

*The North Jersey Transportation Planning Authority*

# **FY 2014 Study and Development Program**



**July 8, 2013**

# FY 2014 Study and Development Program

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## **FY 2014 Study and Development Program (S&D)**

### **Introduction**

The metropolitan planning process led by the NJTPA examines regional transportation issues and develops proposals for projects and programs that address these issues. The decision-making centers on the three principal MPO products, a long-range Regional Transportation Plan (RTP), a short-term Transportation Improvement Program (TIP), and a Unified Planning Work Program (UPWP). The RTP sets forth the region's long and short-term investment agenda, documenting the technical analysis and cooperative decision-making producing that agenda. The RTP includes a full identification of the region's key transportation issues and needs for a 25 year horizon. In August 2009, the RTP entitled "Plan 2035: The Regional Transportation Plan for Northern New Jersey" was adopted by the NJTPA Board of Trustees. The TIP prioritizes and schedules funding for project implementation over a four-year period. The UPWP summarizes planning activities conducted by the NJTPA staff, its member agencies and other transportation agencies in the region. The Study and Development Program formerly referred to as the PDWP, is a volume within the UPWP, that schedules the planning and project development to be undertaken for particular initiatives identified in the RTP, so that they ultimately will be ready for implementation via the TIP.

The S&D Program contributes to meeting the federal requirement that the UPWP must include all metropolitan transportation and transportation-related air quality planning activities anticipated within the area during the next one or two year period, regardless of funding sources or agencies conducting activities. As such, the S&D Program document contains the schedule of project planning that will be conducted during the following fiscal year. Projects scheduled for work in the S&D Program were drawn from the NJTPA's RTP, and from work conducted in the UPWP, or were generated by the NJDOT Management Systems such as the Bridge Management System, Safety Management System, Pavement Management System and the Drainage Management System. As such these projects reflect the goals and long-range strategy of the NJTPA for improving access and mobility and for maintaining existing infrastructure in a state of good repair in the northern and central New Jersey region.

Most of the projects in the S&D Program have already undergone some degree of investigation or development in recent years. However, each year there are several new projects advanced for development for the first time. Projects in the S&D Program, whether "carry-overs" or new, have been found to represent potentially valuable approaches to addressing transportation needs. Highway projects generally fall into one of the following two phases of work, Concept Development (CD) or Local Concept Development (LCD). NJDOT has streamlined the project development process by combining the CD and the Feasibility Assessment (FA) phases of work before advancing to Preliminary Engineering (PE). Project planning occurs during the Concept Development Phase. During this phase, NJDOT considers the problems associated with the project and looks at alternative solutions. An alternative is selected based on environmental impacts, constructability, cost effectiveness, how effectively the alternative addresses the project need, and if the project can be constructed in a timely manner. This selected alternative becomes

the Preliminary Preferred Alternative (PPA). The Project Delivery Process ensures that the PPA addresses the original project need, has the lowest negative impact to the environment and the transportation system, and can be delivered in a timely manner and a reasonable cost. Once NJDOT approves the PPA, projects generally become candidates for the Preliminary Engineering phase in the TIP.

For Transit projects, the phases of work are: Project Development (PD), Concept Design (CD), Environmental Assessment (EA), Draft Environmental Impact Statement (DEIS), Final Environmental Impact Statement (FEIS) and Preliminary Engineering (PE):

*Project Development:* Early steps in the federal process for identifying transit projects - could include a Major Investment Study or an Alternatives Analysis.

*Concept Design:* The first step in developing a project design. Project features are very generic, and do not exceed 5 to 10 percent design.

*Environmental Assessment:* To test the feasibility of a project concept - could include physical feasibility, financial feasibility, and environmental feasibility, along with other reviews.

*DEIS/FEIS:* The preparation of the environmental impacts statement for a project. First the draft EIS is produced. It is then released to the public for review and comment. The Final EIS is then produced, incorporating the responses to the comments.

*Preliminary Engineering:* The first step in engineering a project, which includes adding more detail to the project plans, but not a full design. Not to exceed 30 percent design.

At the conclusion of the project development work, projects become candidates for inclusion in the NJTPA Transportation Improvement Program (TIP). The TIP allocates federal funding to actually implement projects including the completion of final design, right-of-way acquisition and construction.

The NJTPA also elected to include for informational purposes in the S&D Program, Local Concept Development projects.

