

Appendix C:

NJTPA Study and Development Program

The North Jersey Transportation Planning Authority

FY 2026 Study and Development Program

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FY 2026 Study and Development Program

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FY 2026 Study and Development Program

Introduction

The Fiscal Year (FY) 2026 Study and Development (S&D) Program of the North Jersey Transportation Planning Authority (NJTPA) describes the transportation project planning work to be conducted during the Fiscal Year. As such, it is a critical link between two of the NJTPA's most important federally required products: the Long Range Transportation Plan (LRTP), which sets the long-range planning vision for the region, and the near-term Transportation Improvement Program (TIP), which prioritizes and schedules funding for project implementation over four years. The S&D Program is where project solutions to the transportation needs and challenges identified in the LRTP are examined and further refined so that they can move forward for implementation in the TIP.

The S&D Program is a subsection of the NJTPA's Unified Planning Work Program (UPWP), which summarizes all planning activities conducted by the NJTPA Central Staff, its member subregions and transportation agencies in the region. Projects scheduled for work in the S&D Program were drawn from the NJTPA's LRTP, and from work conducted in the UPWP, or were generated by the New Jersey Department of Transportation (NJDOT) Management Systems. The program includes ongoing work on projects already in development, as well as several new projects being advanced for development for the first time.

Highway project planning work takes place during the Concept Development (CD) phase, during which NJDOT considers issues associated with the project and evaluates alternative solutions. One alternative, called the Preliminary Preferred Alternative (PPA), is selected based on a variety of factors, including environmental impacts, community support, constructibility, cost, and its potential to address identified needs. Once NJDOT approves the PPA, projects generally become candidates for the TIP. For road or bridge projects listed as Local Concept Development (LCD), a subregion is the lead agency responsible for planning. NJ TRANSIT projects go through similar phases of project development, environmental assessment, preliminary engineering, and design.

At the conclusion of the project development work, projects become candidates for inclusion in the NJTPA TIP. The TIP allocates federal funding for the latter stages of projects, including completion of preliminary engineering, final design, right-of-way acquisition, and construction.

S&D Program Development

Projects are selected for inclusion in the S&D Program based on technical evaluation and consultation with interested parties. The goal is to select a reasonable and balanced mix of projects that reflects the priorities of the LRTP and can be accomplished within available resources. As such, the project mix reflected in this document represents a realistic and manageable program that can prepare projects for the TIP within prescribed timeframes.

Initial priority setting for most S&D Program projects involved application of established NJTPA project prioritization criteria. These criteria are rooted in the broad regional goals and objectives of the LRTP, and address the wide range of transportation, environmental, social, and economic factors that inform 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 S&D Program. 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 NJTPA regional and/or subregional planning studies • 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 S&D Program is included in the annual UPWP, a multi-volume document that summarizes the transportation planning activities of the NJTPA Central Staff, its subregions 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 S&D Program. While most of the projects in the S&D Program represent work carried over from previous years, there is some capacity for new projects identified in the LRTP.

In addition, specific transportation needs can be identified through Central Staff research; input from elected officials, stakeholders and/or the public; and interagency coordination. These needs are identified through a variety of sources including planning, corridor and subarea studies, 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. For any of these to go forward, they must be consistent with the needs and priorities of the LRTP.

For a new project to be considered for inclusion in the S&D Program, the relevant transportation needs and issues must be sufficiently defined and documented through NJTPA or partner agency analysis. Additional information on the NJTPA's local capital project intake and delivery process is available at <https://www.njtpa.org/Projects-Programs/Local-Programs/LCDP-Details>.

Further information on NJDOT's capital project intake and delivery process can be found on their website at <https://www.state.nj.us/transportation/capital/pd/>.

It should be noted that Operations and Maintenance Projects are not included in the S&D Program or TIP as an individual project or program listing. These types of projects are incorporated directly into the Operations and Maintenance budget line items in the TIP for implementation. An example of this type of project is a minor roadway resurfacing.

Once a project is programmed into the TIP and is ready to advance to the next phase of development, it is no longer listed in the S&D Program. Concept development studies that are completed with a Preliminary Preferred Alternative (PPA) of no build are also removed from the S&D Program.

