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

**Sponsor:** NJDOT

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>Counties</th>
<th>Municipalities</th>
<th>Sponsor</th>
<th>MP</th>
</tr>
</thead>
<tbody>
<tr>
<td>17414</td>
<td>Hendricks Causeway (CR 124 I), Bridge over Northern Running Track</td>
<td>Bergen</td>
<td>Ridgefield Boro</td>
<td>NJDOT</td>
<td>0.05 - 0.08</td>
</tr>
<tr>
<td>17414</td>
<td>Bridge replacement for Hendricks Causeway (CR 124 I) Over Northern Running Track. Remsen Place to Railroad Avenue</td>
<td>Bergen</td>
<td>Ridgefield Boro</td>
<td>NJDOT</td>
<td>0.05 - 0.08</td>
</tr>
</tbody>
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<tr>
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<tbody>
<tr>
<td>9240</td>
<td>Route 1&amp;9, Bridge over NYS&amp;W RR &amp; Division Street to Fairview Avenue</td>
<td>Bergen, Hudson</td>
<td>Fairview Boro, North Bergen Twp</td>
<td>NJDOT</td>
<td>60.56 - 61.10</td>
</tr>
<tr>
<td>9240</td>
<td>Replacement of the existing structurally deficient Rt. 1&amp;9 bridge over the NY Susquehanna &amp; Western Railroad. Geometric upgrades include improvements to the Rt. 1&amp;9 from south of Division Street to the intersection of Fairview Avenue with minor improvements to the intersection of Rt. 1&amp;9 and Fairview Avenue.</td>
<td>Bergen, Hudson</td>
<td>Fairview Boro, North Bergen Twp</td>
<td>NJDOT</td>
<td>60.56 - 61.10</td>
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<tbody>
<tr>
<td>15430</td>
<td>Route 3 EB, Bridge over Hackensack River &amp; Meadowlands Parkway</td>
<td>Bergen, Hudson</td>
<td>East Rutherford Boro, Secaucus Town</td>
<td>NJDOT</td>
<td>8.5</td>
</tr>
<tr>
<td>15430</td>
<td>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.</td>
<td>Bergen, Hudson</td>
<td>East Rutherford Boro, Secaucus Town</td>
<td>NJDOT</td>
<td>8.5</td>
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</thead>
<tbody>
<tr>
<td>14424</td>
<td>Route 9W, Bridge over Route 95, 1&amp;9, 46, and 4</td>
<td>Bergen</td>
<td>Fort Lee Boro</td>
<td>NJDOT</td>
<td>0.05</td>
</tr>
<tr>
<td>14424</td>
<td>Problem statement submitted by BMS for Tier 1 Screening. It is recommended for rehabilitation or replacement.</td>
<td>Bergen</td>
<td>Fort Lee Boro</td>
<td>NJDOT</td>
<td>0.05</td>
</tr>
</tbody>
</table>

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<tr>
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<th>Sponsor</th>
<th>MP</th>
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</thead>
<tbody>
<tr>
<td>11406</td>
<td>Route 9W, Palisades Avenue to New York State Line</td>
<td>Bergen</td>
<td>Englewood Cliffs Boro, Alpine Boro, Tenafly Boro</td>
<td>NJDOT</td>
<td>2.19 - 11.17</td>
</tr>
<tr>
<td>11406</td>
<td>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.</td>
<td>Bergen</td>
<td>Englewood Cliffs Boro, Alpine Boro, Tenafly Boro</td>
<td>NJDOT</td>
<td>2.19 - 11.17</td>
</tr>
</tbody>
</table>
Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1936.

Initiated by the Bridge Management System, this study will determine whether the bridges, built in the 1930s, will be rehabilitated or replaced.

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

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.

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.

