

The North Jersey Transportation Planning Authority

FY 2022 Study and Development Program



September 13, 2021

FY 2022 Study and Development Program

Table of Contents

Introduction	iii
Bergen County.....	1
Essex County.....	3
Hudson County.....	4
Hunterdon County.....	6
Middlesex County.....	7
Monmouth County.....	10
Morris County.....	12
Ocean County.....	13
Passaic County.....	14
Somerset County.....	15
Sussex County.....	17
Union County.....	18
Warren County.....	19
NJ TRANSIT.....	20

FY 2022 Study and Development Program

Introduction

The Fiscal Year (FY) 2022 Study and Development (S&D) Program of the North Jersey Transportation Planning Authority (NJTPA) describes the transportation project planning work to be conducted during the Fiscal Year. As such, it is a critical link between two of the NJTPA's most important federally required products: the Long Range Transportation Plan (LRTP), which sets the long-range planning vision for the region, and the near-term Transportation Improvement Program (TIP), which prioritizes and schedules funding for project implementation over four years. The S&D Program is where project solutions to the transportation needs and challenges identified in the LRTP are examined and further refined so that they can move forward for implementation in the TIP.

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

Highway project planning work takes place during the Concept Development (CD) phase, during which NJDOT considers issues associated with the project and evaluates alternative solutions. One alternative, called the Preliminary Preferred Alternative (PPA) is selected based on a variety of factors, including environmental impacts, community support, 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, environmental assessment, preliminary engineering, and design.

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

S&D Program Development

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

Initial priority setting for most S&D Program projects involved application of established NJTPA project prioritization criteria. These criteria are rooted in the broad regional goals and objectives of the LRTP, and address the wide range of transportation, environmental, social, and economic factors that inform all NJTPA decision-making. The project prioritization criteria are not applicable to a limited number of projects, namely those that are not sufficiently defined to be scored or outside the scope of the criteria. Prioritization of those projects involves discussions and negotiations at the regional and subregional level.

Other considerations also come into play in deciding whether a particular project is included in the S&D Program. Among the key considerations are:

- Whether the project is currently being worked on in its current phase of work or has completed a prior phase of work. (Since such projects have already been worked on, it is likely to be cost effective to complete their development);
- Safety considerations (addressing unsafe conditions is a top priority);
- Identification of the project in NJTPA regional and/or subregional planning studies;
- Identification of the project as a priority in one of the NJDOT Management Systems;
- Relationship to other projects (for example, it may be cost effective to work on two related projects together rather than separately);
- Geographic coverage (some projects may have benefits over wide areas); and
- Limitation of certain project types (NJDOT staff resources often limit the number of certain types of projects, like drainage or bridge replacements, that can be worked on concurrently).

These considerations, together with project scoring (when appropriate), are the basis for discussions at the regional and subregional level, as well as for consultation sessions with the state's principal implementing agencies, NJDOT and NJ TRANSIT.

The S&D Program is included in the annual 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. Additional information on the NJTPA's local capital project intake and delivery process is available at <https://www.njtpa.org/Projects-Programs/Local-Programs/LCDP-Details>.

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

Projects can also be initiated through federal transportation acts passed by Congress. Congressionally designated funds for specific projects include "demonstration" (DEMO) funding provided under ISTEA, as well as "high priority project" (HPP) funding under TEA-21 and HPP funds under SAFETEA-LU.

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

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

FY 2022 Study Development

Bergen County

Sponsor: NJDOT

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

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

Initiated by the Bridge Management System, this study will examine the replacement of the bridge, built in 1931.

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

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

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

03312 Route 1&9, Route 22 to Route 46, ITS Improvements

Counties: Essex Hudson Bergen Municipalities: Various
Sponsor: NJDOT MP: 47.80 - 62.80

A Problem Statement has been received which indicates there is a missing link of communications infrastructure for incident management, traffic signal control and traffic surveillance. This project would provide for the design and construction of approximately 15 miles of conduit and fiber optic cable and the necessary communications equipment to connect the existing ITS facilities located in Newark to those located in Palisades Park. Preparation of the contract documents would include the development of roadway plans, system connection details, block wiring diagrams, fiber optic connection schedules and equipment and construction specifications.

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

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

Initiated by the Bridge Management System, this study will examine the rehabilitation/replacement of the bridge, built in 1930 and modified in 1964.

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.

