

The North Jersey Transportation Planning Authority

FY 2011 Project Development Work Program



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FY 2011 Project Development Work Program

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The FY 2011 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 five-year horizon. In August 2009, the RTP entitled "Plan 2035: The Regional Transportation Plan for Northern New Jersey" was adopted by the NJTPA Board of Trustees. 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 include 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, the PDWP document contains the schedule of project planning, scoping and preliminary design work that will be conducted during the following fiscal year. Projects scheduled for work in the PDWP were drawn from the NJTPA's RTP, 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. However, each year there are several new projects advanced for development 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 existing 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 new starts, beginning this year, the Feasibility Assessment phase of work will be combined and included into the Concept Development phase, followed by the Preliminary Engineering phase.

For Transit projects, the phases of work are: Project Development (PD), Concept Design (CD), Environmental Assessment (EA), Draft Environmental Impact Statement (DEIS), Final Environmental Impact Statement (FEIS) and Preliminary Engineering (PE):

Project Development: Early steps in the federal process for identifying transit projects - could include a Major Investment Study or an Alternatives Analysis.

Concept Design: The first step in developing a project design. Project features are very generic, and do not exceed 5 to 10 percent design.

Environmental Assessment: To test the feasibility of a project concept - could include physical feasibility, financial feasibility, and environmental feasibility, along with other reviews.

DEIS/FEIS: The preparation of the environmental impacts statement for a project. First the draft EIS is produced. It is then released to the public for review and comment. The Final EIS is then produced, incorporating the responses to the comments.

Preliminary Engineering: The first step in engineering a project, which includes adding more detail to the project plans, but not a full design. Not to exceed 30 percent design.

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, Local Concept Development and Scoping projects.

PDWP Development

Projects are selected for inclusion in the PDWP based on a combination of technical evaluations and consultations with interested parties. The goal is 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 appropriate), are the basis for discussions at the regional and subregional level as well as for consultation 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. While most of the projects in the PDWP represent work carried over from previous years, there is limited capacity for new projects. The RTP is a major source for these new initiatives.

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 one of four so-called "project pipelines." 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.

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 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 directly to the appropriate NJDOT personnel and do not require concept development activity.

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 2011 Project Development Work Program

Bergen County Projects

Sponsor: NJDOT

02354A Midland Avenue RR Crossing Safety Improvements

This project is a breakout of DB 02354. Approx. 72 NJ Transit trains per day use this crossing. This crossing is the #1 priority for the Train Preemption for Traffic Signals program.

Sponsor: NJDOT

Counties: Bergen

Municipalities: Elmwood Park Boro

Year Work

2011 CD

2012

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

2011 CD

2012

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

2011 CD

2012

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

2011 CD

2012

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

2011 CD

2012

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
2011 LPD
2012

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
2011 LPD
2012

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
2011 CD
2012

10350 Route 80, River Road Park & Ride, Elmwood Park, Bergen County

A new Park & Ride facility on township-owned land located at the intersection of River Rd. with Slater Dr. will be studied.

Sponsor: NJDOT **Counties** Bergen **Municipalities:** Elmwood Park Boro

Year Work
2011 CD
2012

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
2011 CD
2012

Essex County Projects

Sponsor: NJDOT

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

2011 FA

2012

98540 Route 21, Newark Waterfront Community Access

Pedestrian/open space improvements will be built on the north side of Centre Street across Route 21 from NJ Performing Arts Center. These improvements 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.

The following special Federal appropriations have been allocated to this project: TEA-21/Q92 \$1,025,100, ID# NJ042; 2) FY06 SAFETEA-LU \$1,500,000 (ID# NJ269); \$1,200,000 (ID# NJ139) (available 20% per year) and \$2,000,000 (ID# NJ254),(available 20% per year).

