

*The North Jersey Transportation Planning Authority*

# **FY 2012 Project Development Work Program**



**August 29, 2011**

# FY 2012 Project Development Work Program

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## **FY 2012 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 25 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 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. Highway projects generally fall into one of the following two phases of work, Concept Development (CD) or Local Concept Development (LCD). NJDOT has streamlined the project development process by combining the CD and the Feasibility Assessment (FA) phases of work before advancing to Preliminary Engineering (PE). Project planning occurs during the Concept Development Phase. During this phase, NJDOT considers the problems associated with the

project and looks at alternative solutions. An alternative is selected based on environmental impacts, constructability, cost effectiveness, how effectively the alternative addresses the project need, and if the project can be constructed in a timely manner. This selected alternative becomes the Preliminary Preferred Alternative (PPA). The Project Delivery Process ensures that the PPA addresses the original project need, has the lowest negative impact to the environment and the transportation system, and can be delivered in a timely manner and a reasonable cost. Once NJDOT approves the PPA, projects generally become candidates for the Preliminary Engineering phase in the TIP.

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 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 ensure 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 Preliminary Engineering (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 2012 Project Development Work Program

## Bergen County

Sponsor: NJDOT

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### 08410 Route 4, Grand Avenue Bridge

Counties: Bergen Municipalities: Englewood City  
Sponsor: NJDOT MP: 9.04

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.

#### Year Work

2012 CD

2013

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### 02346 Route 4, Hackensack River Bridge

Counties: Bergen Municipalities: Hackensack City Teaneck Twp.  
Sponsor: NJDOT MP: 5.70 - 6.10

Bridge rehabilitation / replacement study for Route 4 over Hackensack River at M.P. 5.94 (Structure # 0206-166); Hackensack City and Teaneck Township, Bergen County.

#### Year Work

2012 CD

2013 CD

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### 93134 Route 4, Teaneck Road Bridge

Counties: Bergen Municipalities: Teaneck Twp.  
Sponsor: NJDOT MP: 7.61 - 7.64

This study will investigate the proposed replacement or rehabilitation of the existing deficient structure that was identified as a need from the Bridge Management System.

#### Year Work

2012 CD

2013

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

Counties: Bergen Municipalities: Rochelle Park Twp.  
Sponsor: NJDOT MP: 10.90

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.

#### Year Work

2012 LCD

2013

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### 103A1 Route 17, Essex Street to South of Route 4

Counties: Bergen Municipalities: Various  
Sponsor: NJDOT MP: 10.19 - 12.04

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.

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 \$157,000,000.

#### Year Work

2012 LPE

2013

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

Counties: Bergen Municipalities: Rochelle Park Twp.  
 Sponsor: NJDOT MP: 10.90

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.

**Year Work**

**2012 LPE**  
**2013**

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

Counties: Bergen Municipalities: Hasbrouck Heights Boro Hackensack City  
 Sponsor: NJDOT MP: 8.3-9.9

This study will investigate the widening of Rt. 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).

**Year Work**

**2012 CD**  
**2013**

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

Counties: Bergen Municipalities: Elmwood Park Boro  
 Sponsor: NJDOT

Funding is provided for a study of a new Park & Ride facility [on township-owned land] located at the intersection of River Rd. with Slater Dr.

**Year Work**

**2012 CD**  
**2013**

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**11381 Route 208, Bergen County Drainage Improvements**

Counties: Bergen Municipalities: Wyckoff Twp. Franklin Lakes  
 Sponsor: NJDOT MP: 5.3 - 8.5

There are drainage problems in 3 locations along this section of Rt. 208. There has been 100 flooding incidents over the past 4 years. These 3 locations have high AADT's and are Ranked #5, #11 and #37 in the Drainage Management System.

**Year Work**

**2012 CD**  
**2013**

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**11355 Route 208, Wyckoff Twp., Bergen Co., Culvert Replacement**

Counties: Bergen Municipalities: Wyckoff Twp.  
 Sponsor: NJDOT MP: 6.3 - 6.4

This is a culvert replacement project identified by the Bridge Management System.

**Year Work**

**2012 CD**  
**2013**

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# Essex County

## Sponsor: NJDOT

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

Counties: Essex Municipalities: Newark City  
Sponsor: NJDOT MP: 1.20 - 2.25

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

#### Year Work

2012 FA

2013

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

Counties: Passaic Essex Municipalities: Wayne Twp. Fairfield Twp.  
Sponsor: NJDOT MP: 23: 5.1-5.7; 80: 52.8-53.75

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).