18374 Route 17, Cameron Road to Parkway

Counties: Bergen Municipalities: Saddle River Boro
Sponsor: NJDOT MP: 20.17-21.29

This project will address traffic and safety improvements at Route 17, Cameron Road to Parkway.

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 study will examine replacing the structurally deficient bridge, built in 1936.

14418 Route 46, Bridges over Route 17

Counties: Bergen Municipalities: Hasbrouck Heights Boro
Sponsor: NJDOT MP: 68.01 - 68.11

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

16343 Route 63, Bridge over Fairview Avenue

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

Initiated by the Bridge Management System, this study will examine replacing the structurally deficient bridge, built in 1925.

11381 Route 208, Bergen County Drainage Improvements

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

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

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 study will examine rehabilitation/replacement of the structurally deficient and functionally obsolete bridge, built in 1934 and modified in 1963.

12316 Washington Terrace Pedestrian Bridge over US Rts 1 & 9 and 46

Counties: Bergen Municipalities: Fort Lee Boro
Sponsor: NULL MP: 64.250-64.250

The structure is functionally obsolete due to substandard vertical underclearance which warrants bridge be raised or replaced to substantially increase its vertical underclearance to improve the clearance on this corridor. A Tier 2 study has been initiated to develop a signage project to help address the safety concern associated with the subject bridge's substandard vertical underclearance. In anticipation of forwarding the signage project to Maintenance for execution, construction funding is needed in FY 2013.

Sponsor: LOCAL

N2003 Oradell Avenue, Bridge over Hackensack River

Counties: Bergen Municipalities: Oradell Boro
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

Sponsor: NJDOT

03312 Route 1&9, Route 22 to Route 46, ITS Improvements

Counties: Essex Hudson Bergen Municipalities: Various
Sponsor: NJDOT MP: 47.80 - 62.80

A Problem Statement has been received which indicates there is a missing link of communications infrastructure for incident management, traffic signal control and traffic surveillance. This project would provide for the design and construction of approximately 15 miles of conduit and fiber optic cable and the necessary communications equipment to connect the existing ITS facilities located in Newark to those located in Palisades Park. Preparation of the contract documents would include the development of roadway plans, system connection details, block wiring diagrams, fiber optic connection schedules and equipment and construction specifications.

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

This project will address safety improvements at the intersections of Route 10, Eisenhower Parkway (CR 609) and CR 508 (W Northfield Avenue).

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.

Hudson County

Sponsor: NJDOT

18307 Baldwin Avenue, Bridge over Passaic and Harsimus Branch

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

Initiated by the Bridge Management System, this study will examine the rehabilitation/replacement of the bridge, built in 1928.

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

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

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

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

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

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

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

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

This project will address operational improvements at Route 1&9 (Tonnelle Avenue), Manhattan Avenue. The purpose is to reduce the number of crashes, alleviate congestion, and improve travel time reliability.

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

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

This project will address operational and safety improvements at Route 1&9, 51st Street to 89th Street. Safety concerns for the bike/pedestrian path will be addressed as well.

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

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

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

03312 Route 1&9, Route 22 to Route 46, ITS Improvements

Counties: Essex Hudson Bergen Municipalities: Various
Sponsor: NJDOT MP: 47.80 - 62.80

A Problem Statement has been received which indicates there is a missing link of communications infrastructure for incident management, traffic signal control and traffic surveillance. This project would provide for the design and construction of approximately 15 miles of conduit and fiber optic cable and the necessary communications equipment to connect the existing ITS facilities located in Newark to those located in Palisades Park. Preparation of the contract documents would include the development of roadway plans, system connection details, block wiring diagrams, fiber optic connection schedules and equipment and construction specifications.

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 study will examine rehabilitation/replacement of the structurally deficient and functionally obsolete bridge, built in 1934 and modified in 1963.

Sponsor: LOCAL

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.

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 study intends to consider allowing Rt. 440/Rt. 1&9 to function as a principal arterial and as a neighborhood main street. The project would 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).

Hunterdon County

Sponsor: NJDOT

16341 Route 78, Bridge over Beaver Brook

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

Initiated by the Bridge Management System, this study will examine replacing the structurally deficient bridge, built in 1941.

16338 Route 173, Bridge over Mulhockaway Creek

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

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

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

This project will improve pedestrian safety with construction of sidewalks, ADA ramps, and upgraded traffic signals within the project limits.