Sponsor: NJDOT

Counties Essex

Municipalities: Newark City

Year Work

2011 PD

2012

9145B Route 21, Safety Improvements and Chester Avenue Bridge

Safety improvements from mp 4.56 to mp 4.84, cover the roadway to the north of the viaduct and will require widening. The roadway section is proposed to consist of three 11' lanes with a 5' left shoulder and a 10' right shoulder in each direction. A 15' wide auxiliary lane may be constructed between the Safer Printing entrance ramp and the exit ramp for Chester Avenue, a distance of approximately 720'. This work will include the construction of several new retaining walls and the widening of the bridges over Chester Ave. and the Norfolk Southern RR which will remain in its existing configuration. Rt. 21 NB at Chester Avenue Br. Is listed as BMS Priority Ranking #3.

Sponsor: NJDOT

Counties Essex

Municipalities: Newark City

Year Work

2011 CD

2012

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

2011 FA

2012

Hudson County Projects

Sponsor: NJDOT

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

2011 CD

2012

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

2011 PD

2012

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 Tonnel Avenue Circle and congested segments of Routes 1&9 (Tonnel 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

2011 PD

2012

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

2011 CD

2012 CD

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 135 of 200 locations.

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

<u>Year</u>	<u>Work</u>
2011	FA
2012	

Sponsor: LOCAL PROJECTS

04305 Route 280, Harrison Township Operational Improvements

This project proposes consolidation of interstate ramps at a single location at the east end of Harrison to serve access needs to the southeastern part of town and alleviate traffic bottlenecks.

The following special Federal appropriations were allocated to this project: 1) SAFETEA-LU FY 2005: Transportation Improvements \$3,000,000 (ID# NJ 265); 2) High Priority Funding \$2,000,000 (ID# NJ 249); these amounts are available over a five-year period. 3) FY 2005/Interstate Maintenance \$1,000,000 (ID# NJA 39); 4) FY 2005/National Corridor Planning and Border Development program \$1,500,000 (ID# NJA 49); 5) FY06 SAFETEA-LU \$8,000,000 (ID# NJ 210),(available 20% per year).

Sponsor: Local Lead **Counties** Hudson **Municipalities:** Harrison Town Kearny Town

<u>Year</u>	<u>Work</u>
2011	LCD
2012	

06307 Route 440/1&9, Boulevard through Jersey City

The proposed project intends to allow Rt. 440/Rt. 1&9 to function as a principal arterial and as a neighborhood main street. The project will improve connections between the local street network and address safety concerns for pedestrians and bicyclists. Part of the plan is the creation of an urban boulevard along Rt. 440/1&9 in order to separate local and express traffic. Light rail expansion and other aesthetic improvements will be included in the study.

The Federal SAFETEA-LU legislation provided a special appropriation for a study and preliminary engineering designs for a boulevard on Route 440 and Route 1&9 through Jersey City.

The following special Federal appropriations were allocated to this project: FY05 SAFETEA LU/HPP \$1,800,000. Bill lines #350 and #3567, (ID# NJ 130 and ID# NJ 243).

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

<u>Year</u>	<u>Work</u>
2011	LCD
2012	

Hunterdon County Projects

Sponsor: NJDOT

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

2011 CD

2012

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 pedestrian crossing at the Prallsville Mill to be advanced first.

Sponsor: NJDOT

Counties: Hunterdon

Municipalities: Stockton Boro

Year Work

2011 CD

2012

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

2011 CD

2012

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

2011 CD

2012

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

2011 CD

2012

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

2011 CD

2012 CD

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

A Problem Statement has been received indicating that this route is severely congested, 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
Essex **Municipalities:** Various

Year Work

2011 CD

2012

Middlesex County Projects

Sponsor: NJDOT

06394 Raritan Industrial Railroad Track

A Problem Statement has been received which indicates that the Division of Multimodal 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 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. Woodbridge Twp.
Perth Amboy Twp.