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

**Sponsor: NJDOT**

<table>
<thead>
<tr>
<th>Route 10, Eisenhower Parkway (CR 609) and CR 508 (West Northfield Avenue) Intxn</th>
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<tbody>
<tr>
<td>Counties: Essex</td>
</tr>
<tr>
<td>Sponsor: NJDOT</td>
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</tbody>
</table>

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

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**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**

<table>
<thead>
<tr>
<th>Clay Street Bridge over the Passaic River</th>
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<tbody>
<tr>
<td>Counties: Hudson Essex</td>
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<tr>
<td>Sponsor: Hudson County</td>
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</tbody>
</table>

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

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<table>
<thead>
<tr>
<th>CR 508 (Bridge Street), Bridge over Passaic River</th>
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</thead>
<tbody>
<tr>
<td>Counties: Essex Hudson</td>
</tr>
<tr>
<td>Sponsor: Essex County</td>
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</tbody>
</table>

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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<table>
<thead>
<tr>
<th>Kingsland Avenue, Bridge over Passaic River</th>
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</thead>
<tbody>
<tr>
<td>Counties: Bergen Essex</td>
</tr>
<tr>
<td>Sponsor: Bergen County</td>
</tr>
</tbody>
</table>

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

Sponsor: NJDOT

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.

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.

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.

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.

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.
## 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.

## 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.

## 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.

## 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.

## 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.
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.
<table>
<thead>
<tr>
<th>Project ID</th>
<th>Route/Description</th>
<th>Counties</th>
<th>Municipalities</th>
<th>Sponsor</th>
<th>MP</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>16341</td>
<td>Route 78, Bridge over Beaver Brook</td>
<td>Hunterdon</td>
<td>Clinton Twp</td>
<td>NJDOT</td>
<td>18.3</td>
<td>Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1941.</td>
</tr>
<tr>
<td>16338</td>
<td>Route 173, Bridge over Mulhockaway Creek</td>
<td>Hunterdon</td>
<td>Union Twp</td>
<td>NJDOT</td>
<td>8.98</td>
<td>Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1920.</td>
</tr>
<tr>
<td>16362</td>
<td>Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)</td>
<td>Hunterdon</td>
<td>Clinton Twp Franklin Twp Union Twp</td>
<td>NJDOT</td>
<td>12.98-14.62</td>
<td>Problem statement submitted by Clinton Township. The township is requesting installation of pedestrian facilities along Route 173.</td>
</tr>
<tr>
<td>17336</td>
<td>Route 179, Bridge over Back Brook (Ringoes Creek)</td>
<td>Hunterdon</td>
<td>East Amwell Twp</td>
<td>NJDOT</td>
<td>6.0-6.3</td>
<td>Bridge Rehab-Replacement</td>
</tr>
</tbody>
</table>
Middlesex County

Sponsor: NJDOT

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

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)

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.

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.

14327  River Road (CR 622), Bridge over Route 287
Counties: Middlesex  Municipalities: Piscataway Twp
Sponsor: NJDOT  MP: 5.23
Deck Replacement Program FY 14

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.
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.

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

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.

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

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

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
## 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.

## 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.

## 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)

## 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).

## 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.
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.

98541 South Amboy Intermodal Center
Counties: Middlesex
Municipalities: South Amboy City
Sponsor: Middlesex County; South Amboy City

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.
### Long Branch Ferry Terminal

**06314**
- **County:** Monmouth
- **Municipality:** 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.

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

**18369**
- **County:** Monmouth
- **Municipality:** 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.

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

**18349**
- **County:** Monmouth
- **Municipality:** 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.

### Route 34, Bridge over Big Brook

**17330**
- **County:** Monmouth
- **Municipality:** Colts Neck Twp
- **Sponsor:** NJDOT
- **MP:** 15.9-16.1

Bridge Rehab-Replacement

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

**17394**
- **County:** Monmouth
- **Municipality:** Wall Twp
- **Sponsor:** NJDOT
- **MP:** 16.9-17.1

Bridge Rehab and Replacement

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

**17402**
- **County:** Monmouth
- **Municipality:** Belmar Boro
- **Sponsor:** NJDOT
- **MP:** 20.48 - 21.41

Safety and drainage improvements.
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.

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

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.

15384  Route  36, Clifton Ave/James St to CR 520 (Rumson Rd)
Counties: Monmouth  Municipalities: Long Branch City Monmouth Beach Boro Sea Bright Bor
Sponsor: NJDOT  MP: 5.7-9.4
Federal Resurfacing/Rehab project.