### **S&D Program Development**

Projects are selected for inclusion in the S&D Program based on a combination of technical evaluations and consultations with interested parties. The goal is to select a reasonable and balanced mix of projects, reflecting the priorities of the RTP that can be accomplished within available resources. As such, the project mix reflected in this document represents a realistic and manageable program that can deliver "TIP-ready" projects within prescribed timeframes.

Initial priority setting for most 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 RTP, and address the range of environmental, social, and economic factors that underpin all NJTPA decision-making. The project prioritization criteria are not applicable to a limited number of projects, namely those that are not sufficiently defined to be scored or outside the scope of the criteria. Prioritization of those projects involves discussions and negotiations at the regional and subregional level.

Other considerations also come into play in deciding whether a particular project is included in the 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 other NJTPA efforts such as the Regional Safety Priorities Study and Strategy Evaluation effort;
- identification of the project as a priority in one of the NJDOT Management Systems;
- relationship to other projects (for example, it may be cost effective to work on two related projects together rather than separately);
- geographic coverage (some projects may have benefits over wide areas); and
- limitation of certain project types (NJDOT staff resources often limit the number of certain types of projects, like drainage or bridge replacements, that can be worked on concurrently).

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

The S&D Program is included annually into the Unified Planning Work Program (UPWP), a multi-volume document that summarizes the transportation planning activities of the NJTPA staff, its member agencies and other transportation agencies in the region. In this way, the NJTPA Board of Trustees maintains oversight over the progress of project development work in the region, whether the work is conducted by the NJTPA or other agencies.

### **Initiation of New Projects and Subsequent Planning Cycles**

Each year, there is an opportunity to advance the development of a select number of new projects through their inclusion in the S&D Program. While most of the projects in the S&D Program represent work carried over from previous years, there is limited capacity for new projects. The RTP is a major source for these new initiatives.

In addition to the regular planning and outreach associated with the RTP development cycle, specific transportation issues can come to light in the NJTPA open forum through staff research; elected official, public or stakeholder input; or interagency coordination. These needs are identified through a variety of sources including planning, corridor and subarea studies, strategy refinement work, management systems and the work conducted by the state's operating agencies. For instance, the bridge, safety, drainage and pavement management systems operated by NJDOT generate new and accruing needs. Problems are also brought to the attention of transportation officials by elected officials and the general public.

For the NJTPA to consider a proposed new project as a candidate for inclusion in the S&D Program, it is required to review the problem to ensure that the project is sufficiently defined and documented (e.g., through NJTPA or partner agency analysis) and is consistent with the needs and priorities in the RTP.

## **NJDOT's Pipeline Process**

Projects included in the S&D Program are advanced through one of four so-called "project pipelines." In order to expedite the project delivery system, NJDOT several years ago initiated a new project delivery process. This process involves a series of "pipelines" that are utilized for project development based on the degree of complexity of the project. This change was brought about by recognition that the "old" project delivery process worked well for the complex "mega" projects but was cumbersome for simpler or smaller projects.

As a result, a new delivery process with four pipelines was created to address the needs of the smaller or simpler projects in an attempt to reduce costs and accelerate delivery times. Pipeline I is essentially the "old" pipeline for the large complex projects. Pipeline II is a new process for addressing moderately complex projects while pipelines III and IV address the needs of less complex projects. The projects contained in the Study and Development Program will "feed" Pipelines I and II. Projects that would enter Pipeline III and IV are forwarded directly to the appropriate NJDOT personnel and do not require concept development activity.

The four pipelines for the following project needs are described below in greater detail:

### Pipeline I – Complex Projects

- Full Concept Development and Preliminary Engineering (Environmental Impact Statement, Environmental Assessment, Complex Categorical Exclusion or Executive Order 215 (EO215)).
- Solutions are complex and multi-faceted.

### Pipeline II – Moderate Projects

- Concept Development and Engineering support are required during consultant selection.
- Categorical Exclusion with Right-of-Way (ROW) and utilities.
- Division of Project Planning and Development solution and local support apparent.

### Pipeline III – Simple Projects

- Projects move directly to NJDOT Design.
- Minor ROW and utility impacts.

### Pipeline IV – Operations Projects

- Projects move directly to NJDOT Operations.

# FY 2014 Study and Development Program NJDOT

## Bergen County

Sponsor: NJDOT

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### 08410 Route 4, Grand Avenue Bridge

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

This project will replace the deck of structure 0206-179 in order to remove the bridge from the structurally deficient list. The WB right through-lane through the intersection will be eliminated. The existing through lane will be used to provide a deceleration lane, an exclusive merge lane and an acceleration lane that will introduce the right through lane after the interchange to improve safety at the ramp termini. A bus shelter will be provided at the existing bus stop, along with ADA-compliant curb ramps and sidewalks. Gaps in existing sidewalk will be eliminated.

