

*The North Jersey Transportation Planning Authority*

# **FY 2020 Study and Development Program**



September 9, 2019

# FY 2020 Study and Development Program

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## **FY 2020 Study and Development Program**

### **Introduction**

The Fiscal Year (FY) 2020 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 FY. 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, constructability, 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, design, environmental assessment and preliminary engineering.

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 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 the 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.

# FY 2020 Study Development

## Bergen County

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### Sponsor: NJDOT

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#### **17414 Hendricks Causeway (CR 124 I), Bridge over Northern Running Track**

Counties: Bergen Municipalities: Ridgefield Boro  
Sponsor: NJDOT MP: 0.05 - 0.08

Bridge replacement for Hendricks Causeway (CR 124 I) Over Northern Running Track. Remsen Place to Railroad Avenue

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#### **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

Replacement of the existing structurally deficient Rt. 1&9 bridge over the NY Susquehanna & Western Railroad. Geometric upgrades include improvements to the Rt. 1&9 from south of Division Street to the intersection of Fairview Avenue with minor improvements to the intersection of Rt. 1&9 and Fairview Avenue.

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#### **15430 Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway**

Counties: Bergen Hudson Municipalities: East Rutherford Boro Secaucus Town  
Sponsor: NJDOT MP: 8.5

Initiated from the Bridge Management System, this project will rehabilitate/replace the structurally deficient and functionally obsolete bridge, built in 1934 and modified in 1963.

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#### **14424 Route 9W, Bridge over Route 95, 1& 9, 46, and 4**

Counties: Bergen Municipalities: Fort Lee Boro  
Sponsor: NJDOT MP: 0.05

Problem statement submitted by BMS for Tier 1 Screening. It is recommended for rehabilitation or replacement.

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

Counties: Bergen Municipalities: Englewood Cliffs Boro Alpine Boro Tenafly 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.

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**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.

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**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 study will determine whether the bridges, built in the 1930s, will be rehabilitated or replaced.

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**16343 Route 63, Bridge over Fairview Avenue**

Counties: Bergen Municipalities: Fairview Boro  
Sponsor: NJDOT MP: 0.26

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1925.

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**Sponsor: LOCAL**

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**N1801 East Anderson Street Bridge (02C0023A) over the Hackensack River**

Counties: Bergen Municipalities: Hackensack City Teaneck Twp  
Sponsor: Bergen County MP: 0.3-0.4

The existing bridge is a twin six-span, simply supported structure with a total length of 302'-2". The total width of the bridge is 74'-0". The bridge was constructed in 1971 and carries four (4) 12-foot lanes between curbs bounded by 5-foot wide sidewalks on both sides. The bridge has a 10' wide medium which contains a 5' wide utility bank between the two structures providing for separate eastbound and westbound roadways. The bridge replaced an existing swing span structure. The superstructure consists of 11 adjacent prestressed concrete box beams overlaid with an asphalt wearing course. There is cracking in the grout joints between the adjacent units resulting in reflective cracks in the wearing surface, eventually causing corrosion of the non-prestressed and prestressed reinforcement. The bridge has a sufficiency rating of 23.0.

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**N1601 Kingsland Avenue, Bridge over Passaic River**

Counties: Bergen Essex Municipalities: Lyndhurst Twp Nutley Twp  
Sponsor: Bergen County MP: 0.92

The structure was built in 1905 and reconstructed in 1986. It consists of a two-span, steel thru-truss swing span with two steel thru-truss approach spans having a total length of 364' and total width of 45'-8" with one 6' sidewalk. The bridge's SI&A is 24.4. The superstructure is in poor condition due to fatigue and the substructure is in satisfactory. The electrical machinery is outdated repair very costly.

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**N2003 Oradell Avenue, Bridge over Hackensack River**

Counties: Bergen Municipalities: Oradell  
Sponsor: Bergen County MP: 0.10 - 0.20

Bridge was constructed in 1904. The structure had a major reconstruction in 1970 and rehabilitated in 1995 with funding provided by NJDOT-LA. The bridge is structurally deficient and functionally obsolete. Superstructure is in poor condition due to section loss and deformed bottom flange plates as a result of the significant rust between the steel plates at midspan of the girders, holes in the bottom girder flanges, and section loss to the sidewalk cantilevered struts. The structure is classified as fracture critical. Oradell train station adjacent to bridge.

# Essex County

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## Sponsor: NJDOT

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### **18348 Route 10, Eisenhower Parkway (CR 609) and CR 508 (West Northfield Avenue) Intxn**

Counties: Essex Municipalities: Livingston Twp  
Sponsor: NJDOT MP: 18.70-18.81

Safety improvements are needed at the intersections of Route 10, Eisenhower Parkway (CR 609) and CR 508 (W Northfield Avenue)

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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.

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## Sponsor: LOCAL

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### **N1402 Clay Street Bridge over the Passaic River**

Counties: Hudson Essex Municipalities: Newark City East Newark  
Sponsor: Hudson County MP: 0.0 - 0.07

This study will look at alternatives of an existing movable swing bridge at Clay Street which is structurally deficient.