17336 Route 179, Bridge over Back Brook (Ringoies Creek)

Counties: Hunterdon Municipalities: East Amwell Twp
Sponsor: NJDOT MP: 6.12-6.21

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1923.

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

This project will address safety improvements at the intersections of Route 9, Bordentown Avenue/ Burlew Place/Kenneth and Bordentown Avenue/Eugene Blvd. The purpose is to reduce the crashes, vehicular turbulence, and congestion.

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

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

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

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

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

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

17302 Intersection Improvement Program, Contract 2017-2

Counties: Ocean Monmouth Middlesex Municipalities: Lakewood Twp West Long Branch Boro Edison Twp
Sponsor: NJDOT

This project consists of three intersections identified by our Safety Management System having high number of crashes. 1. Rt. 70 and CR 623 (New Hampshire Ave), 2. Rt. 36 and CR 537 (Broadway-Eatontown Blvd.), 3. Rt. 1 and Wooding Ave. The intersections have been identified by the Bureau of Safety, Bicycle and Pedestrian Programs as locations of crash rates high enough be ranked on the Safety Management System and eligible for HSIP funds under the Intersection Safety Improvement Program.

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

Initiated from the Pavement Management System, this project will resurface the pavement within the project limits to extend pavement life and safety concerns.

18370 Route 1, Stouts Lane/Promenade Blvd) to Thomas Avenue

Counties: Middlesex Municipalities: South Brunswick Twp North Brunswick Twp
Sponsor: NJDOT MP: 16.47-21.02

This project will extend the hard shoulder running benefit northward to conjoin with the 3-lane section just north of Finnigans Lane.

18321 Route 9 North, Ramp to Garden State Parkway North

Counties: Middlesex Municipalities: Sayreville Boro
Sponsor: NJDOT MP: 129.3-130

This project will address congestion and bottleneck issues within the project limits as lane configuration is outdated and inefficient.

079A Route 9/35, Main Street Interchange

Counties: Middlesex
Sponsor: NJDOT

Municipalities: Sayreville Boro South Amboy City
MP: 129.82

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

19311 Route 27, Eighth Avenue to Brookhill Avenue

Counties: Middlesex
Sponsor: NJDOT

Municipalities: Highland Park Boro
MP: 17.58-18.04

This project will address safety improvements at Route 27, Eighth Avenue to Brookhill Avenue.

19308 Route 27, Veronica Avenue/How Lane (CR 680) to Delavan Street

Counties: Somerset Middlesex
Sponsor: NJDOT

Municipalities: Franklin Twp New Brunswick City
MP: 13.41-15.41

This project will address operational and safety improvements at Route 27, Veronica Avenue/How Lane (CR 680) to Delavan Street.

17331 Route 34, Bridge over Former Brick Yard Road

Counties: Middlesex
Sponsor: NJDOT

Municipalities: Old Bridge Twp
MP: 26.4-26.8

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

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

Counties: Middlesex
Sponsor: NJDOT

Municipalities: Cranbury Twp
MP: 70.15

This project will address safety improvements at the intersection of Route 130, CR 539 (North Main Street)/ Cranbury Turnpike (CR 685) and Wyckoff Mill Road.

9169Q Route 287, Interchange 10 Ramp Improvements

Counties: Middlesex Somerset
Sponsor: NJDOT

Municipalities: Piscataway Twp Franklin Twp
MP: 10.27-10.6

This project will address operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB. The purpose is to reduce the crashes, vehicular turbulence, and congestion.

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

Counties: Middlesex
Sponsor: NJDOT

Municipalities: Piscataway Twp
MP: 9.8 - 10.2

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

14355 Route 440, Route 95 to Kreil St

Counties: Middlesex
Sponsor: NJDOT

Municipalities: Edison Twp Woodbridge Twp Perth Amboy City
MP: 0.05 - 4.0

Initiated from the Pavement Management System, this project will address reconstruction of concrete pavement within the project limits. Entrance/Exit Ramps at the various interchanges will be milled and resurfaced as well.

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

Counties: Middlesex
Sponsor: NJDOT

Municipalities: South Amboy City
MP: 0.03

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1914 and modified in 1996.