<u>Year</u>	<u>Work</u>
2011	CD
2012	

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. DMS Rank 18

Sponsor: NJDOT

Counties: Middlesex Union

Municipalities: Woodbridge Twp. Rahway City

<u>Year</u>	<u>Work</u>
2011	CD
2012	

08417 Route 1, Forrestal Road to Aaron Road

This project will build upon the planning efforts as developed in the Route 1 Regional Growth Strategies. The focus will be improvements to address congestion and operational deficiencies along the portion of Route 1 within the Townships of Plainsboro, South Brunswick and North Brunswick between MP 13.30 and 22.50.

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). See also DB 93146.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$250,000,000.

Sponsor: NJDOT

Counties: Middlesex

Municipalities: Plainsboro Twp. South Brunswick
Twp. North Brunswick Twp.

<u>Year</u>	<u>Work</u>
2011	CD
2012	

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 and poses a safety condition.

Sponsor: NJDOT

Counties Middlesex

Municipalities: Sayreville Boro

Year Work

2011 CD

2012

079A Route 9/35, Main Street Interchange

Route 9/35 over Main Street Interchange is a breakout from the RT 9/35 over Main St. Bridge. The lack of an acceleration lane from Route 9 Northbound to RT 9/35 Northbound ramp has created a safety condition for vehicles attempting to merge. Furthermore, the tight radius and heavy truck traffic from this ramp have contributed to the congestion and the queue on Route 9 Northbound which extends for about a mile causing more safety concerns. Rt. 9/35 Southbound to Route 9 Southbound ramp is also a safety problem at this interchange as this ramp is also substandard and is contributing to the extensive queue which extends from Rt. 9/35 to the Edison Bridge. Both ramps will be investigated separately and may graduate as two individual projects.

Sponsor: NJDOT

Counties Middlesex

Municipalities: Sayreville Boro South Amboy City

Year Work

2011 CD

2012

10354 Route 18, East Brunswick, Drainage and Pavement Rehabilitation

This project will address pavement and drainage needs: 1) DPD has performed a pavement screening for (Rt. 18 mp 35.4-39.5 NB, & Rt. 18 mp 35.5-39.2 SB), to determine the existing and future needs of the pavement. Project is ranked #12 on the pavement Management System ranking list. 2) NJDOT Operations reports multiple closures due to flooding in this area. Project is ranked #6 on the Drainage Management System list.

Sponsor: NJDOT

Counties Middlesex

Municipalities: East Brunswick Twp.

Year Work

2011 CD

2012

X221C Route 18, Edgeboro Road (CR 527), Intersection Improvements

The left turn movement from Edgeboro Rd. westbound onto Rt. 18 southbound will be eliminated. Left turns would only be permitted from Edgeboro Rd. westbound onto Old Bridge Tpk. And traffic traveling to Rt. 18 southbound would be redirected to the south at the recently improved intersection of Rt. 18 and Tices Lane. The eastbound approach of the reverse jughandle at its intersection with Old Bridge Tpk. Would also be modified to consist of one through lane to both Edgeboro Road and Old Bridge Tpk. And one through lane dedicated to Old Bridge Tpk.

Sponsor: NJDOT

Counties Middlesex

Municipalities: East Brunswick Twp.

Year Work

2011 CD

2012

X221E Route 18, Route 1 to NJ Turnpike

This project is a breakout from the "Route 18, Route 1 to Edgeboro Rd, proposed operational improvements" study. It includes possible operational improvements on Rt. 18 between Rt. 1 and the NJ Turnpike. Areas of study include potential ramp improvements at the Rt. 1 and Rt. 18 interchange, addressing the weaving conditions on Rt. 18 SB from the NJ Turnpike to Rt. 1 and improvements at the signalized intersection at Rt. 18 and Naricon Place.

Sponsor: NJDOT

Counties Middlesex

Municipalities: East Brunswick Twp. New Brunswick City

Year **Work**

2011 CD

2012

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**

2011 CD

2012

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**

2011 CD

2012

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**

2011 CD

2012

Monmouth County Projects

Sponsor: NJDOT

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.