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### **N1602 CR 508 (Bridge Street), Bridge over Passaic River**

Counties: Essex Hudson Municipalities: Newark City Harrison Twp  
Sponsor: Essex County MP: 12.27

The historic structure was built in 1913 and rehabilitated in 1981. The SI&A of the bridge is 49.0. The structure is structurally deficient and functionally obsolete. 2 lanes with an overall roadway width of 39.5'. The bridge is eligible for placement on the National Register of Historic Places.

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### **N1601 Kingsland Avenue, Bridge over Passaic River**

Counties: Bergen Essex Municipalities: Lyndhurst Twp Nutley Twp  
Sponsor: Bergen County MP: 0.92

The structure was built in 1905 and reconstructed in 1986. It consists of a two-span, steel thru-truss swing span with two steel thru-truss approach spans having a total length of 364' and total width of 45'-8" with one 6' sidewalk. The bridge's SI&A is 24.4. The superstructure is in poor condition due to fatigue and the substructure is in satisfactory. The electrical machinery is outdated repair very costly.

# Hudson County

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## Sponsor: NJDOT

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### **18307 Baldwin Avenue, Bridge over Passaic and Harsimus Branch**

Counties: Hudson Municipalities: Jersey City  
Sponsor: NJDOT MP: 0.82

Bridge rehabilitation/replacement for Baldwin Avenue, bridge over Passaic and Harimus Branch.

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### **18365 Route 1&9 (Tonnelle Avenue), Manhattan Avenue**

Counties: Hudson Municipalities: Jersey City  
Sponsor: NJDOT MP: 55.18

Need Operational improvement to reduce the number of crashes, alleviate congestion and improve travel time reliability at Route 1&9 (Tonnelle Avenue), Manhattan Avenue. Improve Mobility, Accessibility, Reliability, increase Safety and Security, operate efficiency.

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### **18327 Route 1&9, 51st Street to 89th Street**

Counties: Hudson Municipalities: North Bergen Twp  
Sponsor: NJDOT MP: 58.44-60.44

Improvement of safety, security, mobility,accessibility and reliability are needed at Route 1&9, 51st Street to 89th Street. Safety concerns for Bike/Pedestrian.

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### **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

Replacement of the existing structurally deficient Rt. 1&9 bridge over the NY Susquehanna & Western Railroad. Geometric upgrades include improvements to the Rt. 1&9 from south of Division Street to the intersection of Fairview Avenue with minor improvements to the intersection of Rt. 1&9 and Fairview Avenue.

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### **15430 Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway**

Counties: Bergen Hudson Municipalities: East Rutherford Boro Secaucus Town  
Sponsor: NJDOT MP: 8.5

Initiated from the Bridge Management System, this project will rehabilitate/replace the structurally deficient and functionally obsolete bridge, built in 1934 and modified in 1963.

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## Sponsor: LOCAL

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### **N1402 Clay Street Bridge over the Passaic River**

Counties: Hudson Essex Municipalities: Newark City East Newark  
Sponsor: Hudson County MP: 0.0 - 0.07

This study will look at alternatives of an existing movable swing bridge at Clay Street which is structurally deficient.

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### **N1602 CR 508 (Bridge Street), Bridge over Passaic River**

Counties: Essex Hudson Municipalities: Newark City Harrison Twp  
Sponsor: Essex County MP: 12.27

The historic structure was built in 1913 and rehabilitated in 1981. The SI&A of the bridge is 49.0. The structure is structurally deficient and functionally obsolete. 2 lanes with an overall roadway width of 39.5'. The bridge is eligible for placement on the National Register of Historic Places.

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### **N1603 JFK Boulevard East, River Road, Manhattan Avenue, and Paterson Plank Road**

Counties: Hudson Municipalities: Various  
Sponsor: Hudson County

Retain wall and Slope Stabilization Improvements along County Roads: JFK Boulevard East and River Road (CR 505, 693) in North Bergen, West New York, Guttenberg and Weehawken; Manhattan Avenue along North and South Approaches to 14th Street Viaduct (CR 683, 687) in Union City and Paterson Plank Road (CR681) in Jersey City and North Bergen.

The retaining walls were constructed of either stone (mostly) or concrete and heights varying from 1 to 40 feet. All of the wall conditions are rated as either fair or poor in terms of structural integrity.

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### **N1702 Koppers Coke Access Road (Liberty Corridor)**

Counties: Hudson Municipalities: Kearny Town  
Sponsor: Hudson County

The proposed access road development on the Koppers Coke Peninsula will include 1.9 million square feet of warehousing and the NJ TRANSIT microgrid. The following federal appropriation was allocated to this project, DEMO ID #NJ272.

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### **N1802 Meadowlands Parkway Bridge**

Counties: Hudson Municipalities: Secaucus Town  
Sponsor: Hudson County MP: 1.4-1.6

The bridge was built in 1973 and it connects State Route 3, the Frank Lautenberg Intermodal Facility and the NJ Turnpike Exit 15X. The bridge is a 4-span simply supported multi stringer bridge and crosses over the NJ Transit's Norfolk Southern line. The bridge has a sufficiency rating of 64.3.