#### Year Work

2012 CD

2013

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

Counties: Morris Essex Passaic Municipalities: Denville Twp. Mountain Lakes Boro Parsippany-Troy Hill  
Sponsor: NJDOT MP: 42.50 - 63.58

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 Rt. 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.

#### Year Work

2012 CD

2013

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

Counties: Hunterdon Somerset Union Essex Municipalities: Various  
Sponsor: NJDOT MP: 25.0 - 59.0

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.

#### Year Work

2012 CD

2013

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# Hudson County

## Sponsor: NJDOT

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

Counties: Hudson Municipalities: Jersey City  
Sponsor: NJDOT

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 Rt. 1 & 9. This will reduce congestion on Rt. 1 & 9, especially during peak hours.

#### Year Work

2012 CD

2013

### 93186 Route 7, Kearny, Drainage Improvements

Counties: Hudson Municipalities: Kearny Town  
Sponsor: NJDOT MP: 3.10 - 3.60

The topography in the area is extremely flat with marshlands surrounding the roadway. This section of Rt. 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 34.

#### Year Work

2012 CD

2013

## Sponsor: LOCAL

### 04305 Route 280, Harrison Township Operational Improvements

Counties: Hudson Municipalities: Harrison Town Kearny Town  
Sponsor: Local Lead MP: 14.92 - 16.00

This project provides for the 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).

#### Year Work

2012 LCD

2013

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

Counties: Hudson Municipalities: Jersey City  
Sponsor: Jersey City

This 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 Rt. 440 and Rt. 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).

CD Study to be completed in 2011, future phases not funded. Jersey City is Lead Agency.

#### Year Work

2012 LCD

2013

# Hunterdon County

## Sponsor: NJDOT

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### 08327 Route 31, Church Street to River Road

Counties: Hunterdon Municipalities: Raritan Twp.  
Sponsor: NJDOT MP: 22.30 - 25.30

Widening Rt. 31 in both directions from Church St. to River Rd. Typical cross section would be two lanes in each direction with a center turning lane. This project along with the scaled down Flemington Bypass, now known as the South Branch Parkway, are key elements of the Rt. 31 Integrated Land Use & Transportation Plan (ILUTP). Implementing the Rt. 31 Widening first delays the need for the more expensive South Branch Parkway, but in all likelihood does not eliminate this need.

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.

#### Year Work

2012 CD

2013

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

Counties: Hunterdon Municipalities: Flemington Boro Raritan Twp.  
Sponsor: NJDOT MP: 22.02 - 25.30

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 \$2.2000 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).

Continue to work with Developers to preserve future alignment of South Branch Parkway. No other activity.

#### Year Work

2012 CD

2013

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

Counties: Hunterdon Municipalities: Clinton Town Clinton Twp.  
Sponsor: NJDOT MP: Rt. 78: 16.5 - 17.7; Rt. 31: 31.70 - 33.50

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 identified in the NJTPA I-78 Transit Assessment Phase II Study completed in 2009 should be considered.

#### Year Work

2012 CD

2013

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

Counties: Hunterdon Somerset Union Essex Municipalities: Various  
Sponsor: NJDOT MP: 25.0 - 59.0

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.

#### Year Work

2012 CD

2013

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**11353 Route 173, Musconetcong River, Culvert Replacement**

Counties: Hunterdon Municipalities: Bethlehem  
Sponsor: NJDOT MP: 6.81

This is a culvert replacement project identified by the Bridge Management System.

**Year Work**

**2012 CD**

**2013**

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**11364 Route 202, West Amwell Twp., Hunterdon Co., Culvert Replacement at MP 1.42**

Counties: Hunterdon Municipalities: West Amwell Twp.  
Sponsor: NJDOT MP: 1.42

This is a culvert replacement project identified by the Bridge Management System.

**Year Work**

**2012 CD**

**2013**

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**11365 Route 202, West Amwell Twp., Hunterdon Co., Culvert Replacement at MP 2.17**

Counties: Hunterdon Municipalities: West Amwell Twp.  
Sponsor: NJDOT MP: 2.17

This is a culvert replacement project identified by the Bridge Management System.

**Year Work**

**2012 CD**

**2013**

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# Middlesex County

## Sponsor: NJDOT

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### 99316 Oak Tree Road Bridge, CR 604

Counties: Middlesex

Municipalities: Edison Twp.