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.

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.

15380  Route  79, Route 9 to Route 34 (Middlesex Street)
Counties: Monmouth  Municipalities: Freehold Twp Freehold Boro Marlboro Twp Matawan Bor
Sponsor: NJDOT  MP: 0.0-12.13
Federal Resurfacing/Rehab project.
<table>
<thead>
<tr>
<th>Project ID</th>
<th>Description</th>
<th>Counties</th>
<th>Municipalities</th>
<th>Sponsor</th>
<th>MP</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>15401</td>
<td>Route 138, Garden State Parkway to Route 35</td>
<td>Monmouth</td>
<td>Wall Twp</td>
<td>NJDOT</td>
<td>0.37-3.52</td>
<td>MP: 3.52</td>
</tr>
<tr>
<td>16312</td>
<td>School House Road, Bridge over Route 35</td>
<td>Monmouth</td>
<td>Brielle Boro</td>
<td>NJDOT</td>
<td>15.48</td>
<td>BMS has identified thisi bridge for deck/superstructure replacement based on deck condition rating of 4 (poor).</td>
</tr>
<tr>
<td>18345</td>
<td>Union Hill Road, Bridge over Route 9</td>
<td>Monmouth</td>
<td>Marlboro Twp</td>
<td>NJDOT</td>
<td>1.55</td>
<td>Bridge rehabilitation/replacement for Union Hill Road, Bridge over Route 9. Bridge rehabilitation/replacement.</td>
</tr>
<tr>
<td>N1803</td>
<td>Corlies Avenue Bridge (O-12) over Deal Lake</td>
<td>Monmouth</td>
<td>Allenhurst Boro Ocean Twp</td>
<td>Monmouth County</td>
<td>0.62-1.00</td>
<td>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.</td>
</tr>
<tr>
<td>N2006</td>
<td>CR 516 (Old Bridge - Matawan Road), Bridge over Lake Lefferts</td>
<td>Middlesex Monmouth</td>
<td>Old Bridge Matawan Aberdeen</td>
<td>Middlesex County</td>
<td>6.26</td>
<td>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.</td>
</tr>
<tr>
<td>08379</td>
<td>Laurel Avenue NJ Transit Bridge Replacement</td>
<td>Monmouth</td>
<td>Holmdel Twp</td>
<td>Monmouth County</td>
<td></td>
<td>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)</td>
</tr>
</tbody>
</table>
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.
### Morris County

#### Sponsor: NJDOT

<table>
<thead>
<tr>
<th>Route Number</th>
<th>Description</th>
<th>Counties</th>
<th>Municipalities</th>
<th>Sponsor</th>
<th>MP</th>
</tr>
</thead>
<tbody>
<tr>
<td>00312</td>
<td>Route 10, Jefferson Road</td>
<td>Morris</td>
<td>Hanover Twp</td>
<td>NJDOT</td>
<td>13.28</td>
</tr>
<tr>
<td>06366E</td>
<td>Route 46, Route 80 Exit Ramp to Route 53</td>
<td>Morris</td>
<td>Denville Twp</td>
<td>NJDOT</td>
<td>42.80 - 43.10</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Route Number</th>
<th>Description</th>
<th>Counties</th>
<th>Municipalities</th>
<th>Sponsor</th>
<th>MP</th>
</tr>
</thead>
<tbody>
<tr>
<td>16333</td>
<td>Scour Countermeasure Design and Installation</td>
<td>Sussex Morris</td>
<td>Hardyston Twp, Sandyston Twp, Mt Olive Twp</td>
<td>Structural Evaluation</td>
<td></td>
</tr>
</tbody>
</table>

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.