FY 2026 Study Development

Bergen County

Sponsor: NJDOT

22324 Grand Avenue, Pedestrian Bridge over Route 4

Counties: Bergen

Municipalities: River Edge Borough

Sponsor: NJDOT

MP: 5.2

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge.

9240 Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue

Counties: Bergen Hudson

Municipalities: Fairview Boro North Bergen Twp

Sponsor: NJDOT

MP: 60.56 - 61.10

Initiated by the Bridge Management System, this project will replace the bridge, built in 1942. Improvements to Route 1&9, from south of Division Street to the intersection of Fairview Avenue, with minor improvements to the intersection of Route 1&9 and Fairview Avenue will also be examined.

11406 Route 9W, Palisades Avenue to New York State Line

Counties: Bergen

Municipalities: Englewood Cliffs Boro Alpine Boro Tenaflly Boro

Sponsor: NJDOT

MP: 2.19 - 11.17

Identified by the Route 9W Assessment for Bicycle and Pedestrian Needs, the limited ability of this roadway to accommodate bicycle traffic and pedestrian crossings at NJ Transit bus stops was identified as a safety deficiency. Bicycle and pedestrian compatibility signing, striping, and drainage grate improvements will be implemented to address these safety issues.

16348 Route 46, Bridge over Erie-Lackawanna Railroad

Counties: Bergen

Municipalities: Saddle Brook Twp

Sponsor: NJDOT

MP: 65.4

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1936.

14418 Route 46, Bridges over Route 17

Counties: Bergen

Municipalities: Hasbrouck Heights Boro

Sponsor: NJDOT

MP: 68.01 - 68.11

Initiated by the Bridge Management System, this project will replace the bridges, built in the 1930s.

23412 Route 46, Collins Avenue to Frederick Street

Counties: Bergen

Municipalities: Hasbrouck Heights Teterboro Little Ferry South Hacken

Sponsor: NJDOT

MP: 67.80 - 69.80

Safety improvements are needed at Route 46 (MP 67.80-69.80) to address pedestrian crashes at this segment.

23365 Route 93 and CR 501 (W Central Boulevard) intersection

Counties: Bergen

Municipalities: Palisades Park Borough

Sponsor: NJDOT

MP: 1.16

Safety improvements are needed at Route 93 and CR 501 (W Central Boulevard) intersection.

11381 Route 208, Bergen County Drainage Improvements

Counties: Bergen

Municipalities: Wyckoff Twp Franklin Lakes Boro

Sponsor: NJDOT

MP: 5.3 - 8.5

Initiated by the Drainage Management System (DMS), this project will address drainage issues within the project limits, including three locations ranked 5, 11 and 37 by the DMS.

Essex County

Sponsor: NJDOT

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.

24375 Route 46, Two Bridge Road/Passaic Avenue (CR 613) to Route 23

Counties: Passaic Essex

Municipalities: Wayne Twp Fairfield Twp

Sponsor: NJDOT

MP: 54.99 - 56.17

Flooding within travel lanes makes roadways unsafe for motorists. Frequent flooding in this section of the roadway necessitates emergency lane closures.

17314 Route 78 Ramp 3 over Route 78 Ramps 2 & 6, Ramp 4

Counties: Essex

Municipalities: Newark City

Sponsor: NJDOT

MP: 58.03

Bridge Deck/Superstructure Replacement

Hudson County

Sponsor: NJDOT

18322 Central Avenue (CR 659), Bridge over Route 1&9T

Counties: Hudson Municipalities: Kearny Town
Sponsor: NJDOT MP: 1.72-1.82

Initiated by the Bridge Management System, this project will replace or rehabilitate the structurally deficient bridge.

18317 CR 501 (JFK Blvd), Rt 139 Conrail Viaduct Spans

Counties: Hudson Municipalities: Jersey City
Sponsor: NJDOT MP: 31.11

This project will address the CR 501 bridge over Rt. 139, the Conrail Viaduct Spans 1 to 3, and Rt. 139 retaining walls along Ramp O.

18306 Palisade Avenue, Bridge over Bergen County Branch (Abandoned)

Counties: Hudson Municipalities: Jersey City
Sponsor: NJDOT MP: 0.16

Bridge rehabilitation/replacement for Palisades Avenue, Bridge over Bergen CO Branch (Abandoned).