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

Counties: Hudson

Municipalities: Jersey City

Sponsor: Jersey City

MP: Rt. 440 24.10-26.18 Rt. 1&9T 2.30-3.80

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 concept development designs. A boulevard on Rt. 440 and Rt. 1&9 through Jersey City is planned.

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 completion anticipated in 2016, future phases not funded. Jersey City is Lead Agency.

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# Hunterdon County

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## Sponsor: NJDOT

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### **16341 Route 78, Bridge over Beaver Brook**

Counties: Hunterdon Municipalities: Clinton Twp  
Sponsor: NJDOT MP: 18.3

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1941.

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### **16338 Route 173, Bridge over Mulhockaway Creek**

Counties: Hunterdon Municipalities: Union Twp  
Sponsor: NJDOT MP: 8.98

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

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### **16362 Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)**

Counties: Hunterdon Municipalities: Clinton Twp Franklin Twp Union Twp  
Sponsor: NJDOT MP: 12.98-14.62

Problem statement submitted by Clinton Township. The township is requesting installation of pedestrian facilities along Route 173.

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### **17336 Route 179, Bridge over Back Brook (Ringoes Creek)**

Counties: Hunterdon Municipalities: East Amwell Twp  
Sponsor: NJDOT MP: 6.0-6.3

Bridge Rehab-Replacement

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# Middlesex County

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## Sponsor: NJDOT

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### **17424 Bordentown Avenue (CR 615), Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections**

Counties: Middlesex Municipalities: Sayreville Boro  
Sponsor: NJDOT MP: 22.31 - 22.5

Safety improvements are needed at the intersections of Route 9, Bordentown Avenue/ Burlew Place/Kenneth and Bordentown Avenue/Eugene Blvd

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

Counties: Middlesex Municipalities: South River Boro  
Sponsor: NJDOT MP: 41.14

Bridge replacement for Route 527 (OldBridge TPK) over Sayreville Secondary (NS)

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### **14417 CR 531 (Park Avenue), Bridge over Lehigh Valley Main Line**

Counties: Middlesex Municipalities: South Plainfield Boro  
Sponsor: NJDOT MP: 5.04

Initiated by the Bridge Management System, this project will rehabilitate/replace the bridge. The bridge deck and superstructure are in serious condition. The bridge is also functionally obsolete due to its deck geometry.

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### **14423 Grove Avenue, Bridge over Port Reading RR**

Counties: Middlesex Municipalities: Metuchen Boro  
Sponsor: NJDOT MP: 0.87

Initiated by the Bridge Management System, this project will replace the bridge. The bridge has been determined to be structurally deficient and functionally obsolete. The bridge is a 120ft timber structure supported by timber piers, built in 1900.

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### **14327 River Road (CR 622), Bridge over Route 287**

Counties: Middlesex Municipalities: Piscataway Twp  
Sponsor: NJDOT MP: 5.23

Deck Replacement Program FY 14

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### **12358 Route 1, over Forrestal Road**

Counties: Middlesex Municipalities: Plainsboro Twp  
Sponsor: NJDOT MP: 12.93

Concept Development will be conducted by in house forces per the Limited Scope Concept Development Bridge Screening Checklist approved by FHWA.

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**18380 Route 1, Route 130/Route 171 (Georges Road) to East Side Avenue**

Counties: Middlesex Municipalities: North Brunswick Twp Edison Twp  
Sponsor: NJDOT MP: 25.03-26.36 & 28.39-29.62

Pavement resurface renewal is needed at Route 1, Route 130/Route 171(Georges Road) to CR 617 (B), Gracy Street to East Side Avenue (SB) to extend pavement life and Safety concerns.

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**18321 Route 9 North, Ramp to Garden State Parkway North**

Counties: Middlesex Municipalities: NJTPA  
Sponsor: NJDOT MP: 129.3-130

Lane configuration outdated and inefficient so AM Rush hour daily bottleneck because of high volume of cars moving to GSP N from Route 9N

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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 a 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.

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**17331 Route 34, Bridge over Former Brick Yard Road**

Counties: Middlesex Municipalities: Old Bridge Twp  
Sponsor: NJDOT MP: 26.4-26.8

Bridge Rehab-Replacement

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**18366 Route 130, CR 539 (North Main Street)/Cranbury Turnpike (CR 685) and Wyckoff Mill Road**

Counties: Middlesex Municipalities: Cranbury Twp  
Sponsor: NJDOT MP: 70.15

Safety improvements are needed at the intersection of Route 130, CR 539 (North Main Street)/ Cranbury Turnpike (CR 685) and Wyckoff Mill

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**17395 Route 130, Georges Road/Wheeling Road (CR 679)**

Counties: Middlesex Municipalities: South Brunswick Twp  
Sponsor: NJDOT MP: 75.19

Safety improvements needed at intersection

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

Counties: Middlesex Somerset

Municipalities: Piscataway Twp Franklin Twp

Sponsor: NJDOT

MP: 10.27-10.6

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.