Sponsor: LOCAL

06316 Carteret Ferry Service Terminal

Counties: Middlesex

Municipalities: Carteret Boro

Sponsor: Carteret Boro

This project will consist of waterside and upland improvements including the construction of bulkheads and floating docks, parking area, landscaping, lighting, pedestrian boardwalk, ramp access, and all necessary dredging. The project will provide for direct passenger ferry service to New York City. The Engineers cost estimate for this project shows the total project cost as \$16.986 million. The total project cost will be covered by multiple funding sources. The following special federal appropriation was allocated to this project: FY 2005 SAFETEA-LU, ID# NJ 215 with a balance of \$2.214 million. \$5.037 million in state funding is under agreement and was allocated in 2021. The FY 2022 Appropriations Act (P.L. 2021, CHAPTER 133, approved June 29, 2021 Senate No. 2022) includes the appropriation of \$1 million in State Aid for Ferry Terminal Support. NJDOT has set aside funds (\$2.321 million) for dredging as well as State Transportation Trust Fund dollars in the amount of \$4.426 million for this project. From the Carteret Capital Improvement Fund the amount of \$3.5 million has been designated for this project. A future phase of work will include the construction of an Intermodal Transportation Center (Ferry Terminal) building.

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

Counties: Middlesex Monmouth

Municipalities: Old Bridge Twp Matawan Boro Aberdeen Twp

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.

9324A Tremley Point Connector Road

Counties: Union Middlesex

Municipalities: Linden City Carteret Boro

Sponsor: NJTA/Union County

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

Monmouth County

Sponsor: NJDOT

17302 Intersection Improvement Program, Contract 2017-2

Counties: Ocean Monmouth Middlesex

Municipalities: Lakewood Twp West Long Branch Boro Edison Twp

Sponsor: NJDOT

This project consists of three intersections identified by our Safety Management System having high number of crashes. 1. Rt. 70 and CR 623 (New Hampshire Ave), 2. Rt. 36 and CR 537 (Broadway-Eatontown Blvd.), 3. Rt. 1 and Wooding Ave. The intersections have been identified by the Bureau of Safety, Bicycle and Pedestrian Programs as locations of crash rates high enough to be ranked on the Safety Management System and eligible for HSIP funds under the Intersection Safety Improvement Program.

06314 Long Branch Ferry Terminal

Counties: Monmouth

Municipalities: Long Branch City

Sponsor: NJDOT

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

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 add Transit Signal Priority (TSP) technology at all major intersections, within the project limits to improve travel times and agency effectiveness.

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

This project will address safety improvements at the intersection of Route 33, CR 547 (Asbury Road) and Route 34 Circle.

17330 Route 34, Bridge over Big Brook

Counties: Monmouth

Municipalities: Colts Neck Twp

Sponsor: NJDOT

MP: 15.9-16.1

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1930.

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

Counties: Monmouth

Municipalities: Belmar Boro

Sponsor: NJDOT

MP: 20.48 - 21.41

This project will address safety and drainage improvements within the project limits.

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

This project will address safety improvements on Route 35, Route 66 to White Street/Obre Place. The guiderail will also be upgraded to current standards.

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

Counties: Monmouth

Municipalities: Neptune City Boro Neptune Twp Middleton Twp

Sponsor: NJDOT

MP: 22.67-39.4

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

16349 Route 36, Bridge over Troutman's Creek

Counties: Monmouth

Municipalities: Long Branch City

Sponsor: NJDOT

MP: 5.36

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

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

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

15401 Route 138, Garden State Parkway to Route 35

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

Initiated from the Pavement Management System, this project will resurface and reconstruct the pavement within the project limits. The project will also include traffic signal upgrades, ADA improvements, and guiderail upgrades.

20326 Route 34, CR 524 (Allaire Road) intersection

Counties: Monmouth Municipalities: Wall Twp
Sponsor: NJDOT MP: 2.60 - 2.70

This project will address intersection and safety improvements at Route 34 and CR 524 (Allaire Road) Intersection.

15384 Route 36, Clifton Ave/James St to Mountainview Ave

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

Initiated from the Pavement Management System, this project will resurface the pavement within the project limits. The project will also include replacement of pavement markings and signage for bike lanes.

16312 School House Road, Bridge over Route 35

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

This study will examine replacing the bridge deck/superstructure.

18345 Union Hill Road, Bridge over Route 9

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

Initiated from the Bridge Management System, this project will replace or rehabilitate the structurally deficient bridge, built in 1940 and modified in 1997.

Sponsor: LOCAL

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.

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

Counties: Middlesex Monmouth Municipalities: Old Bridge Twp Matawan Boro Aberdeen Twp
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.

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

Initiated by the Bridge Management System, this study will examine the rehabilitation/replacement of the bridge, built in 1939.