<u>Year</u>	<u>Work</u>
2011	CD
2012	

N09670 Route 33, Operational and Pedestrian Improvements, Neptune

A total of 491 crashes were recorded on this section of NJ SR-33 during the four-year period from 2003 to 2006. Of those, 180 (37%) involved personal injury and 311 (63%) involved only property damage. There were no crash-related fatalities recorded during the period. Eleven crashes (2%) involved pedestrians or bicycles.

Several intersections warrant attention, as does the segment as a whole. The busy four lane undivided roadway within a constrained right-of-way limits the uniform application of left turn lanes. Improvements are suggested at the Oxford Way, Wakefield Road, Jersey Shore Medical Center main entrance, and Neptune Blvd. intersections, as well as a segment-wide improvement to pedestrian facilities including restriped, crosshatched crosswalks and pedestrian countdown heads. A further, corridor wide traffic study of NJ SR-33 to determine whether lane reconfiguration might aid safety and provide turn lane capacity is also suggested.

Sponsor: NJDOT **Counties** Monmouth **Municipalities:** Neptune City Boro Neptune Twp.

<u>Year</u>	<u>Work</u>
2011	CD
2012	

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

<u>Year</u>	<u>Work</u>
2011	CD
2012	CD

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

<u>Year</u>	<u>Work</u>
2011	CD
2012	CD

PDWP03 Route 66 Operational and Capacity Improvements, MP: 0 to 2.51

This section of Route 66 experiences severe congestion during peak periods. Intersection improvements at Wayside Avenue and Asbury Avenue and a widening to add a center lane or a full lane in each direction is recommended for investigation.

Sponsor: NJDOT

Counties Monmouth

Municipalities: Ocean Twp. Neptune Twp. Tinton Falls Boro

<u>Year</u>	<u>Work</u>
2011	LCD
2012	

Sponsor: LOCAL PROJECTS

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.

<u>Year</u>	<u>Work</u>
2011	LCD
2012	

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

<u>Year</u>	<u>Work</u>
2011	LPD
2012	

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.

Sponsor: Monmouth County

Counties Monmouth

Municipalities: Brielle Boro Manasquan Boro

<u>Year</u>	<u>Work</u>
2011	LPD
2012	

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 **Counties** Monmouth **Municipalities:** Rumson Boro Sea Bright Boro
County

<u>Year</u>	<u>Work</u>
2011	LCD
2012	

Morris County Projects

Sponsor: NJDOT

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 Essex
Passaic

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

Year Work

2011 CD

2012

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

2011 CD

2012

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

2011 CD

2012

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

2011 CD

2012

N09671 Route 124, Operational and Pedestrian Improvements, Morristown

Adjust signal timing and improve lane striping; left-turn lane addition at Elm St. eastbound; add signal aspect facing commercial driveway at South and James St; implement peak period left turn prohibition from Hadley to South St; consider study of Madison Ave. lane configuration and traffic control.

Sponsor: NJDOT

Counties Morris

Municipalities: Morristown Town

Year **Work**

2011 CD

2012

Sponsor: LOCAL PROJECTS

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**

2011 LCD

2012

Ocean County Projects

Sponsor: NJDOT

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

2011 CD

2012

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

2011 CD

2012

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.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$588,000,000.

Sponsor: NJDOT

Counties: Ocean

Municipalities: Lakewood Twp. Toms River Twp.

Year Work

2011 CD

2012 CD

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

2011 CD

2012

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

2011 FA

2012

Sponsor: LOCAL PROJECTS

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: Ocean County **Counties:** Ocean

Municipalities: Tuckerton Boro

<u>Year</u>	<u>Work</u>
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2011	LPD
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2012	
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Passaic County Projects

Sponsor: NJDOT

08409B Route 20, 5th Avenue/CR 652, Intersection Improvements

This project will improve safety and geometric deficiencies at the intersection of Rt. 20 and 5th Avenue (CR 652).