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**14355 Route 440, Route 95 to Kreil St**

Counties: Middlesex

Municipalities: Edison Twp Woodbridge Twp Perth Amboy City

Sponsor: NJDOT

MP: 0.05 - 4.0

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

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**17413 Washington Avenue (CR 684), Bridge over Sayreville Secondary Branch (Conrail - Abandoned)**

Counties: Middlesex

Municipalities: South Amboy City

Sponsor: NJDOT

MP: 0.03

Bridge replacement for Washington Avenue (CR 684) over Sayreville Secondary (CONRAIL-ABANDONED)

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**Sponsor: LOCAL**

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**06316 Carteret Ferry Service Terminal**

Counties: Middlesex

Municipalities: Carteret Boro

Sponsor: Carteret Boro

Funding is being provided for the construction of a ferry terminal.

This project is a multi-year funded design/right of way/construction project.

The following special federal appropriation was allocated to this project: FY 2005 SAFETEA-LU, Section 2871 \$1,680,000 (ID# NJ 215), \$565,463 (ID# NJ038)

2008 Technical Corrections Act, received \$750,000 from NJ215 (DB 06316) to this NJ199 (DB 06344).

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**N2006 CR 516 (Old Bridge - Matawan Road), Bridge over Lake Lefferts**

Counties: Middlesex Monmouth

Municipalities: Old Bridge Matawan Aberdeen

Sponsor: Middlesex County

MP: 6.26

The existing bridge is functionally obsolete and has been inspected on an emergency basis, the result of which has now classified the structure as structurally deficient. The bridge is 90 years old and of masonry and timber construction with a steel superstructure.

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**98541 South Amboy Intermodal Center**

Counties: Middlesex

Municipalities: South Amboy City

Sponsor: Middlesex County; South Amboy City

This is an intermodal project linking several major regional routes and modes of transportation into one central point of transfer. Improvements in the vicinity of the South Amboy waterfront may include rail and bus transit plazas, arterial and site access road improvements, bridge reconfiguration, bulkheading and breakwater development, ferry terminal, and pedestrian access to rail and bus facilities.

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**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.

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# Monmouth County

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## Sponsor: NJDOT

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### **06314 Long Branch Ferry Terminal**

Counties: Monmouth

Municipalities: Long Branch City

Sponsor: NJDOT

This project will provide for the design and construction of facilities for ferry service from Long Branch, New Jersey to New York and other destinations.

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### **18369 Route 9, Salem Hill Road to Texas Road (CR 690) Intersections**

Counties: Monmouth

Municipalities: Howell Twp Marlboro Twp Freehold Twp Old Bridge Twp

Sponsor: NJDOT

MP: 105.78-121.74

This project will implement Transit Signal Priority (TSP) technology at all major intersections, within the project limits, to improve travel times.

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### **18349 Route 33, CR 547 (Asbury Road) and Route 34 Intersections**

Counties: Monmouth

Municipalities: Wall Twp

Sponsor: NJDOT

MP: Rt 33: 35.30-36.30; Rt 34: 7.20-7.72

Safety improvements are needed at the intersection of Route 33 and Route 34.

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### **17330 Route 34, Bridge over Big Brook**

Counties: Monmouth

Municipalities: Colts Neck Twp

Sponsor: NJDOT

MP: 15.9-16.1

Bridge Rehab-Replacement

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### **17394 Route 35, Bridge over Edgar Felix Bicycle Path**

Counties: Monmouth

Municipalities: Wall Twp

Sponsor: NJDOT

MP: 16.9-17.1

Bridge Rehab and Replacement

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### **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

Safety and drainage improvements.

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**17420 Route 35, Route 66 to White Street/ Obre Place**

Counties: Monmouth Municipalities: Ocean Twp Eatontown Boro Shrewsbury Boro  
Sponsor: NJDOT MP: 25 - 32.1

Safety improvements are needed on Route 35, Route 66 to White Street/ Obre Place.

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**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

Federal Resurfacing/Rehab project. MP 22.67-23.6; SB 34.5-39.4

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**16349 Route 36, Bridge over Troutman's Creek**

Counties: Monmouth Municipalities: Long Branch City  
Sponsor: NJDOT MP: 5.36

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

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**15384 Route 36, Clifton Ave/James St to CR 520 (Rumson Rd)**

Counties: Monmouth Municipalities: Long Branch City Monmouth Beach Boro Sea Bright Boro  
Sponsor: NJDOT MP: 5.7-9.4

Federal Resurfacing/Rehab project.

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**18375 Route 36, Thompson Avenue (CR 36)**

Counties: Monmouth Municipalities: Middletown Twp  
Sponsor: NJDOT MP: 19.72

Safety improvements are needed at the Route 36 and Thompson Avenue intersection.

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**16316 Route 71, Bridge over Shark River**

Counties: Monmouth Municipalities: Belmar Boro Avon By the Sea Boro  
Sponsor: NJDOT MP: 5.89

This project will replace the moveable bridge.