9240 Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue

Counties: Bergen Hudson Municipalities: Fairview Boro North Bergen Twp
Sponsor: NJDOT MP: 60.56 - 61.10

Initiated by the Bridge Management System, this project will replace the bridge, built in 1942. Improvements to Route 1&9, from south of Division Street to the intersection of Fairview Avenue, with minor improvements to the intersection of Route 1&9 and Fairview Avenue will also be examined.

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.

23411 Route 1, North Street to 50th Street

Counties: Hudson Municipalities: Jersey City North Bergen
Sponsor: NJDOT MP: 56.20 - 58.42

Safety improvements are needed at Route 1, North Street to Division Street

Hunterdon County

Sponsor: NJDOT

19364 **Route 22, Exxon Access Road to Station Road (CR 679)**

Counties: Hunterdon Somerset

Municipalities: Clinton Twp Lebanon Boro Readington Twp Branchbur

Sponsor: NJDOT

MP: 19.90 - 30.67

This project will provide safety improvements at thirty-seven unsignalized median openings within the project limits.

Middlesex County

Sponsor: NJDOT

21301 Bridge Street , Bridge over Amtrak

Counties: Middlesex

Municipalities: Metuchen Borough

Sponsor:

MP: 0.11 - 0.11

Bridge Street , Bridge over Amtrak (Structure # 1249-167). Bridge rehabilitation/ Replacement.

17415 CR 527 (Old Bridge Turnpike), Bridge over Sayreville Secondary (NS)

Counties: Middlesex

Municipalities: South River Boro

Sponsor: NJDOT

MP: 41.14

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1920.

19311 Route 27, Eighth Avenue to Brookhill Avenue

Counties: Middlesex

Municipalities: Highland Park Boro

Sponsor: NJDOT

MP: 17.58-18.04

The purpose of the project is to increase safety for all roadway users, including pedestrians, bicyclists and motorists by reducing the number of lanes from 4 to 2 and adding bicycle lanes on each side of the roadway. Sidewalks and ADA compliant ramps will be reconstructed/added throughout the limits of this project.

24400 Route 130, Bridge over CR 522(Ridge Road) & Route 130, Bridge over Conrail Jamesburg Branch

Counties: Middlesex

Municipalities: South Brunswick Twp

Sponsor: NJDOT

MP: 75.56

Both the bridge replacement needed because of structure is structurally deficient due to the poor condition rating of the deck and substructure for both bridges.

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

Counties: Middlesex

Municipalities: Piscataway Twp

Sponsor: NJDOT

MP: 9.8 - 10.2

This project is to make operational improvements to the on-ramp from River Road to reduce the number of vehicles in queue entering the interstate and weaving conditions.

24365 Route 287, Route 95 to Durham Avenue

Counties: Middlesex

Municipalities: Edison Twp

Sponsor: NJDOT

MP: 0.00 - 3.20

Flooding within travel lanes makes roadway unsafe for motorists. Guide rail and berm area needs upgrading to current standards according to the Roadway Design Manual.

22382 State Street (CR 611), Bridge Over Chemical Coast Branch (Conrail)

Counties: Middlesex

Municipalities: Woodbridge

Sponsor: NJDOT

MP: 2.83

Replacing the bridge will remove it from the structurally deficient and functionally obsolete categories.

Sponsor: LOCAL

9324A Tremley Point Connector Road

Counties: Union Middlesex

Municipalities: Linden City Carteret Boro

Sponsor: NJTA/Union County

The Tremley Point Connector Road is a new four-lane, predominantly pile-supported, approximately 1.1 mile long roadway/bridge that will cross the Rahway River, featuring two 12-foot lanes in each direction and 3-foot wide right shoulders. The redevelopment of the Tremley Point area of Linden has been the subject of numerous reports and analysis. The local roadway system in Linden is unable to support the increase in truck traffic anticipated by the redevelopment of the Tremley Point Brownfield into more than six million square feet of warehouse and distribution space. The Tremley Point area is located less than 10 miles from Port Elizabeth, Newark and Newark Liberty International Airport. The NJ Turnpike is currently advancing the Environmental Assessment document with the USCG for a Connector Road from Tremley Point in Linden to Industrial Highway in Carteret, which has access to NJ Turnpike Interchange 12.