Sponsor: NJDOT

Counties Passaic

Municipalities: Paterson City

Year Work

2011 CD

2012

08409A Route 20, Edwards Avenue, Intersection Improvements

This project will improve safety and geometric deficiencies at the intersection of Rt. 20 and Edwards Avenue, including sight distance, signals and signage.

Sponsor: NJDOT

Counties Passaic

Municipalities: Paterson City

Year Work

2011 CD

2012

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 38.

Sponsor: NJDOT

Counties Passaic

Municipalities: Paterson City

Year Work

2011 CD

2012

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

2011 FA

2012

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 Essex
Passaic

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

<u>Year</u>	<u>Work</u>
2011	CD
2012	

Somerset County Projects

Sponsor: NJDOT

99405 Camp Meeting Avenue Bridge over Trenton Line, CR 602

This project will address the proposed replacement of this "orphan" 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

2011 CD

2012

10310 Route 22, Utility Pole Mitigation

This project seeks to identify and mitigate locations with incidents of high recurring utility pole accidents. The mitigation project is limited in scope and resources and encompasses 3 to 5 crash locations per year.

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

Year Work

2011 CD

2012

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. The study evaluates several potential planning solutions involving an expanded network that addresses missing moves at interchanges and enhanced mobility throughout the region. The study area includes I-78 from Hillcrest Road to the Baltusrol Road overpass (CR 643) and the roadway network from Springfield Avenue (Route 512) to Route 28 (South Avenue / North Avenue).

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

Year Work

2011 CD

2012

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

A Problem Statement has been received indicating that this route is severely congested, 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
Essex **Municipalities:** Various

Year Work

2011 CD

2012

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
2011 CD
2012

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
2011 CD
2012

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
2011 CD
2012

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
2011 CD
2012

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
2011 CD
2012

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
2011 CD
2012

Sussex County Projects

Sponsor: NJDOT

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

2011 CD

2012

08348 Route 23, Bridge over Branch of Walkkill 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

2011 CD

2012

Sponsor: LOCAL PROJECTS

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

2011 LCD

2012

Union County Projects

Sponsor: NJDOT

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. DMS Rank 18

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

Year Work

2011 CD

2012

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

2011 PD

2012

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

2011 CD

2012

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

2011 FA

2012

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

2011 FA

2012

10310 Route 22, Utility Pole Mitigation

This project seeks to identify and mitigate locations with incidents of high recurring utility pole accidents. The mitigation project is limited in scope and resources and encompasses 3 to 5 crash locations per year.

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

Year Work
2011 CD
2012

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
2011 FA
2012

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. The study evaluates several potential planning solutions involving an expanded network that addresses missing moves at interchanges and enhanced mobility throughout the region. The study area includes I-78 from Hillcrest Road to the Baltusrol Road overpass (CR 643) and the roadway network from Springfield Avenue (Route 512) to Route 28 (South Avenue / North Avenue).

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

Year Work
2011 CD
2012

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

A Problem Statement has been received indicating that this route is severely congested, 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
2011 CD
2012

Sponsor: LOCAL PROJECTS

94019 Route 82, Rahway River Bridge

This is a Union County local lead project. The bridge is in poor condition and experiences frequent flooding. The bridge needs to be replaced.

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

Year Work
2011 LFA
2012

Warren County Projects

Sponsor: NJDOT

PDWP01 Route 22 and Rosebury Avenue Operational/Safety Improvements

This project involves pedestrian safety and operational improvements at the intersections of Route 22 and Roseberry Avenue, Ingersoll/Bates Avenue, 1st Street, and 3rd Street in Phillipsburg and Lopatcong.

