersey, and Lackawanna and Monroe Counties in northeastern Pennsylvania. A focus of the study is the section of rail in Pennsylvania which consists of a 48.4 mile segment from Scranton to Analomink owned by the Pennsylvania Northeast Regional Railroad Authority (PNRRA) and a 9.5 segment from Analomink to Slateford Junction owned by Norfolk-Southern and leased by the PNRRA. In addition, the study focuses on the section of state-owned rail in New Jersey that follows a 28-mile segment of the former Lackawanna Cut-off from Port Morris Junction (Lake Hopatcong) to Slateford Junction (Delaware Water Gap). A FONSI was issued 9/12/08 for MOS to Andover. Final Engineering is expected to begin in 2009 and construction to follow in 2010. The initial operating segment will include a 7.3 miles section from Port Morris to Andover.

**Sponsor** NJ Transit      **Counties:** Morris Sussex Warren      **Municipalities:** Various

**Year Work**

**2010** Final Engineering

**2011** Construction

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**TN05009 Market Research and Forecasting**

NJT pursues market research and demand forecasting analysis to support project development work. Project work in FY 2010: NJT anticipates continuing ridership forecasting model development and project specific analyses. Continuing efforts will include working on convene groups for New Brunswick BRT to include student groups, and one employee group in the New Brunswick area. In addition, market research work is completed on the analysis of the Phase 1 of Bergen Passaic study. Other market research efforts include survey support for the Newark Bus Study, and other BRT and local bus oriented planning activities (see separate sections). Survey Results feed into the Travel Demand Forecast Model which needs to be updated and approved by FTA for any new projects as per New Starts requirements.

**Sponsor** NJ Transit      **Counties:** Various      **Municipalities:** Various

**Year Work**

**2010** Project Development

**2011**

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**TN05001 Monmouth – Ocean – Middlesex Corridor Project**

This project involves the preparation of a Draft Environmental Impact Statement for a new rail line to serve Monmouth, Ocean and Middlesex counties and enhancement of Route 9 bus service. NJ TRANSIT completed a draft Major Investment Study that was distributed in 1996. As a result conceptual engineering and environmental analysis work for the bus service improvement projects were undertaken and are continuing. In 2001 NJ TRANSIT initiated a DEIS for the development of a rail option using State and Federal funds. The DEIS is examining three alignments: Lakehurst to Monmouth Junction, Lakehurst to Red Bank and Lakehurst to Matawan. In 2006 the alternatives were refined to incorporate direct, one-seat ride, service to New York Penn Station. Ridership, cost and environmental work are being adjusted accordingly. Updating of demographics and ridership analyses will continue during calendar 2009.

**Sponsor** NJ Transit      **Counties:** Monmouth Ocean Middlesex      **Municipalities:** Various

**Year Work**

**2010** Draft EIS

**2011**

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**TN05011 New Start Planning**

NJT staff is often called upon to initiate system planning level work for potential new starts that are state funded or prior to the availability of federal funding.

**Sponsor** NJ Transit      **Counties:** Various      **Municipalities:** Various

**Year Work**

**2010** CD

**2011**

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**TN08002 Northern Branch Project Draft Environmental Impact Statement**

NJ TRANSIT is overseeing production of a Draft Environmental Impact Statement for the restoration of passenger service along the CSX Railroad alignment between North Bergen in Hudson County and Tenafly in Bergen County. The DEIS will complement plans for the West Shore commuter rail service proposal and the EIS for the Passaic- Bergen service proposal that are also under consideration to meet travel demands in Bergen, Passaic.

**Sponsor** NJ Transit      **Counties:** Bergen Hudson      **Municipalities:** Various

**Year Work**

**2010** Conceptual Design/DEIS

**2011** Preliminary Engineering/FEIS

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**TN08007 Northwest New Jersey Bus Study**

This study is a joint effort between NJTPA and NJ TRANSIT. It will analyze opportunities for greater access to jobs and other destinations via buses, shuttles and carpools. It will focus on improving bus service and intermodal connections, and will produce recommendations for more commuting options for individuals who reside or work in the northwestern New Jersey counties of Morris, Passaic, Sussex and Warren. This effort commenced in November 2007, second phase is subject to funding availability. NJ Transit intends to proceed with improvements to routes and schedules as they are identified through this comprehensive study.

**Sponsor** NJ Transit      **Counties:** Sussex Morris Passaic Warren      **Municipalities:** Various

**Year Work**

**2010** Project Development

**2011**

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**TN05004 Passaic/Bergen NYS&W Project Draft Environmental Impact Statement**

As a component of the West Shore Region MIS / EIS transportation improvement plan, NJ TRANSIT is overseeing production of a Environmental Impact Statement under State EO 215 for a new rail service along the New York Susquehanna & Western track alignment between the City of Hackensack, Paterson and Hawthorne. The EIS will complement plans for the West Shore commuter rail service proposal project also under consideration to meet travel demands in Bergen, Passaic and Rockland. The current schedule will have construction underway in 2009 with revenue service beginning in 2012.

**Sponsor** NJ Transit      **Counties:** Passaic Bergen      **Municipalities:** Various

**Year Work**

**2010** Construction

**2011**

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**TN05008 Station and Parking Planning**

NJT has an on-going program focused on station improvement planning, planning for transit-friendly land use, and parkride development, including bus, rail and multi-modal facilities. Project work in FY 2010 includes progress towards a new station in southern Middlesex County on the Northeast Corridor and development of a vision for transit-friendly development at rail or bus stations.