Morris County

Sponsor: NJDOT

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

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

This project will address alternatives to improve congestion and safety within the project limits.

9237 Route 57/182/46, Hackettstown Mobility Improvements

Counties: Warren Morris Municipalities: Hackettstown Town Washington Twp
Sponsor: NJDOT MP: 0 - 0.96

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

18363 Route 159, Bridge over Branch of Passaic River

Counties: Morris Municipalities: Montville Twp
Sponsor: NJDOT MP: 0.25

Bridge Deck / Superstructure Replacement Program

Sponsor: LOCAL

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

Counties: Morris Municipalities: Rockaway Boro
Sponsor: Morris County MP: 0.8

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.

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

Counties: Morris Municipalities: Morris Twp Hanover Twp
Sponsor: Morris County MP: 2.09

This study will examine congestion, safety, and operational deficiencies within the project limits.

Ocean County

Sponsor: NJDOT

17302 Intersection Improvement Program, Contract 2017-2

Counties: Ocean Monmouth Middlesex

Municipalities: Lakewood Twp West Long Branch Boro Edison Twp

Sponsor: NJDOT

This project consists of three intersections identified by our Safety Management System having high number of crashes. 1. Rt. 70 and CR 623 (New Hampshire Ave), 2. Rt. 36 and CR 537 (Broadway-Eatontown Blvd.), 3. Rt. 1 and Wooding Ave. The intersections have been identified by the Bureau of Safety, Bicycle and Pedestrian Programs as locations of crash rates high enough to be ranked on the Safety Management System and eligible for HSIP funds under the Intersection Safety Improvement Program.

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

Counties: Ocean

Municipalities: Beachwood Boro

Sponsor: NJDOT

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

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

17387 Route 37 and CR 549 (Hooper Avenue)

Counties: Ocean

Municipalities: Toms River Twp

Sponsor: NJDOT

MP: 7.3 - 7.42

This project will address safety and operational improvements at the intersection of Route 37 and CR 549 (Hooper Avenue). The project also includes traffic signal upgrades, timing changes, signage/pavement marking upgrades, and new sidewalks and ADA improvements.

17361 Route 37, Thomas Street to Fischer Boulevard

Counties: Ocean

Municipalities: Toms River Twp Island Heights Boro

Sponsor: NJDOT

MP: 6.81-10.89

This study will examine resurfacing/rehabilitation of the pavement.

17403 Route 37 On Ramp to Route 35, Missing Move

Counties: Ocean

Municipalities: Seaside Park Boro

Sponsor: NJDOT

MP: 13.13

This study will examine the entrance to Route 35 Seaside Park from Route 37.

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.

17613 Route 9, CR 571 (Indian Head Road) to CR 526 (County Line Road)

Counties: Ocean

Municipalities: Toms River Twp Lakewood Twp

Sponsor: NJDOT

MP: 94.8 - 102.9

This study will examine the widening of Route 9 within the project limits.

Passaic County

Sponsor: NJDOT

18377 Passaic Avenue, Ward Avenue

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

This project will address safety improvements near the Route 3 Eastbound Exit Ramp, at the Ward Avenue and Passaic Avenue Intersection.

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

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

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1926.

Sponsor: LOCAL

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.

Somerset County

Sponsor: NJDOT

19308 Route 27, Veronica Avenue/How Lane (CR 680) to Delavan Street

Counties: Somerset Middlesex Municipalities: Franklin Twp New Brunswick City
Sponsor: NJDOT MP: 13.41-15.41

This project will address operational and safety improvements at Route 27, Veronica Avenue/How Lane (CR 680) to Delavan Street.

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

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

This project will address operational and safety improvements at Route 28 (Main Street), Bridge Street to Grove Street.

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

Counties: Somerset Municipalities: Branchburg Twp
Sponsor: NULL MP: 20.4

This project will address safety and operational improvements at the intersection of Chubb Road/W County Road (CR 646).

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

Counties: Somerset Municipalities: Bridgewater Twp
Sponsor: NJDOT MP: Rt. 202/206: 24.86-25.50; Rt. 22: 33.88

This study will provide operational and safety improvements to the Rt. 202/206/22 Interchange complex from North Thomson St. to Commons Way. The improvements will focus on reducing the congestion and weaving problems that occur in the vicinity of Rt. 202/206 and Rt. 22 interchange.