Sponsor: NJDOT

Counties Warren

Municipalities: Phillipsburg Lopatcong

Year Work

2011 CD

2012

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

2011 CD

2012

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

2011 CD

2012

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

2011 CD

2012

10351 Route 80, Park & Ride Improvements, Hope Township, Warren County (CR 521)

A Park and Ride facility in Hope Township, Warren County, will undergo an expansion through the purchase of private property that has the potential to create over 300 new parking spaces. This facility is adjacent to Route 80 and a Bus Line has expressed interest in serving an expanded facility. Additionally, the existing 80 space facility will be resurfaced, and have additional lighting installed for enhanced user safety.

Sponsor: NJDOT

Counties Warren

Municipalities: Hope Twp.

Year Work

2011 CD

2012

09545 Route 80, WB Rockfall Mitigation, Hardwick and Knowlton Twps.

A problem statement has been submitted, detailing rockfall hazards in this section of I-80. Recommended remedial action would consist of analysis, design and implementation of rockfall mitigation measures, including, but not limited to: scaling, rock bolting, wire mesh, and catch fences.

Sponsor: NJDOT

Counties Warren

Municipalities: Hardwick Twp. Knowlton Twp.

Year **Work**

2011 FA

2012

FY 2011 Project Development Work Program

NJ Transit

TN08004 Bus Rapid Transit Planning and Development

NJT has developed 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 2011 includes, but is not limited to the following corridors: Route 1, Route 9, New Brunswick Area, in Bergen County. It is expected that follow-on analysis will also be necessary following the major areawide bus studies now underway.

Sponsor NJ TRANSIT **Counties:** Various

Municipalities: Various

Year Work

2011 **Concept Design**

2012 **Concept Design**

TN10002 Central New Jersey Route 1 Bus Rapid Transit

The proposed BRT system in northern Mercer and southern Middlesex Counties would make use of both existing roads with improvements and new alignments. A 2006 Study examined alignments, BRT technologies, station locations, ridership and potential for coordination with private sector development, municipal plans and cost effectiveness. NJ Transit is examining near term ridership potential for segments of the system to identify the initial services and improvements to advance toward implementation. A phased implementation of the system has been proposed.

Sponsor NJ TRANSIT **Counties:** Middlesex Mercer

Municipalities:

Year Work

2011 **Concept Design**

2012 **Concept Design**

TN10001 Central NJ/ Raritan Valley Transit Study

A study will investigate options for extending commuter rail service west to Phillipsburg. A technical assessment of rail service beyond Phillipsburg into Pennsylvania as a multi-jurisdictional effort with the Lehigh Valley MPO is being advanced. A technical assessment of rail service beyond Phillipsburg into Pennsylvania as a multi-jurisdictional effort with the Lehigh Valley MPO is being advanced.

Sponsor NJ TRANSIT **Counties:** Hunterdon Warren

Municipalities:

Year Work

2011 **Project Development**

2012 **Project Development**

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 included coordination with DVRPC area and the Cross County Connection TMA as they updated the inventory of the providers in the southern counties, and updated the NJ Find A Ride interface for citizens to find local providers of services. A new host was identified, in NJ211, a traveler advisory for specialized transportation, and the transition to host the NJ Find A Ride website within NJ211 is underway. FY2011 will continue the coordination, and seek funding sources to support the update of the NJ Find A Ride database for northern NJ counties. This builds upon and assists with county coordination efforts.

Sponsor NJ TRANSIT **Counties:** Various

Municipalities: Various

Year Work

2011 **Concept Design**

2012 **Concept Design**

TN08001 Greater Newark Area Bus System Study

The study phase of this project is almost complete and involved the review of operations and services of NJ Transit's urbanized bus network in the greater Newark-Elizabeth area. Work included 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. Recommendations include preferential treatments for buses in key service corridors, expansion of the use of technology and innovation in day to day operations such as: "bus hot lanes" and bus rapid transit. This phase of work looks to examine and implement these recommendations in order to increase passenger satisfaction while improving overall service operating efficiencies.