Year Work

2014 CD  
2015

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### 02346 Route 4, Hackensack River Bridge

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

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

Year Work

2014 CD  
2015

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### 93134 Route 4, Teaneck Road Bridge

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

This study will investigate the proposed replacement of the existing deficient structure that was identified as a need from the Bridge Management System. Operational and Safety Improvements to Route 4 within the project limits.

Year Work

2014 CD  
2015

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

Counties: Bergen Municipalities: Englewood Cliffs Boro Alpine Boro  
Sponsor: NJDOT MP: 2.19 - 11.17

Problem Statement: Bicycle and Pedestrian Safety: The Route 9W Assessment for Bicycle and Pedestrian Needs identified safety deficiencies in terms of the ability of the roadway to accommodate bicycle traffic and pedestrian crossings at NJ Transit bus stops. Bicycle and pedestrian compatibility signing, striping, and drainage grate improvements are expected to address these deficiencies with the intention to be implemented by maintenance engineering.

Year Work

2014 CD  
2015

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

Counties: Bergen

Municipalities: Rochelle Park Twp

Sponsor: NJDOT

MP: 10.90

This project will provide for the proposed bridge replacement, which was identified by Bridge Management System. The overall condition of the bridge is serious, with low appraisal ratings for structural elevation and the inadequate deck geometry.

**Year Work****2014 LCD****2015****103A1 Route 17, Essex Street to South of Route 4**

Counties: Bergen

Municipalities: Various

Sponsor: NJDOT

MP: 10.19 - 12.04

Widening of Rt. 17 to provide six lanes of through traffic, some of which is on structures within the project limits. The project will include structure replacements and at-grade crossings at various intersections.

This project is multi-year funded. Total construction funding needed is expected to be \$157,000,000.

**Year Work****2014 LPE****2015****94057 Route 17, NYS&W Bridge**

Counties: Bergen

Municipalities: Rochelle Park Twp

Sponsor: NJDOT

MP: 10.90

This project will provide for the proposed bridge replacement, which was identified by Bridge Management System. The overall condition of the bridge is serious, with low appraisal ratings for structural elevation and the inadequate deck geometry.

**Year Work****2014 LPE****2015****103A2 Route 17, Williams Avenue to I-80**

Counties: Bergen

Municipalities: Hasbrouck Heights Boro Hackensack City

Sponsor: NJDOT

MP: 8.3-9.9

This study will investigate the widening of Rt. 17 to provide six lanes of through traffic. Structural replacements will be included.

The following special federal appropriations have been allocated to this project: 1) FY 2004/Section 115/H17 \$1,000,000, ID# NJ093); 2) FY05/Section 11/H66, \$2,000,000 (ID# NJ 111); 3)FY06 SAFETEA-LU, HPP \$4,400,000 (ID# NJ128); 4) FY06 SAFETEA-LU, HPP \$9,600,000 (ID# NJ159) (available 20% per year); 5)FY 2004 Sec. 115/H17, PL 108-199, \$1,000,000 (ID# NJ094).

**Year Work****2014 CD****2015****10350 Route 80, River Road Park & Ride, Elmwood Park, Bergen County**

Counties: Bergen

Municipalities: Elmwood Park Boro

Sponsor: NJDOT

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

**Year Work****2014 CD****2015**

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

Counties:    Bergen

Municipalities:    Wyckoff Twp Franklin Lakes Boro

Sponsor:      NJDOT

MP: 5.3 - 8.5

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

**Year    Work**

**2014    CD**

**2015    CD**

**858            Route 287, Truck Weigh Station, Bergen County**

Counties:    Bergen

Municipalities:    Mahwah Twp

Sponsor:      NJDOT

MP: To be determined

This project consists of construction of a truck weigh station facility on the southbound side of I-287. It will weigh trucks destined for I-287 southbound. The project will include weigh-in-motion scales, static weigh scales, paving, grading, drainage, utilities (relocation and new services), striping, electric, lighting and landscaping. The facility will consist of internal roadways, approximately 11 parking stalls for trucks and automobiles, a commercial vehicle inspection building and a control building. A deceleration lane into and acceleration lane from the weigh station will need to be provided along I-287 southbound.