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**15380 Route 79, Route 9 to Route 34 (Middlesex Street)**

Counties: Monmouth Municipalities: Freehold Twp Freehold Boro Marlboro Twp Matawan Boro  
Sponsor: NJDOT MP: 0.0-12.13

Federal Resurfacing/Rehab project.

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**15401 Route 138, Garden State Parkway to Route 35**

Counties: Monmouth Municipalities: Wall Twp  
Sponsor: NJDOT MP: 0.37-3.52

Federal Resurfacing/Rehab project.

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**16312 School House Road, Bridge over Route 35**

Counties: Monmouth Municipalities: Brielle Boro  
Sponsor: NJDOT MP: 15.48

BMS has identified this bridge for deck/superstructure replacement based on deck condition rating of 4 (poor).

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**18345 Union Hill Road, Bridge over Route 9**

Counties: Monmouth Municipalities: Marlboro Twp  
Sponsor: NJDOT MP: 1.55

Bridge rehabilitation/replacement for Union Hill Road, Bridge over Route 9. Bridge rehabilitation/replacement.

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**Sponsor: LOCAL**

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**N1803 Corlies Avenue Bridge (O-12) over Deal Lake**

Counties: Monmouth Municipalities: Allenhurst Boro Ocean Twp  
Sponsor: Monmouth County MP: 0.62-1.00

The existing structure is a 302 foot long bridge consisting of 20 spans of cast-in-place reinforced concrete decks on timber stingers supported by timber pile bents and abutments. The original timber bridge with timber deck was built in 1941. In 1976, the bridge was reconstructed with a reinforced concrete deck replacing the timber plank deck. Most of the original superstructure and substructure were utilized in the 1976 reconstructed bridge. The bridge has a sufficiency rating of 42.7.

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**N2006 CR 516 (Old Bridge - Matawan Road), Bridge over Lake Lefferts**

Counties: Middlesex Monmouth Municipalities: Old Bridge Matawan Aberdeen  
Sponsor: Middlesex County MP: 6.26

The existing bridge is functionally obsolete and has been inspected on an emergency basis, the result of which has now classified the structure as structurally deficient. The bridge is 90 years old and of masonry and timber construction with a steel superstructure.

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**08379 Laurel Avenue NJ Transit Bridge Replacement**

Counties: Monmouth Municipalities: Holmdel Twp  
Sponsor: Monmouth County

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)

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

Counties: Monmouth

Municipalities: Middletown Twp Rumson Boro

Sponsor: Monmouth County

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

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# Morris County

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## Sponsor: NJDOT

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### 00312 Route 10, Jefferson Road

Counties: Morris Municipalities: Hanover Twp  
Sponsor: NJDOT MP: 13.28

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

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### 06366E Route 46, Route 80 Exit Ramp to Route 53

Counties: Morris Municipalities: Denville Twp  
Sponsor: NJDOT MP: 42.80 - 43.10

Congestion along the corridor may be attributed to a combination of high traffic volumes and constricted roadway geometry.

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### 16333 Scour Countermeasure Design and Installation

Counties: Sussex Morris Municipalities: Hardyston Twp Sandyston Twp Mt Olive Twp  
Sponsor: Structural Evaluation

Initiated by the Bridge Management System, this project will provide scour countermeasures on three bridges; NJ 23 over Branch Franklin Lake, US 206 over Big Flat Brook, and US 206 over Tributary to Drakes Brook.

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## Sponsor: LOCAL

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### N1604 CR 510 (Columbia Turnpike), Bridge over Black Brook

Counties: Morris Municipalities: Florham Park Boro  
Sponsor: Morris County MP: 15.38

The functionally obsolete single span with concrete encased and painted rolled multiple steel stringers supported on reinforced concrete substructures was built in 1929 and widened in 1960. Has a SI&A of 34.7. Superstructure is rated as fair and Substructure is rated as satisfactory.

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### N2001 East Main Street (CR 644), Bridge over Rockaway River

Counties: Morris Municipalities: Rockaway Boro  
Sponsor: Morris County MP: 0.800

The existing bridge is a three span stone masonry and concrete arch with fill and a concrete sidewalk on rolled steel stringers. The bridge was originally built circa 1840. A steel stringer sidewalk on east side dates to 1890 and is supported on stone abutments and steel caissons. The west side was widened with concrete in 1905, rehabilitation in 1964 and 1993. The structure is classified as structurally deficient due to the condition of the superstructure and substructure. The superstructure is rated poor.

**N1804 Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River**

Counties: Morris

Municipalities: Morristown Town

Sponsor: Morris County

MP: 0.13

The existing bridge built in 1900 is a three span closed spandrel stone arch which was widened in 1928 with a stone masonry arch and multiple steel stringers supported on masonry substructures. The structure is classified as structurally deficient and functionally obsolete. The superstructure is rated poor due to the deteriorated voided masonry arches and section loss of the steel stringers. The bridge has a sufficiency rating of 45.9.