Sponsor NJ TRANSIT **Counties:** Various

Municipalities: Various

Year **Work**

2011 TBD

2012 TBD

T565 Hudson Bergen Light Rail Extension to Route 440

Significant residential growth is planned for the westside area of Jersey City around NJ Highway Route 440 resulting in a greater need for improved transit options that will both support the projected redevelopment uses and address traffic congestion issues along Route 440 and ancillary roads already experiencing heavy travel volumes. To address these projected needs NJ TRANSIT is conducting a federally compliant Alternative Analysis Study of an extension of the Hudson-Bergen Light Rail system (HBLR) from the current West Side Avenue terminal to a location near approved redevelopment and existing residential areas along Route 440 in Jersey City. The goal of this two-year study is to identify and evaluate a range of transit options to provide improved additional transit service to the Route 440 area and select a locally preferred alternative (LPA), by year-end 2010.

Sponsor NJ TRANSIT **Counties:** Hudson

Municipalities: Jersey City

Year **Work**

2011 DEIS

2012 DEIS

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 completed a major investment study and environmental assessment for this proposed passenger commuter rail service. The Major Investment Study addressed the mobility issues in Morris, Sussex and Warren counties in northwestern New Jersey, and Lackawanna and Monroe Counties in northeastern Pennsylvania. In addition, the study focused 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 by the FTA on 9/12/08 for an MOS for 7.3 miles from Port Morris, NJ to Andover, NJ. A Supplemental Environmental Assessment was issued in June 2009, and a revised FONSI was issued by the FTA in October 2, 2009 for this line from Andover, NJ to Scranton, Pa. Final Engineering on the MOS from Port Morris to Andover began in 2009 with construction scheduled for 2010. With regard to the section west of Andover, NJ Transit has no immediate plans to continue project development on the section west of Andover until an agreement is reached with PA on improving the section in Pennsylvania.

Sponsor NJ TRANSIT **Counties:** Morris Sussex Warren

Municipalities: Various

Year **Work**

2011 TBD

2012 TBD

TN05009 Market Research and Forecasting

NJT pursues market research and demand forecasting analysis to support project development work. Project work in FY 2011: NJT will develop bus surveys to fill in the gaps not covered by work in the past, to support its forecasting efforts, project specific analysis, and also support work for the update of the NJTPA model to a 2009 base year with validation bus data. This could include bus surveys along the Route 9 and 18 corridors, as well as local bus routes in Central NJ, to support BRT studies in those corridors, and surveys for new bus services like GO 28. Also, some local Hudson County routes that NJT has taken over in the past several years may be surveyed, along with other gaps in bus survey data identified in the presentation to the Forecasting Working Group in December 2009. These surveys will be used to support NJ TRANSIT demand forecasting updates, and also the NJTPA model update. On the rail side, new stations like Mount Arlington, Wayne Rt. 23, and the new Meadowlands services could also be surveyed as part of the data needed to ensure that forecasting and survey data meets FTA requirements. These requirements typically require that data be no more than 10 years old to be used in forecasting models.

Sponsor NJ TRANSIT **Counties:** Various

Municipalities: Various

Year Work

2011 Project Development

2012

TN05001 Monmouth – Ocean – Middlesex Corridor Project

This project involves the preparation of a Draft Environmental Impact Statement for a new rail service for 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 demographics and ridership analyses continued during calendar 2009. Low-cost version of the three mainbuild alternatives are being analyzed and a draft alternatives analysis report will be completed in 2010.

Sponsor NJ TRANSIT **Counties:** Monmouth Ocean Middlesex

Municipalities: Various

Year Work

2011 Draft Alternative Analysis Report

2012

TN05011 New Start Planning

NJT staff are 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

2011 Concept Design

2012

TN08008 Northeast New Jersey Metro Mobility 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 and intermediate term transit mobility improvements and will develop a network of buses to complement existing rail services and planned future rail service, such as via the Passaic-Bergen Rail Link and the Northern Branch Rail. 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 previous studies funded through the NJTPA. NJ Transit intends to work with the Counties to develop strategies to progress improvements to routes and schedules as they are identified through this comprehensive study subject to the availability of funds.