**Year    Work**

**2014    CD**

**2015**

**Sponsor: LOCAL**

**98546        Market Street/Essex Street/Rochelle Avenue**

Counties:    Bergen

Municipalities:    Maywood Boro Lodi Boro

Sponsor:      Bergen County

Funding is provided for a scoping study to secure recommended improvements to the intersection and bridge at this location.

The following special federal appropriations were allocated to this project. TEA-21/Q92, ID# NJ023, \$3,844,123

**Year    Work**

**2014    LCD**

**2015**

# Essex County

## Sponsor: NJDOT

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

Counties: Passaic Essex

Municipalities: Wayne Twp Fairfield Twp

Sponsor: NJDOT

MP: 23: 5.1-5.7; 80: 52.8-53.75

The proposed long-term improvements may involve a major construction project that addresses existing weekday and weekend congestion problems and provides for a critical missing link in the highway network. While the NJDOT's Interchange Study recommended several concepts for long-term improvements, the Routes 23/46/80 Task Force could not, based on the preliminary nature of such concepts, determine one concept to endorse. The Routes 23/46/80 Task Force agreed that the NJDOT should further develop four concepts to determine the most viable alternative to meet the needs of the interchange.

The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP \$1,200,000, ID# NJ202, (available 20% per year).

#### Year Work

2014 CD

2015

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

Counties: Morris Essex Passaic

Municipalities: Various

Sponsor: NJDOT

MP: 42.50 - 63.58

A Problem Statement has been received which indicates this route is designated as a diversion route for I-80. There is also some peak hour congestion. Reconstruction of I-80 and/or Rt. 46 to add through lanes and improved capacity would be at a significant cost and adversely impact adjacent properties and the environment. It is recommended to use ITS technologies including controlled signal systems, surveillance cameras, dynamic message signs, speed/travel time detection, and other emerging technologies to provide for quick, variable adjustments to traffic patterns to provide for spot peak conditions during incidents. The ITS technologies will also provide a benefit in addressing recurring peak hour congestion.

#### Year Work

2014 CD

2015

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

Counties: Hunterdon Somerset Union Essex

Municipalities: Various

Sponsor: NJDOT

MP: 25.0 - 59.0

A Problem Statement has been received indicating that this route is severely congested, experiencing significant recurring and non-recurring delays. This is also a major truck corridor, including direct connections into Port of New York and New Jersey facilities and the Newark/Liberty Airport. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and would have adverse impacts to adjacent properties and the environment. An interim improvement is proposed to use ITS technologies including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering, HOT lanes and other emerging technologies to mitigate congestion and provide for improved incident management.

#### Year Work

2014 CD

2015 CD

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### 12318 Route 280, WB Ramp over 1st & Orange Streets, Newark Subway & NJ Transit

Counties: Essex

Municipalities: Newark City

Sponsor: NJDOT

MP: 13.28-13.48

The structure is structurally deficient with Sufficiency rating of 52.7 and has deteriorated to the point that bridge deck needs to be rehabilitated/replaced

#### Year Work

2014 CD

2015 CD

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## Sponsor: LOCAL

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### NLCD1402 Clay Street Bridge over the Passaic River

Counties: Hudson Essex

Municipalities: Newark East Newark

Sponsor: Hudson

MP: 0.0 - 0.07

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

<u>Year</u>	<u>Work</u>
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2014	LCD
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2015	LCD
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# Hudson County

## Sponsor: NJDOT

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

Counties: Hudson Municipalities: Jersey City  
Sponsor: NJDOT

This project, formerly known as New Road Extension, is the proposed extension of New Road north of Secaucus Road to the CSX facility at Little Ferry and/or a connection to the NJ Turnpike. New Road extension will create a direct connection to Croxton Yard and its vicinity, thereby reducing port-generated truck traffic on the parallel section of Rt. 1 & 9. This will reduce congestion on Rt. 1 & 9, especially during peak hours.

#### Year Work

2014 CD  
2015 CD

### 12386 Route 3, EB & S Service Road over Route 495 Ramp J

Counties: Hudson Municipalities: North Bergen Twp  
Sponsor: NJDOT MP: 10.33

Replacement of the bridge deck for the Rt. 3 EB & south service Rd. structure over Rt. 495 Ramp J.