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**15433 Route 24, EB Ramp to CR 510 (Columbia Turnpike)**

Counties: Morris

Municipalities: Morris Twp Hanover Twp

Sponsor: Morris County

MP: 2.09

Develop recommendations that would improve the traffic flow between the ramp and the intersection along with providing improvements to the operation of the intersection that could be investigated further. The Route 24 EB ramp merges with Columbia Turnpike WB approximately 650 feet east of the signalized intersection of Columbia Turnpike and Park Avenue. At this intersection there is a heavy AM left turn movement on the Columbia Turnpike WB approach that currently utilizes a double left-turn lane.

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# Ocean County

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## Sponsor: NJDOT

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### **15432 Route 9, Longboat Av to Beachwood BI & Rt 166, Pennant Av to Beachwood BI**

Counties: Ocean Municipalities: Beachwood Boro  
Sponsor: NJDOT MP: Rt 9: 89.62-90.08; Rt 166: 0.0-0.21

Problem statement submitted by Ocean County for congestion, safety, and operational deficiencies along Route 9.

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### **17387 Route 37 and CR 549 (Hooper Avenue)**

Counties: Ocean Municipalities: Toms River Twp  
Sponsor: NJDOT MP: 7.3 - 7.42

Safety improvements are required at the intersection of Route 37 and CR 549 (Hooper Avenue). The location ranks #38 on SMS Intersection Improvement Program list and #12 on SMS Segment list.

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### **17361 Route 37, Thomas Street to Fischer Boulevard**

Counties: Ocean Municipalities: Toms River Twp Island Heights Boro  
Sponsor: NJDOT MP: 6.81-10.89

The subject project is a Limited Scope roadway resurfacing project in Concept Development phase. The purpose of this project is to rehabilitate the pavement surface to improve the service life of the roadway at least 10 years. The section of roadway has been identified by the NJDOT Pavement Management Group as being in need of rehabilitation.

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### **17403 Route 37 On Ramp to Route 35, Missing Move**

Counties: Ocean Municipalities: Seaside Park Boro  
Sponsor: NJDOT MP: 13.13

The project is located at the entrance to Route 35 Seaside Park from Route 37, MP 2.21, in Ocean County.

The Route 35/Route 37 interchange is the major southern entrance to the Barnegat Bay barrier island. Vehicles entering the island and travelling south to Seaside Park, Berkeley Township and Island Beach State Park enter the island utilizing Route 37 eastbound to route 35 southbound. Currently this movement consists of making a tight double horizontal curve in the shape of an "S". The geometric concerns associated with the S-Curve were identified during the development of the original (Pre-Sandy) project. The preferred solution was to replace the S-Curve with a smooth single curve. The S-Curve wraps around three blocks of residential properties. The straightening of the S-Curve required taking three properties in full and one partially.

The ROW process was on-going when Super Storm Sandy struck in October 2012. An emergency situation was created and the Department moved quickly to reconstruct the battered Route 35 and its associated drainage system. It was decided to put off the smoothing of the S-Curve as the ROW process would take its due course.

The ROW has now been acquired and the Department can move forward to replace the S-Curve with a smooth single curve as originally envisioned.

## Sponsor: LOCAL

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### **N1805 Chadwick Beach Island Bridge (No. 1507-007) over Barnegat Bay**

Counties: Ocean

Municipalities: Toms River Twp

Sponsor: Ocean County

The existing structure is a timber bridge with a timber substructure (load bearing piles and timber bulkhead) that date back to the 1950s. The original superstructure (timber deck boards, pile caps, and railings) were replaced in 1985. The geometry of the bridge itself does not meet today's standards as it's curb-to-curb width is only 24'. The bridge has a sufficiency rating of 51.8.

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# Passaic County

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## Sponsor: NJDOT

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### 18377 Passaic Avenue, Ward Avenue

Counties: Passaic Municipalities: Clinton City  
Sponsor: NJDOT MP: 3.42

Safety improvements are needed near Route 3 EB Exit Ramp (MP 3.42), at Ward Avenue and Passaic Avenue Intersection

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### 17425 Piaget Avenue (CR 628), Bridge over Passaic-NY Branch (Abandoned)

Counties: Passaic Municipalities: Clifton City  
Sponsor: NJDOT MP: 0.47 - 0.50

Bridge rehabilitation for Piaget Avenue (CR 628), Bridge over Passaic-NY Branch (Abandoned).

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## Sponsor: LOCAL

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### N1806 Main Avenue Corridor Improvements

Counties: Passaic Municipalities: Passaic City  
Sponsor: Passaic County MP: 2.29-3.0

The current configuration of Main Avenue where the center median serves as parking area in the Central Business District. Originally the median was the Erie Railroad. The current configuration causes for traffic congestion, crashes, and safety issues within the project area.

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# Somerset County

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## Sponsor: NJDOT

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### 19306 Route 28 (Main Street), Bridge Street to Grove Street

Counties: Somerset Municipalities: Somerville Boro  
Sponsor: NJDOT MP: 3.35-3.44

Improvement of safety, security, mobility, accessibility and reliability are needed at Route 28 (Main Street), Bridge Street to Grove Street

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### 12332 Route 202, Old York Road (CR 637) Intersection Improvements

Counties: Somerset Municipalities: Branchburg Twp  
Sponsor: NJDOT MP: 20.40

This study will examine alternatives to improve traffic safety and congestion in the area of the intersection.