Sponsor: NJDOT

MP: RR 24.81

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.

#### Year Work

2012 CD

2013

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### 11347 Route 1, Cattle Pass, Culvert Replacement

Counties: Middlesex

Municipalities: North Brunswick Twp.

Sponsor: NJDOT

MP: 26.18

This is a culvert replacement project identified by the Bridge Management System.

#### Year Work

2012 CD

2013

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

Counties: Middlesex

Municipalities: Plainsboro Twp. South Brunswick Twp. North Brunswick

Sponsor: NJDOT

MP: 13.30 - 22.50

This project will build upon the planning efforts as developed in the Rt. 1 Regional Growth Strategies. The focus will be improvements to address congestion and operational deficiencies along the portion of Rt. 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.

#### Year Work

2012 CD

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### 079A Route 9/35, Main Street Interchange

Counties: Middlesex

Municipalities: Sayreville Boro South Amboy City

Sponsor: NJDOT

MP: 129.82

Rt. 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 Rt. 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 Rt. 9 Northbound which extends for about a mile causing more safety concerns. Rt. 9/35 Southbound to Rt. 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.

#### Year Work

2012 CD

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**10354 Route 18, East Brunswick, Drainage and Pavement Rehabilitation**

Counties: Middlesex Municipalities: East Brunswick Twp.  
Sponsor: NJDOT MP: NB: 35.4-39.5, SB: 35.5-39.2

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.

**Year Work****2012 CD****2013**

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

Counties: Middlesex Municipalities: East Brunswick Twp.  
Sponsor: NJDOT MP: 38.38-38.89

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. 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.

**Year Work****2012 CD****2013 CD**

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**X221E Route 18, Route 1 to NJ Turnpike**

Counties: Middlesex Municipalities: East Brunswick Twp. New Brunswick City  
Sponsor: NJDOT MP: 39.50-40.55

This project is a breakout from the "Rt. 18, Rt. 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.

**Year Work****2012 CD****2013**

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

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

This project will provide operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB.

**Year Work****2012 CD****2013**

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**11356 Route 287, Middlesex Co., Culvert Replacement**

Counties: Middlesex Municipalities: Piscataway Twp.  
Sponsor: NJDOT MP: 6.76

This is a culvert replacement project identified by the Bridge Management System.

**Year Work****2012 CD****2013**

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

Counties: Middlesex Municipalities: Piscataway Twp.  
Sponsor: NJDOT MP: 9.8 - 10.2

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

**Year Work****2012 CD****2013**

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# Monmouth County

## Sponsor: NJDOT

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### 07350 Route 9, Bus Rapid Transit

Counties: Ocean Monmouth

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

Sponsor: NJDOT

MP: 103.0-122.46

The Rt. 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.

#### Year Work

2012 LCD

2013

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### 09670 Route 33, Operational and Pedestrian Improvements, Neptune

Counties: Monmouth

Municipalities: Neptune City Boro Neptune Twp.

Sponsor: NJDOT

MP: 40.42 - 41.82

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 this 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.

#### Year Work

2012 CD

2013

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### 11315 Route 34, over former Freehold and Jamesburg Railroad

Counties: Monmouth

Municipalities: Wall

Sponsor: NJDOT

MP: 1.62

Replacement of the superstructure is recommended. The substructure is currently rated 5 (fair), therefore, it is anticipated that some minor repairs to the substructure, such as crack repairs, will be required. The overall sufficiency rating for this structure is 54.2 (deficient). As part of the superstructure replacement it will be necessary to replace the parapet on the entire structure.

Incidental roadway approach work, including milling & paving and the replacement of the guide rail in all four (4) quadrants in order to upgrade to current standards as required, will also be included in the project.

#### Year Work

2012 CD

2013

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

Counties: Monmouth

Municipalities: Eatontown Boro

Sponsor: NJDOT

MP: 30.30 - 30.80

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 Rt. 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.

#### Year Work

2012 CD

2013

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

Counties: Monmouth Municipalities: Eatontown Boro  
 Sponsor: NJDOT MP: 29.60 - 30.30

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

**Year Work**

**2012 CD**  
**2013**

**11359 Route 35, Little Silver Creek, Culvert Replacement**

Counties: Monmouth Municipalities: Shrewsbury Boro.  
 Sponsor: NJDOT MP: 32.57

This is a culvert replacement project identified by the Bridge Management System.