**Sponsor** NJ Transit      **Counties:** Various      **Municipalities:** Various

**Year Work**

**2010** Conceptual Design - PE

**2011**

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**TN05010 System-wide transit capacity and infrastructure planning**

After 30 years of transit improvements since the creation of NJT the inherited infrastructure is now nearing the limits of its capacity. To accommodate future growth NJT is preparing a Strategic Infrastructure and Capacity Expansion Plan for the rail network. In addition, NJT is defining Bus and Light Rail Network Enhancements. Planning and concept design for selected projects are expected to occur in FY 2010 and 11.

**Sponsor** NJ Transit      **Counties:** Various      **Municipalities:** Various

**Year Work**

**2010** Conceptual Design - Planning

**2011**

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**TN08005 Transit Oriented Development**

NJT has a direct and strong interest in pursuing and developing Smart Growth opportunities by assisting communities as they develop a vision for transit-friendly planning and development. NJT will continue to support TOD planning with interested communities. The development of an educational tool has resulted in the preparation and circulation of a 'Transit Friendly Newsletter' (researched and produced by the Alan M. Voorhees Transportation Center at Rutgers) three times a year (circulation approx. 5,300) to assist communities, developers, professionals and non-professionals to understand land use and transit friendly planning issues.

**Sponsor** NJ Transit      **Counties:** Various      **Municipalities:** Various

**Year Work**

**2010** Newsletter (3/year)

**2011**

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**TN05007 Union County Light Rail System**

The Union County light rail transit system (also known as NERL MOS-3) has been pursued under the New Jersey Public Partnership Act of 1997. Union County, Washington Group International, and NJDOT (with NJ TRANSIT acting as NJDOT's agent) have partnered in proposing a system connecting downtown Elizabeth with Newark Liberty International Airport. The alignment would utilize an existing CSX and Norfolk Southern freight railroad right-of-way, serving the Jersey Gardens Mall and the proposed Elizabeth ferry terminal and then proceeding along Kapkowski Road and North Avenue and terminating at airport parking lot P1. Until alignment concerns are resolved, the project is on hold and not being advanced at this time.

**Sponsor** NJ Transit      **Counties:** Union      **Municipalities:** Various

**Year Work**

**2010**

**2011**

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**TN05002 West Shore Region Major Investment Study (MIS) /Environmental Impact Statement (EIS)**

The West Shore MIS/EIS is considering the restoration of passenger rail service on lines that had passenger service until the late 1950's or mid-1960's. The lines under study are the West Shore and Northern Branch, which are owned by CSX and the Passaic-Bergen portion of the New York, Susquehanna & Western railroad, all of which are currently used to provide freight service. The MIS recommended the advancement of new start rail projects on each of the three routes. NJ TRANSIT intends to prepare a separate EIS document, in conformance with current federal guidance, for each of the routes. (See also separate items on Northern Branch Project DEIS and the Passaic/Bergen NYS&W EIS). The MIS considered commuter rail, light rail as an extension of the Hudson-Bergen Light Rail Transit System (HBLRTS), and an Automated Guide way Transit (AGT)/monorail. The MIS included the 'no build' and TSM alternatives to the project. The physical definitions of each alternative were defined and subjected to evaluation and environmental screening criteria. From this screening process, a draft recommendation has been proposed which will be subjected to further analysis and development in the preparation of the documents. The West Shore EIS tasks will include demand forecasting, station site evaluation, operational and physical facilities planning, conceptual design of project elements, public participation, and environmental assessment for the Locally Preferred Alternative (LPA). The EIS will also investigate track and grade crossing designs to address CSX and NYS&W and community issues. Property surveys will also be conducted.

**Sponsor** NJ Transit      **Counties:** Bergen Hudson Passaic      **Municipalities:** Various

**Year Work**

**2010** EIS

**2011**

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**TN05003 West Trenton Line Initiative**

Commuter rail service operated on the West Trenton Line in Somerset and Mercer Counties until 1982. Since then, there has been considerable residential development and population growth in the corridor, prompting strong interest in pursuing restoration of passenger service in both counties. This interest prompted previous studies by NJ TRANSIT and Somerset County, which analyzed ridership potential, capital and operating costs, and operational issues. The 21.6-mile West Trenton Line is CSX owned and is in active freight use. At its western end in Ewing Township is the West Trenton rail station, owned by NJ TRANSIT and used by SEPTA as a terminal station for its R3 commuter rail service into Philadelphia. At its eastern end, the West Trenton Line crosses the NS owned Lehigh Main Line at a location in Manville, New Jersey known as Port Reading Junction. The proposed West Trenton Line would physically connect to the Raritan Valley Line in Bridgewater and passenger trains would operate to Newark. To advance the consideration of commuter rail service on the West Trenton Line, NJ TRANSIT developed conceptual plans for the operations and facilities for the restoration of passenger rail service. A draft Environmental Assessment (EA), to identify impacts related to implementation of commuter rail service on the existing right of way, was submitted to FTA in July 2005 for review and comment. Subsequent to receipt of FTA comments in October 2006, the draft EA was revised and made available for public comment between November 15, 2007 and January 15, 2008. Two public open house meetings were held during the review period in the study area., and the comments are documented.

**Sponsor** NJ Transit      **Counties:** Somerset      **Municipalities:** Various

**Year Work**

**2010** Project Development

**2011**

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