Monmouth County

Sponsor: NJDOT

23341 Route 9, Taylors Mills Road Intersection

Counties: Monmouth

Municipalities: Manalapan Twp

Sponsor: NJDOT

MP: 117.45

Limited storage length for motorists traveling on Route 9 ramps to Taylors Mill Road in Manalapan Township. During peak periods, there are high amounts of roadway congestion in the area due to traffic on the ramp backing up onto the highway.

22363 Route 33 and Route 34 Intersection

Counties: Monmouth

Municipalities: Howell Twp

Sponsor: NJDOT

MP: 34.77

The purpose of the project is to improve safety and address traffic operational and capacity issues at the Route 33 and Route 34 Intersection. The intersection ranks high on the NJDOT Safety, Congestion and Freight Management Systems. As cited in the Problem Statement from the Bureau of Traffic Engineering, a complete redesign at this location will improve the overall traffic operation in the area while also providing a reduction in motorist accidents.

17394 Route 35, Bridge over Edgar Felix Bicycle Path

Counties: Monmouth

Municipalities: Wall Twp

Sponsor: NJDOT

MP: 16.9-17.1

Initiated from the Bridge Management System, this project will replace or rehabilitate the structurally deficient bridge, built in 1932. This project includes paving, drainage, roadway and bridge items as well as other roadway safety items.

24329 Route 35, Bridge over Route 71 (Union Avenue)

Counties: Monmouth

Municipalities: Brielle Borough

Sponsor: NJDOT

MP: 15.12

Existing bridge replacement.

17402 Route 35, CR 18 (Belmar Ave/16th Ave) to Route 71/8th Avenue

Counties: Monmouth

Municipalities: Belmar Boro

Sponsor: NJDOT

MP: 20.48 - 21.41

This project includes installing tide controls at the L Street and K Street outfalls and closing the curb along the Marina Driveway to the existing bulkhead. It also includes intersection and pedestrian safety improvements along Route 35 between CR 18 (Belmar Avenue / 16th Avenue) and Route 71 (8th Avenue). Anticipated improvements are; ADA compliant curb ramps and pushbuttons, countdown pedestrian signal heads, high visibility crosswalks, 12-inch LED signal heads, backplates with reflectorized borders, optimized traffic signal timings and offsets, construction of a median island along the Northbound approach of Route 35 to Pine Tree Way, installation of rectangular rapid flashing beacons (RRFB) across the Northbound approach of Route 35, installation of new traffic signals as needed, and clearing vegetation within the median to improve stopping sight distance.

15388 Route 35, Woodland Avenue to CR 516 (Cherry Tree Farm Road)

Counties: Monmouth

Municipalities: Neptune City Boro Neptune Twp Middleton Twp

Sponsor: NJDOT

MP: 22.67-39.4

Initiated from the Pavement Management System, this project will resurface the pavement within the project limits.

Morris County

Sponsor: NJDOT

12303 Route 10, EB widening from Route 202 to Route 53

Counties: Morris

Municipalities: Morris Plains Boro

Sponsor:

MP: 10.7-11.3

This project will provide improvements to address congestion and safety issues, including the possible widening Route 10 Eastbound.

24367 Route 23, Maddak Road to Jackson Avenue (CR 680) & Route 202, Route 23 to Route 23

Counties: Passaic Morris

Municipalities: Wayne Twp Pequannock Twp

Sponsor: NJDOT

MP: 6.6 - 10.95

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

9237 Route 57/182/46, Hackettstown Mobility Improvements

Counties: Warren Morris

Municipalities: Hackettstown Town Washington Twp

Sponsor: NJDOT

MP: 0 - 0.96

Initiated from the Congestion Management System, this project will help relieve congestion at four intersections located on a congested commuter corridor in Warren County. Substandard ADA features at each intersection will also be upgraded. US 46 and East Ave. - Curb radius will be widened on the Southeast quadrant of the intersection. Revised signal phasing will provide a right turn overlap phase for the Northbound East Ave. approach right turn movement onto US 46. US 46 and NJ 182 (Mountain Ave.)/Willow Grove St./Warren St. - Traffic signals will be retimed. US 46 and High Street/Grand Ave. - Realign the High St. Southbound approach to improve traffic flow. NJ 57 and NJ 182 - Will be reconfigured to allow a left turn lane and a shared left/through/right turn lane on the Eastbound NJ 57 approach to the intersection.