**Year Work**

**2012 CD**  
**2013**

**Sponsor: LOCAL****NS0403 County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road**

Counties: Monmouth Municipalities: Freehold Boro Freehold Twp.  
 Sponsor: Monmouth County MP: 48.93 - 51.56

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 Counties 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.

**Year Work**

**2012 LCD**  
**2013**

**08379 Laurel Avenue NJ Transit Bridge Replacement**

Counties: Monmouth Municipalities: Holmdel Twp.  
 Sponsor: Holmdel Twp.

The purpose of this project is to provide for the replacement of the NJ Transit bridge (carrying New Jersey Coast Line) over Laurel Avenue.

The following special federal appropriation was allocated to this project. FY06 SAFETEA LU/HPP \$800,000. (ID # NJ -118)

**Year Work**

**2012 LCD**  
**2013**

**08329 Route 66, West of Jumping Brook Road to East of Wayside Avenue**

Counties: Monmouth Municipalities: Neptune Twp.  
 Sponsor: NJTPA MP: 0.9-2.6

This section of Rt. 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.

**Year Work**

**2012 LCD**  
**2013**

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

Counties: Monmouth

Municipalities: Rumson Boro Sea Bright Boro

Sponsor: Monmouth County

MP: 22.31

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. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108.

**Year Work**

**2012 LCD**

**2013**

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# Morris County

## Sponsor: NJDOT

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

Counties: Morris Essex Passaic

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

Sponsor: NJDOT

MP: 42.50 - 63.58

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 Rt. 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.

#### Year Work

2012 CD

2013

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

Counties: Warren Morris

Municipalities: Hackettstown Town Washington Twp.

Sponsor: NJDOT

This study will investigate improved mobility from and to Rt. 46 and Rt. 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.

#### Year Work

2012 CD

2013

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### 93139 Route 80, Route 15 Interchange

Counties: Morris

Municipalities: Wharton Boro

Sponsor: NJDOT

MP: 33.80 - 34.15

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 Rt. 15 southbound and northbound and from Rt. 15 northbound to I-80 westbound.

#### Year Work

2012 CD

2013

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

Counties: Morris

Municipalities: Various

Sponsor: NJDOT

MP: 27.5 - 47.3

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.

#### Year Work

2012 CD

2013

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### N09671 Route 124, Operational and Pedestrian Improvements, Morristown

Counties: Morris

Municipalities: Morristown Town

Sponsor: NJDOT

MP: 0.0 - 0.9

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.

#### Year Work

2012 CD

2013

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## Sponsor: LOCAL

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### **NS9802 Openaki Road Bridge**

Counties: Morris

Municipalities: Denville Twp.

Sponsor: Morris County

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.

#### Year Work

2012 LCD

2013

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# Ocean County

## Sponsor: NJDOT

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### **07350 Route 9, Bus Rapid Transit**

Counties: Ocean Monmouth

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

Sponsor: NJDOT

MP: 103.0-122.46

The Rt. 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.

#### Year Work

**2012 LCD**

**2013**

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

Counties: Ocean

Municipalities: Lakewood Twp. Toms River Twp.

Sponsor: NJDOT

MP: 94.8 - 101.7

Under existing conditions, this corridor consistently experiences high levels of congestion and crashes both weekdays and weekend. 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.

#### Year Work

**2012 CD**

**2013**

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

Counties: Ocean

Municipalities: Pine Beach Boro Berkeley Twp.

Sponsor: NJDOT

MP: 89.41 - 89.44

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 these intersections. A Town Center is proposed adjacent to this location.

#### Year Work

**2012 CD**

**2013**

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# Passaic County

## Sponsor: NJDOT

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

Counties: Passaic Municipalities: Paterson City  
Sponsor: NJDOT MP: 3.35

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

Year Work

2012 CD  
2013

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### 08409A Route 20, Edwards Avenue, Intersection Improvements

Counties: Passaic Municipalities: Paterson City  
Sponsor: NJDOT MP: 1.9

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

Year Work

2012 CD  
2013

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### 08372 Route 20, Paterson Drainage

Counties: Passaic Municipalities: Paterson City  
Sponsor: NJDOT MP: 0.2 - 3.6

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.

Year Work

2012 CD  
2013 CD

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

Counties: Passaic Essex Municipalities: Wayne Twp. Fairfield Twp.  
Sponsor: NJDOT MP: 23: 5.1-5.7; 80: 52.8-53.75

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).