Sponsor NJ TRANSIT **Counties:** Bergen Passaic

Municipalities: Various

Year Work

2011 Project Development

2012 Project Development

TN08002 Northern Branch Project Draft Environmental Impact Statement

NJ TRANSIT is overseeing production of a Draft Environmental Impact Statement (DEIS) for the restoration of passenger service along the CSX Railroad alignment between North Bergen in Hudson County and Tenafly in Bergen County. Three separate draft DEIS documents have been submitted (May 2008, October 2009, December 2009). Awaiting FTA comments on the December 2009 submission. NJT hopes to publish the DEIS and hold public hearings in 2010. FY 2011 will focus on the FEIS. Preliminary engineering on infrastructure that is common to all four build alternatives has commenced. This DEIS complements plans the EIS for the Passaic- Bergen service proposal that is also progressing.

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

Year Work

2011 FEIS

2012 FEIS/Final Engineering

TN08007 Northwest New Jersey Bus Study

This study was a joint effort between NJTPA and NJ TRANSIT. It analyzed opportunities for greater access to jobs and other destinations via buses, shuttles and carpools. It focused on improving bus service and intermodal connections, and produced 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 and is now complete. Subsequently, NJ Transit intends to work to develop strategies to implement improvements as they are identified through this comprehensive study subject to the availability of funds.

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

Year Work

2011 TBD

2012

TN05004 Passaic/Bergen NYS&W Project

As a component of the West Shore Region MIS / EIS transportation improvement plan, NJ TRANSIT produced an 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 which was approved. This project is related to the Northern Branch DEIS since both were part of the original West Shore MIS. Engineering on this project is complete. The current schedule for this specific project is to begin construction is dependent on as soon as an agreement is reached with the NYS&W RR, and funding availability.

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

Year Work

2011 Construction

2012

TN09001 Rail Passenger Service Extension to Flemington, Hunterdon County

A concept development planning effort that will examine concepts and evaluate the feasibility of instituting passenger service along the Lehigh Valley Line and the Black River and Western rail line, extending the Raritan Valley line service to Flemington Borough and points in between. Hunterdon and Somerset counties have completed the Route 202 Corridor Assessment and Multi-Modal Plan which identified potential passenger service along the Norfolk Southern (NS) Lehigh Valley freight line.

Sponsor NJ TRANSIT **Counties:** Hunterdon **Municipalities:** Various

Year Work

2011 Concept Design

2012 Feasibility Assessment

TN10003 Routes 46/3 Corridor Bus Improvements

The study involves an on-going investigation of bus priority treatments, intermodal facilities and other improvements to complement bus transit access to the Meadowlands, NJ Hudson River Waterfront and Midtown Manhattan.

Sponsor NJ TRANSIT **Counties:** Bergen Essex **Municipalities:**

Year Work

2011 Concept Design

2012 Concept Design

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 2011, for example, 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

2011 Concept Design - Preliminary Engineering

2012

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. Following WWII through the mid-1980's the mileage of railroad track in NJ was reduced by 50%. Some of the capacity that was lost is projected to be needed in the future plus some rail services have changed to accommodate changing market needs. 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 2011.

Sponsor NJ TRANSIT **Counties:** Various

Municipalities: Various

Year Work

2011 Project Planning & Concept Design

2012 Project Planning & Concept Design

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

2011 Newsletter (3/year)

2012

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

2011 TBD

2012

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. Although the West Shore EIS effort has not yet been closed, it is on hold at this time. 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

2011 TBD

2012

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. The revised EA was submitted to FTA, February 2008.

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

Year Work

2011 TBD

2012 TBD