Ocean County

Sponsor: NJDOT

15432 Route 9, Longboat Av to Beachwood Blvd & Rt 166, Pennant Av to Beachwood Blvd

Counties: Ocean

Municipalities: Beachwood Boro

Sponsor: NJDOT

MP: Rt 9: 89.62-90.08; Rt 166: 0.0-0.21

This project will address congestion, safety, and operational deficiencies along Route 9.

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.

24390 Route 35, Bridge over Wills Hole Manasquan River

Counties: Ocean

Municipalities: Point Pleasant Beach Boro

Sponsor: NJDOT

MP: 14.35 - 14.35

It is a bridge replacement project.

Passaic County

Sponsor: NJDOT

22323 River View Drive (CR 640), Bridge over Totowa Spur (NS)

Counties: Passaic Municipalities: Totowa Borough
Sponsor: NJDOT MP: 1.79 - 1.79

River View Drive (CR 640), Bridge over Totowa Spur (NS). Bridge Replacement.

14439A Route 23 NB, Bridges over NYS&W RR

Counties: Passaic Municipalities: West Milford Twp
Sponsor: NJDOT MP: 24.18-24.58

Bridge replacement.

24367 Route 23, Maddak Road to Jackson Avenue (CR 680) & Route 202, Route 23 to Route 23

Counties: Passaic Morris Municipalities: Wayne Twp Pequannock Twp
Sponsor: NJDOT MP: 6.6 - 10.95

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

24375 Route 46, Two Bridge Road/Passaic Avenue (CR 613) to Route 23

Counties: Passaic Essex Municipalities: Wayne Twp Fairfield Twp
Sponsor: NJDOT MP: 54.99 - 56.17

Flooding within travel lanes makes roadways unsafe for motorists. Frequent flooding in this section of the roadway necessitates emergency lane closures.

Somerset County

Sponsor: NJDOT

19364 Route 22, Exxon Access Road to Station Road (CR 679)

Counties: Hunterdon Somerset

Municipalities: Clinton Twp Lebanon Boro Readington Twp Branchbur

Sponsor: NJDOT

MP: 19.90 - 30.67

This project will provide safety improvements at thirty-seven unsignalized median openings within the project limits.

02372 Route 202/206 and Route 22 Interchange, Peters Brook to Commons Way

Counties: Somerset

Municipalities: Bridgewater Twp

Sponsor: NJDOT

MP: Rt. 202/206: 24.86-25.50; Rt. 22: 33.88

This project 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.

22368 Route 287 NB Bridge over Route 202/206

Counties: Somerset

Municipalities: Bedminster

Sponsor: NJDOT

MP: 22.21

This bridge has sagging superstructure beams so it needs deck and super structure replacement.

Sponsor: LOCAL

03318 Route 22, Sustainable Corridor Long-term Improvements

Counties: Somerset

Municipalities: Bridgewater Twp

Sponsor: Somerset County

MP: 33.88 - 37.14

This 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).

Sussex County

Sponsor: NJDOT

22376 Route 23, Bridge Over Mill Brook

Counties: Sussex

Municipalities: Montague Township

Sponsor: NJDOT

MP: 52.52

Route 23, Bridge Over Mill Brook is structurally deficient bridge and need rehabilitation.

Union County

Sponsor: NJDOT

19300 CR 509S (Springfield Avenue), Bridge over Route 22

Counties: Union Municipalities: Springfield Twp
Sponsor: NJDOT MP: 0.93 - 0.93

Initiated by the Bridge Management System, this project will replace or rehabilitate the bridge. The bridge is structurally deficient due to the poor condition of the super structure and substructure.

24396 Route 27, Harrison Street to Park Avenue (CR 616)

Counties: Union Municipalities: Rahway City Linden City Roselle Boro
Sponsor: NJDOT MP: 29.00-32.55

Improvement of safety for all users, with a particular emphasis on pedestrians and bicyclists, along Route 27, Harrison Street to Park Avenue (CR 616)

24349 Route 28, Grove Street to Magie Avenue - Orchard Street (CR 618)

Counties: Union Municipalities: Roselle Park Borough Elizabeth City
Sponsor: NJDOT MP: 23.28 - 26.22

Safety improvements are needed at Route 28, Grove Street to Magie Avenue - Orchard Street (CR 618)

17334 Route 78 WB, Bridge over Quarry Road

Counties: Union Municipalities: Springfield Twp
Sponsor: NJDOT MP: 48.4-48.7

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge.