Year Work

2012 CD  
2013

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### 11367 Route 46, Drainage Improvements, Little Falls, Clifton City, Passaic Co.

Counties: Passaic Municipalities: Little Falls Twp. Clifton City  
Sponsor: NJDOT MP: 59.5 - 63.6

This is a drainage improvement project which is ranked 13 in the Drainage Management System, there have been 46 flooding incidents in 4 years.

Year Work

2012 CD  
2013

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**11350 Route 46, EB over Branch of Passaic River, Culvert Replacement**

Counties: Passaic Municipalities: Wayne  
Sponsor: NJDOT MP: 56.5 - 56.6

This is a culvert replacement (EB over Branch of Passaic River) project identified by the Bridge Management System.

**Year Work**

**2012 CD**

**2013**

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

Counties: Morris Essex Passaic Municipalities: Denville Twp. Mountain Lakes Boro Parsippany-Troy Hill  
Sponsor: NJDOT MP: 42.50 - 63.58

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 Rt. 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.

**Year Work**

**2012 CD**

**2013**

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**11372 Route 80, Drainage, Paterson City, Passaic County**

Counties: Passaic Municipalities: Paterson City  
Sponsor: NJDOT MP: 56.4 - 58.3

There has been 37 reported flooding incidents in 4 years. This location is ranked #3 on the Drainage Management System.

**Year Work**

**2012 CD**

**2013**

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**11362 Route 80, Totowa Boro., Passaic Co., Culvert Replacement**

Counties: Passaic Municipalities: Totowa Boro.  
Sponsor: NJDOT MP: 54.8 - 54.9

This is a culvert replacement project identified by the Bridge Management System.

**Year Work**

**2012 CD**

**2013**

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# Somerset County

## Sponsor: NJDOT

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

Counties: Somerset Municipalities: Montgomery Twp.  
Sponsor: NJDOT

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.

#### Year Work

2012 CD

2013

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### 10310 Route 22, Utility Pole Mitigation

Counties: Somerset Union Municipalities: Various  
Sponsor: NJDOT MP: 46.0-56.0

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.

#### Year Work

2012 CD

2013

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### 11361 Route 78, Bedminster Twp., Hunterdon Co., Culvert Replacement at MP 27.54

Counties: Somerset Municipalities: Bedminster Twp.  
Sponsor: NJDOT MP: 27.54

This is a culvert replacement project identified by the Bridge Management System.

#### Year Work

2012 CD

2013

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### 11360 Route 78, Bedminster Twp., Hunterdon Co., Culvert Replacement at MP 30.08

Counties: Somerset Municipalities: Bedminster Twp.  
Sponsor: NJDOT MP: 30.08

This is a culvert replacement project identified by the Bridge Management System.

#### Year Work

2012 CD

2013

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

Counties: Hunterdon Somerset Union Essex Municipalities: Various  
Sponsor: NJDOT MP: 25.0 - 59.0

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.

#### Year Work

2012 CD

2013

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

Counties: Somerset Municipalities: Raritan Boro  
 Sponsor: NJDOT MP: 23.90

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

**Year Work****2012 CD****2013****11354 Route 202, Peter's Brook, Culvert Replacement at MP 27.13**

Counties: Somerset Municipalities: Bridgewater Twp.  
 Sponsor: NJDOT MP: 27.13

This is a culvert replacement project identified by the Bridge Management System.

**Year Work****2012 CD****2013****02372 Route 202/206 and Route 22 Interchange, North Thomson Street to Commons Way, Operational and Safety Improvements**

Counties: Somerset Municipalities: Somerville Boro Bridgewater Twp. Raritan Boro  
 Sponsor: NJDOT MP: Rt. 202/206: 24.14-25.50; Rt. 22: 33.88

This study will provide operational and safety improvements to the Rt. 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 Rt. 202/206 and Rt. 22 interchange.

**Year Work****2012 CD****2013****11363 Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96**

Counties: Somerset Municipalities: Bridgewater Twp.  
 Sponsor: NJDOT MP: 27.96

This is a culvert replacement project identified by the Bridge Management System.

**Year Work****2012 CD****2013****08351 Route 206, Hillsborough-Montgomery Gateway**

Counties: Somerset Municipalities: Montgomery Twp. Hillsborough Twp.  
 Sponsor: NJDOT MP: 62.86 - 63.64

This stretch of Rt. 206 is approximately 0.8 miles and lies between two proposed NJDOT projects. The Rt. 206/CSX bridge project lies to the south and the Rt. 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 Rt. 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.