#### Sponsor: LOCAL

<table>
<thead>
<tr>
<th>Route Number</th>
<th>Description</th>
<th>Counties</th>
<th>Municipalities</th>
<th>Sponsor</th>
<th>MP</th>
</tr>
</thead>
<tbody>
<tr>
<td>N1604</td>
<td>CR 510 (Columbia Turnpike), Bridge over Black Brook</td>
<td>Morris</td>
<td>Florham Park Boro</td>
<td>Morris County</td>
<td>15.38</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Route Number</th>
<th>Description</th>
<th>Counties</th>
<th>Municipalities</th>
<th>Sponsor</th>
<th>MP</th>
</tr>
</thead>
<tbody>
<tr>
<td>N2001</td>
<td>East Main Street (CR 644), Bridge over Rockaway River</td>
<td>Morris</td>
<td>Rockaway Boro</td>
<td>Morris County</td>
<td>0.800</td>
</tr>
</tbody>
</table>

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.
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 stingers. The bridge has a sufficiency rating of 45.9.

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.
### 15432 Route 9, Longboat Av to Beachwood Bl & Rt 166, Pennant Av to Beachwood Bl

**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.

### 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.

### 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.

### 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.
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 its curb-to-curb width is only 24'. The bridge has a sufficiency rating of 51.8.
### Passaic County

**Sponsor: NJDOT**

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Description</th>
<th>Counties</th>
<th>Municipalities</th>
<th>Sponsor</th>
<th>MP</th>
</tr>
</thead>
<tbody>
<tr>
<td>18377</td>
<td>Passaic Avenue, Ward Avenue</td>
<td>Passaic</td>
<td>Clinton City</td>
<td>NJDOT</td>
<td>3.42</td>
</tr>
<tr>
<td></td>
<td>Safety improvements are needed near Route 3 EB Exit Ramp (MP 3.42), at Ward Avenue and Passaic Avenue Intersection</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Description</th>
<th>Counties</th>
<th>Municipalities</th>
<th>Sponsor</th>
<th>MP</th>
</tr>
</thead>
<tbody>
<tr>
<td>17425</td>
<td>Piaget Avenue (CR 628), Bridge over Passaic-NY Branch (Abandoned)</td>
<td>Passaic</td>
<td>Clifton City</td>
<td>NJDOT</td>
<td>0.47 - 0.50</td>
</tr>
<tr>
<td></td>
<td>Bridge rehabilitation for Piaget Avenue (CR 628), Bridge over Passaic-NY Branch (Abandoned)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Sponsor: LOCAL**

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Description</th>
<th>Counties</th>
<th>Municipalities</th>
<th>Sponsor</th>
<th>MP</th>
</tr>
</thead>
<tbody>
<tr>
<td>N1806</td>
<td>Main Avenue Corridor Improvements</td>
<td>Passaic</td>
<td>Passaic City</td>
<td>Passaic County</td>
<td>2.29-3.0</td>
</tr>
<tr>
<td></td>
<td>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.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Somerset County

Sponsor: NJDOT

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

<table>
<thead>
<tr>
<th>Counties: Somerset</th>
<th>Municipalities: Somerville Boro</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sponsor: NJDOT</td>
<td>MP: 3.35-3.44</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Counties: Somerset</th>
<th>Municipalities: Branchburg Twp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sponsor:</td>
<td>MP: 20.40</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Counties: Somerset</th>
<th>Municipalities: Bridgewater Twp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sponsor: NJDOT</td>
<td>MP: 27.3-27.7</td>
</tr>
</tbody>
</table>

Bridge Rehab-Replacement

9169Q  Route 287, Interchange 10 Ramp Improvements

<table>
<thead>
<tr>
<th>Counties: Middlesex Somerset</th>
<th>Municipalities: Piscataway Twp Franklin Twp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sponsor: NJDOT</td>
<td>MP: 10.27-10.6</td>
</tr>
</tbody>
</table>

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.

Sponsor: LOCAL

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

<table>
<thead>
<tr>
<th>Counties: Somerset</th>
<th>Municipalities: Montgomery</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sponsor: Somerset County</td>
<td>MP: 0.97</td>
</tr>
</tbody>
</table>

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.
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 restreessed concrete beams. The bridge has a sufficiency rating of 50.5.