Sponsor: LOCAL

9324A Tremley Point Connector Road

Counties: Union Middlesex Municipalities: Linden City Carteret Boro
Sponsor: NJTA/Union County

The Tremley Point Connector Road is a new four-lane, predominantly pile-supported, approximately 1.1 mile long roadway/bridge that will cross the Rahway River, featuring two 12-foot lanes in each direction and 3-foot wide right shoulders. The redevelopment of the Tremley Point area of Linden has been the subject of numerous reports and analysis. The local roadway system in Linden is unable to support the increase in truck traffic anticipated by the redevelopment of the Tremley Point Brownfield into more than six million square feet of warehouse and distribution space. The Tremley Point area is located less than 10 miles from Port Elizabeth, Newark and Newark Liberty International Airport. The NJ Turnpike is currently advancing the Environmental Assessment document with the USCG for a Connector Road from Tremley Point in Linden to Industrial Highway in Carteret, which has access to NJ Turnpike Interchange 12.

Warren County

Counties: Warren

Municipalities: Independence Twp

Sponsor: NJDOT

MP: 16.56 - 16.56

The bridge is structurally deficient due to the poor superstructure and deck rating.

09237 **Route 57/182/46, Hackettstown Mobility Improvements**

Counties: Warren Morris

Municipalities: Hackettstown Town Washington Twp

Sponsor: NJDOT

MP: 0 - 0.96

Initiated from the Congestion Management System, this project will help relieve congestion at four intersections located on a congested commuter corridor in Warren County. Substandard ADA features at each intersection will also be upgraded. US 46 and East Ave. - Curb radius will be widened on the Southeast quadrant of the intersection. Revised signal phasing will provide a right turn overlap phase for the Northbound East Ave. approach right turn movement onto US 46. US 46 and NJ 182 (Mountain Ave.)/Willow Grove St./Warren St. - Traffic signals will be retimed. US 46 and High Street/Grand Ave. - Realign the High St. Southbound approach to improve traffic flow. NJ 57 and NJ 182 - Will be reconfigured to allow a left turn lane and a shared left/through/right turn lane on the Eastbound NJ 57 approach to the intersection.

21365 South Main Street, Bridge over Washington Secondary (Conrail)

Counties: Warren

Municipalities: Phillipsburg Town

Sponsor: NJDOT

MP: 0.43

South Main Street, Bridge over Washington Secondary (Conrail). Bridge rehabilitation/ Replacement.

NJ TRANSIT

Planning Study & Development Programs

Bus and Other Surface Transportation Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

Work will continue to progress both by singularly by NJ TRANSIT and in partnership with municipalities, counties, and other external parties, to plan for future bus service improvements, bus rapid transit projects, bus terminals and support facilities, to improve bus services and facilities so they operate better and address changing customer needs. Particular attention will be given to the phasing and scalability of bus improvements to effectively use available capital funding and fit within tight operating funding constraints. Planning efforts may include traditional bus vehicles as well as other types of specialized vehicles and propulsion systems.

Community Services Planning and Support

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

This program focuses on planning, analysis, and support relating to human services transportation programs. Among NJ TRANSIT's responsibilities is administering the distribution and use of Federal, State and NJ TRANSIT funding intended to provide vehicles and operating assistance for community transportation including paratransit and other related services. Planning efforts include support for the development of the "locally developed" Coordinated Human Services Transportation Plans (CHSTP), analysis of the performance, effectiveness, coordination with and demand for human services transportation programs/efforts, analysis of funding sources and mechanisms, program oversight, and other planning and analyses relating to community transportation services.

Corridor Planning and Analysis

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

NJ TRANSIT maintains this program area to determine the suitability and feasibility of transit in local and regional transportation corridors. It provides for development and analysis of preliminary implementation concepts for transit capital improvements, transit alternatives, operating schemes, and assessment of conceptual level environmental impacts. Efforts are undertaken in select corridors, working with communities where opportunities exist to leverage existing public transit services in support of redevelopment or other mobility goals. Assessments consider a wide range of issues including land use, demographics, existing travel patterns, local planning and zoning, transit modes and environmental impacts. At times within this program, NJT has teamed with MPOs, counties and other agencies in joint planning efforts.