**Year Work****2012 CD****2013****9169Q Route 287, Interchange 10 Ramp Improvements**

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

This project will provide operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB.

**Year Work****2012 CD****2013**

## Sponsor: LOCAL

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**03318    Route 22, Sustainable Corridor Long-term Improvements**

Counties: Somerset

Municipalities: Bridgewater Twp.

Sponsor: Somerset County

MP: 33.88 - 37.14

This proposed project will investigate long-term improvements between Rt. 202/206 and Chimney Rock Road. Proposed improvements should address the high accident rates as well as eliminate congestion in this area. A full alternatives analysis is to be undertaken by Somerset County in order to fully determine the needs and the most cost-effective solution.

The following special Federal appropriation was allocated to this project. FY 08 Omnibus Appropriations Bill, \$4,000,000, ID# NJ 288, NJ 109, NJ 284, NJ 227, NJ 166, (See also DB 03319)

**Year   Work**

**2012   LFA**

**2013**

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# Sussex County

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## Sponsor: NJDOT

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### 08348 Route 23, Bridge over Branch of Wallkill River

Counties: Sussex

Municipalities: Wantage Twp.

Sponsor: NJDOT

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 in fair condition and the substructure is listed 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.

#### Year Work

2012 CD

2013

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## Sponsor: LOCAL

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### NS0202 County Route 653, Sussex County

Counties: Sussex

Municipalities: Montague Twp.

Sponsor: Sussex County

MP: 0 - 7.22

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

#### Year Work

2012 LCD

2013

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# Union County

## Sponsor: NJDOT

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

Counties: Union Municipalities: Union Twp.  
Sponsor: NJDOT MP: 55.26 - 56.16

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

Year Work

2012 CD  
2013

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### 10310 Route 22, Utility Pole Mitigation

Counties: Somerset Union Municipalities: Various  
Sponsor: NJDOT MP: 46.0-56.0

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.

Year Work

2012 CD  
2013

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

Counties: Union Municipalities: Union Twp. Hillside Twp.  
Sponsor: NJDOT MP: 56.15 - 56.93

This project will improve safety and geometric deficiencies that will include sight distance, alignment and modification of 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.

Year Work

2012 FA  
2013

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

Counties: Hunterdon Somerset Union Essex Municipalities: Various  
Sponsor: NJDOT MP: 25.0 - 59.0

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.

Year Work

2012 CD  
2013

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## Sponsor: LOCAL

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### 94019 Route 82, Rahway River Bridge

Counties: Union Municipalities: Springfield Twp.  
Sponsor: Union County MP: 0.38

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

Year Work

2012 LFA  
2013

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# Warren County

## Sponsor: NJDOT

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### 11369 Route 22, Drainage, Phillipsburg & Lopatcong, Warren County

Counties: Warren Municipalities: Phillipsburg Town Lopatcong Twp.  
Sponsor: NJDOT MP: 1.1 - 2.1

There has been 26 flooding incidents in 4 years. The roadway has a moderate number AADT's and is ranked #34 on the Drainage Management System.

Year Work

2012 CD

2013

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### 09325 Route 31, Bridge over Furnace Brook

Counties: Warren Municipalities: Oxford Twp.  
Sponsor: NJDOT MP: 46.83

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

Year Work

2012 CD

2013 CD

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### 11351 Route 57, Pohatcong Creek, Culvert Replacement

Counties: Warren Municipalities: Lopatcong Twp.  
Sponsor: NJDOT MP: 0.2 - 0.3

This is a culvert replacement project identified by the Bridge Management System.

Year Work

2012 CD

2013

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

Counties: Warren Morris Municipalities: Hackettstown Town Washington Twp.  
Sponsor: NJDOT

This study will investigate improved mobility from and to Rt. 46 and Rt. 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.

Year Work

2012 CD

2013

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

Counties: Warren Municipalities: Hope Twp.  
Sponsor: NJDOT

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 Rt. 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.

Year Work

2012 CD

2013

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

Counties: Warren

Municipalities: Hardwick Twp. Knowlton Twp.

Sponsor: NJDOT

MP: 1.04-1.35

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.