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### 17333 Route 202/206, Bridge over Branch of Peters Brook

Counties: Somerset Municipalities: Bridgewater Twp  
Sponsor: NJDOT MP: 27.3-27.7

Bridge Rehab-Replacement

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

Counties: Middlesex Somerset Municipalities: Piscataway Twp Franklin Twp  
Sponsor: NJDOT MP: 10.27-10.6

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.

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## Sponsor: LOCAL

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### N2008 Great Road, CR 601 Bridge over Bedens Brook (D0105)

Counties: Somerset Municipalities: Montgomery  
Sponsor: Somerset County MP: 0.97

Bridge was constructed in 1983 of 2-span weathering steel stringers with open steel grid deck supported on concrete abutments and pier. The bridge was rehabilitated in 2008, work consisted of filling in the open steel grid deck with concrete and deck joint repairs. As per 2017 Inspection report, the superstructure is in poor condition due to several severely deteriorated girders with areas of 100% section loss in the webs at the girder ends. The substructure is in satisfactory condition due to moderate to heavy scaling at the waterline of all substructure units and large spalls with exposed steel reinforcement.

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**N1807 Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River**

Counties: Somerset

Municipalities: Branchburg Twp Hillsborough Twp

Sponsor: Somerset County

MP: 1.40

The existing bridge built in 1979 is a 4 span, simply supported prestressed concrete cast-in-place. Both Substructure is in poor condition due to large spalls with exposed rusted reinforced steel. Superstructure exhibits spalls at the ends of all restressed concrete beams. The bridge has a sufficiency rating of 50.5.

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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)

# Sussex County

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## Sponsor: NJDOT

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### **18344 Route 15, Route 94 to Route 206/CR 565**

Counties: Sussex Municipalities: Lafayette Twp Frankford Twp  
Sponsor: NJDOT MP: 17.00-19.53

Pavement resurfacing for Route 15, Route 94 to Route 206/CR 565. Pavement resurfacing to extend functional life.

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### **15391 Route 94, Pleasant Valley Drive to Maple Grange Road**

Counties: Sussex Municipalities: Vernon Twp  
Sponsor: NJDOT MP: 38.0-43.0

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

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### **17335 Route 206, Bridge over Branch of Pequest River**

Counties: Sussex Municipalities: Andover Boro  
Sponsor: NJDOT MP: 102.8-103.1

Bridge Rehab-Replacement

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### **16337 Route 206, Bridge over Dry Brook**

Counties: Sussex Municipalities: Branchville Boro  
Sponsor: NJDOT MP: 116.31

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1940.

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### **16333 Scour Countermeasure Design and Installation**

Counties: Sussex Morris Municipalities: Hardyston Twp Sandyston Twp Mt Olive Twp  
Sponsor: Structural Evaluation

Initiated by the Bridge Management System, this project will provide scour countermeasures on three bridges; NJ 23 over Branch Franklin Lake, US 206 over Big Flat Brook, and US 206 over Tributary to Drakes Brook.

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# Union County

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## Sponsor: NJDOT

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### 18323 Route 1&9, Dennis Place to East Grand Street

Counties: Union Municipalities: Linden City Elizabeth City  
Sponsor: NJDOT MP: 42.79-44.52

Improvement of safety, security, mobility, accessibility and reliability are needed at Route 1&9, Dennis Place to East Grand Street.

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### 15425 Route 27 SB Section Z (Chilton Avenue), Bridge over Conrail

Counties: Union Municipalities: Elizabeth City  
Sponsor: NJDOT MP: 33.80

Bridge Deck/Superstructure Replacement

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### 17334 Route 78 WB, Bridge over Quarry Road

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

Bridge Rehab-Replacement

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### 15395 Route 439, Route 28 (Westfield Ave) to Route 27 (Newark Ave)

Counties: Union Municipalities: Elizabeth City Union Twp Hillside Twp  
Sponsor: NJDOT MP: 2.0-3.95

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

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## Sponsor: LOCAL

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### 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

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## Sponsor: NJDOT

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### **16347    Route 46, Bridge over Paulins Kill**

Counties:    Warren

Municipalities:    Knowlton Twp

Sponsor:    NJDOT

MP: 0.74

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1933 and modified in 1952.

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### **16344    Route 57, Bridge over Mill Brook**

Counties:    Warren

Municipalities:    Franklin Twp

Sponsor:    NJDOT

MP: 6.43

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

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# FY 2020 Study and Development

## NJ TRANSIT

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

Counties: Various Municipalities: Various  
Sponsor: NJ Transit

NJT has several active planning projects to address improvements to bus corridors in the state, up to and including traditional Bus Rapid Transit (BRT) concepts. Bus study work anticipated for FY20 includes, but is not limited to the following areas: Route 1, Route 9, Bergen County, Hudson County, Union County, Essex County, Passaic County and Newark. It is expected that additional analysis will also be necessary in support of other bus studies now underway in the region.