**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

**Sponsor:** NJDOT

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Route/Description</th>
<th>Counties</th>
<th>Municipalities</th>
<th>Sponsor</th>
<th>MP Range</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>15391</td>
<td>Route 94, Pleasant Valley Drive to Maple Grange Road</td>
<td>Sussex</td>
<td>Vernon Twp</td>
<td>NJDOT</td>
<td>38.0-43.0</td>
<td>Initiated from the Pavement Management System, this project will resurface within the project limits.</td>
</tr>
<tr>
<td>17335</td>
<td>Route 206, Bridge over Branch of Pequest River</td>
<td>Sussex</td>
<td>Andover Boro</td>
<td>NJDOT</td>
<td>102.8-103.1</td>
<td>Bridge Rehab-Replacement</td>
</tr>
<tr>
<td>16337</td>
<td>Route 206, Bridge over Dry Brook</td>
<td>Sussex</td>
<td>Branchville Boro</td>
<td>NJDOT</td>
<td>116.31</td>
<td>Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1940.</td>
</tr>
<tr>
<td>16333</td>
<td>Scour Countermeasure Design and Installation</td>
<td>Sussex Morris</td>
<td>Hardyston Twp, Sandyston Twp, Mt Olive Twp</td>
<td>Structural Evaluation</td>
<td>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.</td>
<td></td>
</tr>
</tbody>
</table>
**18323**  
**Route 1&9, Dennis Place to East Grand Street**  
Counties: Union  
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.

**15425**  
**Route 27 SB Section Z (Chilton Avenue), Bridge over Conrail**  
Counties: Union  
Sponsor: NJDOT  
MP: 33.80  
Bridge Deck/Superstructure Replacement

**17334**  
**Route 78 WB, Bridge over Quarry Road**  
Counties: Union  
Sponsor: NJDOT  
MP: 48.4-48.7  
Bridge Rehab-Replacement

**15395**  
**Route 439, Route 28 (Westfield Ave) to Route 27 (Newark Ave)**  
Counties: Union  
Sponsor: NJDOT  
MP: 2.0-3.95  
Initiated from the Pavement Management System, this project will resurface within the project limits.

**Sponsor: LOCAL**

**9324A**  
**Tremley Point Connector Road**  
Counties: Union Middlesex  
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.
Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1933 and modified in 1952.

<table>
<thead>
<tr>
<th>Bridge Number</th>
<th>Route</th>
<th>Location</th>
<th>Counties</th>
<th>Municipalities</th>
<th>Sponsor</th>
<th>MP</th>
</tr>
</thead>
<tbody>
<tr>
<td>16347</td>
<td>46</td>
<td>Bridge over Paulins Kill</td>
<td>Warren</td>
<td>Knowlton Twp</td>
<td>NJDOT</td>
<td>0.74</td>
</tr>
<tr>
<td>16344</td>
<td>57</td>
<td>Bridge over Mill Brook</td>
<td>Warren</td>
<td>Franklin Twp</td>
<td>NJDOT</td>
<td>6.43</td>
</tr>
</tbody>
</table>

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.
**FY 2020 Study and Development**

**NJ TRANSIT**

<table>
<thead>
<tr>
<th>TN08004</th>
<th>Bus Rapid Transit Planning and Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Counties:</td>
<td>Various</td>
</tr>
<tr>
<td>Municipalities:</td>
<td>Various</td>
</tr>
<tr>
<td>Sponsor:</td>
<td>NJ Transit</td>
</tr>
</tbody>
</table>

NJ TRANSIT 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.

<table>
<thead>
<tr>
<th>TN08006</th>
<th>County Human Services Transportation (CHST) Coordination Projects Development – Interactive Provider Database and Management Information System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Counties:</td>
<td>Various</td>
</tr>
<tr>
<td>Municipalities:</td>
<td>Various</td>
</tr>
<tr>
<td>Sponsor:</td>
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</tbody>
</table>

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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<tr>
<th>TN05009</th>
<th>Market Research and Forecasting</th>
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<td>Counties:</td>
<td>Various</td>
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<td>Municipalities:</td>
<td>Various</td>
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<td>Sponsor:</td>
<td>NJ Transit</td>
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</tbody>
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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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<th>TN05011</th>
<th>New Start/Concept Development</th>
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</tbody>
</table>

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.
**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.
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.