**Year Work**

**2012 CD**

**2013**

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**11322 Route 94, over Jacksonburg Creek**

Counties: Warren

Municipalities: Blairstown

Sponsor: NJDOT

MP: 7.95

Replacement of the superstructure is recommended. The substructure is currently rated 5 (fair), therefore, it is anticipated that some minor repairs to the substructure, such as crack repairs, will be required. The overall sufficiency rating for this structure is 64.9 (deficient). As part of the superstructure replacement it will be necessary to replace the parapet on the entire structure.

Incidental roadway approach work, including milling & paving and the replacement of the guide rail in all four (4) quadrants in order to upgrade to current standards as required, will also be included in the project.

**Year Work**

**2012 CD**

**2013 CD**

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# **FY 2012 Project Development Work Program**

**NJ Transit**

**August 29, 2011**



# FY 2012 Project Development Work Program

## NJ Transit

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### **TN08004 Bus Rapid Transit Planning and Development**

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

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. Bus study work in FY12 includes, but is not limited to the following areas Route 1, Route 9, Bergen County and Newark. It is expected that follow-up, detailed analysis will also be necessary following the major area wide bus studies now underway.

#### Year Work

#### **2012 Concept Design**

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### **TN10002 Central New Jersey Route 1 Bus Rapid Transit**

Counties: Middlesex Mercer

Municipalities:

Sponsor: NJ 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.

#### Year Work

#### **2012 Concept Design**

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### **TN10001 Central NJ/ Raritan Valley Transit Study**

Counties: Hunterdon Warren

Municipalities:

Sponsor: NJ Transit

NJ TRANSIT has recently issued a report highlighting its investigation of options for bus and rail transit improvements in the I-78 Corridor. Some follow up work will continue in FY 2012 with TMA's local stakeholders and NJDOT to advance some improvements.

#### Year Work

#### **2012 Project Development**

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

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

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. FY2012 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.

#### Year Work

#### **2012 Concept Design**

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**TN09001 Flemington Transit Study, Hunterdon County**

Counties: Hunterdon Municipalities: Various  
 Sponsor: NJ TRANSIT

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.

**Year Work****2012 Feasibility Assessment****TN08001 Greater Newark Area Bus System Study**

Counties: Various Municipalities: Various  
 Sponsor: NJ Transit

This project is complete. It involved the review of operations and services of NJ TRANSIT's urbanized bus network in the greater Newark-Elizabeth area. Work included 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 busses in key corridors, expansion of the use of technology and innovation in day to day operations, such as "bus hot lanes", and bus rapid transit. Work also included an examination and implementation of recommendations in order to increase passenger satisfaction while improving overall operating efficiencies.

**Year Work****2012 Study Complete****T565 Hudson Bergen Light Rail Extension across Route 440**

Counties: Hudson Municipalities: Jersey City  
 Sponsor: NJ TRANSIT

Significant residential growth is planned for the Western Waterfront 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 conducted a federally compliant Alternative Analysis (AA) of an extension of the Hudson-Bergen Light Rail system (HBLR) from the current West Side Avenue terminal. The Locally Preferred Alternative resulting from the AA was approved by the NJ TRANSIT Board in May 2011. The NJTPA Board of Directors is expected to act on the LPA in July 2011.

**Year Work****2012 DEIS****TN05006 Lackawanna Passenger Rail Study – Northeast Pennsylvania Northwest New Jersey – Lackawanna Cut-Off Passenger Restoration**

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

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.

**Year Work****2012 TBD**

## **TN05009 Market Research and Forecasting**

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

NJT pursues market research and demand forecasting analysis to support project development work. Project work in FY 2012: 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.

### **Year Work**

#### **2012 Project Development**

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

Counties: Monmouth Ocean Middlesex

Municipalities: Various

Sponsor: NJ Transit

This project involves additional transit planning and the preparation of a Draft Environmental Impact Statement for a new rail service for Monmouth, Ocean and Middlesex counties and, as needed, 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. Additional options for express bus service for Ocean County will be explored and advanced. If these options require physical improvements of a scale and type requiring inclusion in the rail service DEIS or another environmental document, that work will be progressed.

In 2006, the rail 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. Lower-cost versions of the three main Build alternatives were analyzed and work progressed on a draft alternatives analysis report in 2010.

Moving forward, all the technical planning completed as described previously will be included in a report that will be distributed for the counties to use separately and in discussions with NJ TRANSIT. Work will continue on the project and additional recommendations and/or alternatives will be examined in order to advance the project and to support the counties' efforts to reach agreement on selecting a Locally Preferred Alternative.