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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 continuing project planning area that is needed to advance and support the new directions in coordinating the activities of human services transportation services that are governed by the federal requirements for a Coordinated Human Services Transportation Plan (CHSTP) with general public transportation. This includes promoting the use of funding sources including FTA Section 5310 Enhanced Services for Senior Citizens and Individuals with Disabilities and Section 5311 Non-Urbanized grants in an integrated fashion with traditional bus and rail services. A variety of activities and projects are already being identified through the county and regional CHSTP including the promotion of first/last mile services being funded through the aforementioned funding sources as well as state funds and the Congestion Mitigation and Air Quality (CMAQ) Shuttle program funded through NJTPA, the promotion of better coordination of human service and traditional transit through the NJ Council on Access and Mobility (NJCAM) Working Group through which state agency representatives, human service transportation providers and NJ TRANSIT identify opportunities for integrating human service transportation services with traditional transit. It also includes working with regional Transportation Management Associations (TMA) to both manage and promote services that connect with traditional transit.

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### **TN05009 Market Research and Forecasting**

Counties: Various Municipalities: Various  
Sponsor: NJ Transit

NJ TRANSIT pursues research and demand forecasting analyses to support project development, FTA Title VI analysis, contingency planning and operations, and also to track customer satisfaction. NJ TRANSIT has developed surveys to fill in the gaps not covered by work in the past, to support its forecasting efforts, project specific analysis, and also to support work for the update of the NJTPA model. Such efforts may include bus, rail and light rail surveys, and travel surveys in support of BRT studies, new transit services, and other initiatives. These surveys will also be used to support NJ TRANSIT demand forecasting updates. NJ TRANSIT's demand forecasting work is critical to corridor planning, federal grant applications and analyzing the impact of emergent and planned transit service changes.

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### **TN05011 New Start/Concept Development**

Counties: Various Municipalities: Various  
Sponsor: NJ Transit

NJ TRANSIT 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.

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**TN12001 Route 9 Bus Enhancements**

Counties: Middlesex

Municipalities: Various

Sponsor: NJT/NJDOT

This program includes a series of projects to improve bus service and parking facilities on the Route 9 Corridor from Middlesex County south into Ocean County. NJ TRANSIT, in concert with NJDOT and NJTPA is currently advancing planning for transit signal priority technology in the corridor, as well as improvements to the northbound ramp connecting Route 9 to the Garden State Parkway which aims to reduce congestion and bus travel times.

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**TN05008 Station and Parking Planning**

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

NJ TRANSIT maintains an ongoing program focused on station improvement planning, planning for accessibility, transit-friendly land use, and improvements to station access, including shuttle services, bicycles, pedestrians and park/ride development, covering bus, rail and multi-modal facilities. Project work will focus on prioritizing accessibility and other improvements to station infrastructure, working with communities to support transit friendly land-use, and addressing capacity needs for stations and parking.

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

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

After several decades of transit improvements since the formation of NJ TRANSIT, the infrastructure inherited from the private bus and rail carriers 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, NJ TRANSIT assesses capacity enhancements for the rail, bus and light rail networks and facilities.

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**TN16001 Trans-Hudson Planning & Coordination**

Counties: Hudson

Municipalities: Various

Sponsor: NJ TRANSIT

NJ TRANSIT continues to engage in various technical analyses to define incremental future trans-Hudson transit system capacity improvements in near and long term future. NJ TRANSIT participated on the NEC Future Planning & Tier I EIS and is advancing an EIS for the Hudson Tunnel project. NJ TRANSIT is involved with Amtrak on its evolving plans for preserving current NEC capacity and increasing it in the future. NJ TRANSIT will also continue to coordinate with the Port Authority of NY & NJ in its efforts to both address the future of the Port Authority Bus Terminal and address future trans-Hudson capacity for those services they are most involved with: bus, PATH and ferries.

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

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

NJ TRANSIT's Transit Friendly Planning, Land Use and Development (TPFLUD) program is a national model of commitment by a transit agency to assist in facilitating transit-supportive development in partnership with local stakeholders. The TPFLUD Program works in four categories: Technical Assistance to communities to create TOD plans/projects; education, outreach & engagement; Partnership building/leveraging funds; and, the NJLUTRANS TOD database. NJ TRANSIT will continue to support the NJTOD.org transit friendly news and newsletter, as well as the work of the Together North Jersey consortium to identify sustainable, equitable TOD improvements in the region.

## **TN05007 Union County Rapid Transit System**

Counties: Union

Municipalities: Various

Sponsor: NJ Transit

The Union County Transitway is a proposed BRT corridor utilizing a dedicated, former rail right-of-way extending from Roselle/Roselle Park to Elizabeth, linking the east-west-oriented Raritan Valley corridor with the north-south-oriented Northeast Corridor and Newark Liberty International Airport. The proposed system would utilize modern BRT buses or articulated tram buses with flexibility to operate on the dedicated right-of-way as well as on the local road network. It is envisioned that the system will connect to Newark Airport on the eastern end, Plainfield on the western end and also possibly extending the reach of transit to other areas in proximity to the corridor.

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