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

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

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1929 and modified in 1948.

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 address operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB. The purpose is to reduce the crashes, vehicular turbulence, and congestion.

Sponsor: LOCAL

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

Counties: Somerset Municipalities: Montgomery Twp
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.

03318 Route 22, Sustainable Corridor Long-term Improvements

Counties: Somerset Municipalities: Bridgewater Twp
Sponsor: Somerset County MP: 33.88 - 37.14

This study 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).

N2102 West County Drive Extension

Counties: Somerset

Municipalities: Branchburg

Sponsor: Somerset County

The project is an expansion of the the Old York Road (CR 637) Intersection Improvements project. The project includes the construction of West County Drive from Old York Road to US 202 to the west of the existing traffic patterns along US 202, Old York Road and Chubb Way. This bypass road would accommodate historical regional traffic, that normally creates the congestion at the Old York Road and US 202 signal. By constructing West County Drive, traffic would circumvent the Old York Road and US 202 signal and alleviate congestion in the region. The Project includes a new 48' wide 2800 ft. long roadway, a new traffic signal at the west terminus at Old York Road, and a reconstruction of the traffic signal at the west terminus at US 202. The Project is included in the County Master Plan and critical to support the community's infrastructure. It will also accommodate future commercial, industrial, retail, and residential development scheduled for the surrounding area all of which will increase traffic in the region.

Sussex County

Sponsor: NJDOT

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 reconstruct pavement within the project limits. The following federal appropriation was repurposed to this project: DEMO ID# NJ 099.

19352 Route 206, Bridge over Big Flat Brook

Counties: Sussex Municipalities: Sandystown Twp
Sponsor: NJDOT MP: 122.61-122.61

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

17335 Route 206, Bridge over Branch of Pequest River

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

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1910.

16337 Route 206, Bridge over Dry Brook

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

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

Union County

Sponsor: NJDOT

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

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

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

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

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

This project will address operational and safety improvements at Route 1&9, Gilchrist Avenue to East Grand Street. There is a safety concern for the bike/pedestrian path as well.

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

Counties: Union Municipalities: Elizabeth City
Sponsor: NJDOT MP: 33.8

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

17334 Route 78 WB, Bridge over Quarry Road

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

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

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 reconstruct pavement within the project limits.

Sponsor: LOCAL

9324A Tremley Point Connector Road

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

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

Warren County

Sponsor: NJDOT

16347 Route 46, Bridge over Paulins Kill

Counties: Warren Municipalities: Knowlton Twp
Sponsor: NJDOT MP: 0.74

Initiated by the Bridge Management System, this study will examine replacing the structurally deficient bridge, built in 1933 and modified in 1952.

16344 Route 57, Bridge over Mill Brook

Counties: Warren Municipalities: Franklin Twp
Sponsor: NJDOT MP: 6.43

Initiated from the Bridge Management System, this project will replace and widen the structurally deficient bridge, built in 1922.

9237 Route 57/182/46, Hackettstown Mobility Improvements

Counties: Warren Morris Municipalities: Hackettstown Town Washington Twp
Sponsor: NJDOT MP: 0 - 0.96

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

FY 2022-2023 NJ TRANSIT

Planning Study Development Programs

Bus and Other Surface Transportation Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

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

Community Services Planning and Support

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

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

Corridor Planning and Analysis

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

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

Qualitative and Quantitative Research

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

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

Rail Operations and Infrastructure Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

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

Ridership Forecasting

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

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

Stations, Access, Parking and Site Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

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

Trans-Hudson Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

NJ TRANSIT maintains this program area to focus on trans-Hudson planning. New York City is a regional and national center of economic activity and strongly drives travel demand and commutation patterns in northern New Jersey. The Trans-Hudson planning focus includes the study of major system investments to support a variety of trans-Hudson travel modes including commuter rail, rapid transit, bus and ferry. In some efforts, NJ TRANSIT serves as the lead agency advancing studies and projects. In other cases, NJ TRANSIT works with other regional agencies, providing staff and other planning resources. Representative Trans-Hudson planning projects include the Hudson Tunnel Project, Penn Station Expansion, Portal North Bridge, Hoboken Terminal and the future capacity expansion of the Port Authority Bus Terminal. Under this program, additional elements of capital investment in the Northeast Corridor will likely be pursued by NJ TRANSIT in coordination with Amtrak, the Federal Railroad Administration and other regional agencies.

Transit-Friendly Planning Program

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

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