The MOM project will continue moving forward since other alternatives for increasing trans-Hudson rail capacity into Midtown Manhattan are now under consideration, e.g. Amtrak's proposed Gateway Project. Consistent with the original intent of the MOM project, NJ TRANSIT is committed to working with all affected stakeholders to identify short and long term transportation solutions that will relieve congestion in one of the fastest growing regions in the State of New Jersey.

### **Year Work**

#### **2012 Draft Alternative Analysis Report Complete**

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### **TN05011 New Start Planning**

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

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.

### **Year Work**

#### **2012 Concept Design**

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### **TN08008 Northeast New Jersey Metro Mobility Study**

Counties: Bergen Passaic

Municipalities: Various

Sponsor: NJ Transit

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. This study will recommend short and intermediate term transit mobility improvements to complement existing rail services and planned future rail service. Both bus access 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 service needs have been identified through the RTP and by sub-regions through previous studies funded through the NJTPA. NJ TRANSIT intends to work with counties to develop strategies to progress improvements to routes and schedules as they are identified, subject to availability of funds.

### **Year Work**

#### **2012 Project Development**

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

Counties: Bergen Hudson Municipalities: Various  
Sponsor: NJ Transit

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. FY 2011 will focus on the FEIS. Preliminary engineering on infrastructure that is common to all four build alternatives has commenced.

**Year Work****2012**

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**TN08007 Northwest New Jersey Bus Study**

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

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.

**Year Work****2012 TBD**

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**TN05004 Passaic/Bergen NYS&W Project**

Counties: Passaic Bergen Municipalities: Various  
Sponsor: NJ Transit

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. The planning for Phase 2 of this project won't begin until construction of Phase 1 is complete. There is no funding available at this time for construction or operations.

**Year Work****2012 Ready for Construction**

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**TN12001 Route 9 Bus Enhancements**

Counties: Middlesex Monmouth Ocean Municipalities: Various  
Sponsor: NJT/NJDOT

Series of projects to improve bus service and parking facilities on Route 9 Corridor from Middlesex County south into Ocean County.

**Year Work****2012 Route 9 to GSP on ramp, further shoulder, amenities studies**

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**TN10003 Routes 46/3 Corridor Bus Improvements**

Counties: Bergen Essex Municipalities:  
Sponsor: NJ Transit

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. It is expected that more detailed concept development will be advanced for candidate capital improvements.

**Year Work****2012 Concept Design**

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## **TN05008 Station and Parking Planning**

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

NJT has an on-going program focused on station improvement planning, planning for transit-friendly land use, and park/ride development, including bus, rail and multi-modal facilities. Project work in FY12 will focus on prioritizing improvements to station infrastructure, working with communities to support transit friendly land-use, and addressing capacity needs for stations and parking.

### **Year Work**

#### **2012 Concept Design - Preliminary Engineering**

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## **TN05010 System-wide Transit Capacity and Infrastructure Planning**

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

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 2012.

### **Year Work**

#### **2012 Project Planning & Concept Design**

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## **TN08005 Transit Friendly Planning, Land Use & Development Program**

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

NJT TRANSIT's TFP Program works in four categories: Technical Assistance to communities to create TOD plans/projects; Education, Outreach & Engagement; Partnership Building/Leveraging Finds; TOD database to track projects and performance.

### **Year Work**

#### **2012 Transit Friendly Newsletter; Light Rail TOD & Access analysis; Union County BRT TOD Analysis; Next Generation Transit Friendly Handbook for NJ communities; TOD data base - Phase 2; Value Capture - Phase 2**

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## **TN05007 Union County Light Rail System**

Counties: Union

Municipalities: Various

Sponsor: NJ Transit

The Union County Light Rail system is now being investigated as a Bus Rapid Transit (BRT) system. Off-road conversion of freight rail lines will go from Roselle/Roselle Park to east of Elizabeth Rail Station. On road systems will go west from Roselle to Plainfield and east to Newark Airport and Jersey Gardens. Conceptual planning is progressing.

### **Year Work**

#### **2012 Concept Planning**

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

Counties: Bergen Hudson Passaic

Municipalities: Various

Sponsor: NJ Transit

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.

### **Year Work**

#### **2012 Study Complete**

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## TN05003 West Trenton Line Initiative

Counties: Somerset

Municipalities: Various

Sponsor: NJ Transit

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.

### Year Work

**2012 Study Complete**

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