Qualitative and Quantitative Research

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

Through this program, NJ TRANSIT updates knowledge of customer travel characteristics by conducting origin and destination surveys of rail, bus, light rail, and Access Link passengers. This information is used to support updating of forecasting models, to conduct Title VI analyses, to support Transit Oriented Development and other planning work, and for other business purposes. Research is conducted to define existing and potential markets through various techniques such as stated preference, public opinion studies and conjoint surveys. Databases are updated and merged in support of corridor planning, air quality initiatives and other planning efforts throughout the region. Focus Groups are conducted with customers and employees to obtain opinions and attitudes which provide an understanding and clarity on issues facing the Corporation. In addition, customer satisfaction studies are conducted on a regular basis. The Customer Satisfaction Survey was designed to provide actionable data by identifying specific areas needing attention, allowing NJ TRANSIT to focus resources on key drivers of satisfaction and improve the overall customer experience. The depth of the information gathered from the surveys will continue to help drive the Corporation in making strategic decisions in the areas of its operating budget, capital programs, customer service and marketing initiatives, as well as its operations and safety and security. The survey also will give our customers, stakeholders, and NJ TRANSIT a clear window into how the Corporation is performing.

Rail Operations and Infrastructure Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

This program area provides for planning support for commuter rail and light rail-related initiatives and associated infrastructure needs and issues. This work primarily defines infrastructure needs based on proposed operating plans which address projected ridership on rail transit services and/or to address safety, resiliency, reliability, and service performance goals. It includes operations planning support (schedule development, crew and equipment plans, and train performance analysis), as well as development of network performance simulations, interpretation, and reporting. The program also provides for other transit infrastructure planning.

Ridership Forecasting

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

This program area involves development of ridership and revenue forecasts, as well as development and updating of forecasting models, in support of major capital projects, transit service planning, major service initiatives, and various other efforts. Much of the work is undertaken to comply with Federal Transit Administration (FTA) requirements and guidelines regarding preparation of travel demand forecasts for use in seeking FTA funding. In addition, this program provides support for MPO travel and air quality model development and training, Census, demographic and other travel data preparation and analyses, and other forecasting work. A continued focus of this work is to complete travel demand forecasts for regional transportation plans, as required for FTA's and NJ TRANSIT's longer-term planning. Also, NJ TRANSIT will focus on short term travel demand on segments of its system or in areas of interest.

Stations, Access, Parking and Site Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

This program focuses on planning for transit facility improvements and needs, and prioritization for future capital investment, including specialized facility design, access to transit, accessibility and other potential improvements. It includes analysis related to existing physical conditions of stations and facilities, access to transit facilities including bicycle, pedestrian, and other micro-mobility and micro-transit, and parking issues including parking lot inventories, parking management, and accommodating projected growth. Within this program, NJ TRANSIT broadly monitors station access by all modes as well as parking needs and formulates proposed actions and projects to address those needs.

Trans-Hudson Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

NJ TRANSIT maintains this program area to focus on trans-Hudson planning. New York City is a regional and national center of economic activity and strongly drives travel demand and commutation patterns in northern New Jersey. The Trans-Hudson planning focus includes the study of major system investments to support a variety of trans-Hudson travel modes including commuter rail, rapid transit, bus, and ferry. In some efforts, NJ TRANSIT serves as the lead agency advancing studies and projects. In other cases, NJ TRANSIT works with other regional agencies, providing staff and other planning resources. Under this program, pertinent elements of capital investment in the Northeast Corridor are pursued by NJ TRANSIT in coordination with Amtrak, the Federal Railroad Administration and other regional agencies.

Transit-Friendly Planning Program

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

Through this program, NJ TRANSIT provides technical planning assistance to interested municipalities to create and implement sensitive, community-based "vision" plans to guide local growth in a comprehensive manner, especially in areas where transit could stimulate new development opportunities and create strong community centers for people to live, work and socialize. Critical components of this work include community outreach, engagement, consensus building and partnerships. Many accomplished projects successfully brought NJ TRANSIT and the targeted community together with state agencies, counties, MPOs, advocacy groups and not-for-profit organizations so that resources could be leveraged, and common goals and objectives achieved. In many communities, successful vision plans have been incorporated into Master Plans and/or adopted as enhanced zoning or new redevelopment plans designed to specifically implement mixed-use Transit Oriented Development.