#### Year Work

2014 CD  
2015

## Sponsor: LOCAL

### NLCD1402 Clay Street Bridge over the Passaic River

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

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

#### Year Work

2014 LCD  
2015 LCD

### NLCD1404 Jersey Avenue Extension over Mill Creek

Counties: Hudson Municipalities: Jersey City  
Sponsor: Jersey City MP: 0.0 - 0.26

This study will consider an extension to open up access into and out of Liberty State Park, especially during emergencies, and connect the park to Jersey City neighborhoods.

#### Year Work

2014 LCD  
2015 LCD

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

Counties: Hudson

Municipalities: Jersey City

Sponsor: Jersey City

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

This project intends to allow Rt. 440/Rt. 1&9 to function as a principal arterial and as a neighborhood main street. The project will improve connections between the local street network and address safety concerns for pedestrians and bicyclists. Part of the plan is the creation of an urban boulevard along Rt. 440/1&9 in order to separate local and express traffic. Light rail expansion and other aesthetic improvements will be included in the study.

The federal SAFETEA-LU legislation provided a special appropriation for concept development designs. A boulevard on Rt. 440 and Rt. 1&9 through Jersey City is planned.

The following special federal appropriations were allocated to this project: FY05 SAFETEA LU/HPP \$1,800,000. Bill lines #350 and #3567, (ID# NJ 130 and ID# NJ 243).

CD Study to be completed in 2014, future phases not funded. Jersey City is Lead Agency.

**Year    Work**

**2014    LCD**

**2015**

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# Hunterdon County

## Sponsor: NJDOT

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

Counties: Hunterdon

Municipalities: Raritan Twp

Sponsor: NJDOT

MP: 22.30 - 25.30

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

#### Year Work

2014 FA

2015

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

Counties: Hunterdon

Municipalities: Flemington Boro Raritan Twp

Sponsor: NJDOT

MP: 22.02 - 25.30

The Rt. 31 Integrated Land Use & Transportation Study is for the completion of the South Branch Parkway (SBP) and other elements of the "plan" as needed. The South Branch Parkway is the two-lane, at-grade roadway on the alignment of the proposed Flemington Bypass. The \$2,200,000 of FY 2007 PE DEMO funds was not intended for the SBP. It is intended for one of the "breakouts", such as the Flemington Circle to Roundabout project, or the South Main St. Circle to Roundabout project.

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$11,839,898; FY 2004/Section 115/H17 \$150,000; FY06 SAFETEA-LU, HPP \$2,000,000 (available 20% per year).

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

#### Year Work

2014 CD

2015

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

Counties: Hunterdon

Municipalities: Clinton Twp

Sponsor: NJDOT

MP: Rt. 78: 16.5 - 17.7; Rt. 31: 31.70 - 33.50

Hunterdon County performed a planning study of the I-78 corridor from Interchange 15 to Interchange 20. This study is the basis for DOT work efforts. The findings will be refined and concepts developed that best address the planning needs as well as the physical operational and safety deficiencies within the study limits. Both long-term as well as short-range improvements identified in the NJTPA I-78 Transit Assessment Phase II Study completed in 2009 should be considered.

#### Year Work

2014 CD

2015

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

Counties: Hunterdon Somerset Union Essex

Municipalities: Various

Sponsor: NJDOT

MP: 25.0 - 59.0

A Problem Statement has been received indicating that this route is severely congested, experiencing significant recurring and non-recurring delays. This is also a major truck corridor, including direct connections into Port of New York and New Jersey facilities and the Newark/Liberty Airport. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and would have adverse impacts to adjacent properties and the environment. An interim improvement is proposed to use ITS technologies including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering, HOT lanes and other emerging technologies to mitigate congestion and provide for improved incident management.

#### Year Work

2014 CD

2015 CD

# Middlesex County

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## Sponsor: NJDOT

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

Counties: Middlesex

Municipalities: Plainsboro Twp South Brunswick Twp North Brunswick Twp

Sponsor: NJDOT

MP: 13.30 - 22.50

A project to address the deficiencies along the portion of Route 1 in South Brunswick between MP 13.30 and 22.50. This stretch of the roadway currently accommodates only two travel lanes in each direction. Sections of Route 1 both north and south carry three lanes of travel. The 3 Intersections of Ridge Road, New Road, and Deans Lane/Henderson Road will be advanced into Concept Development under this agreement.

<u>Year</u>	<u>Work</u>
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2014	CD
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2015	
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### **079A      Route 9/35, Main Street Interchange**

Counties: Middlesex

Municipalities: Sayreville Boro South Amboy City

Sponsor: NJDOT

MP: 129.82

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

<u>Year</u>	<u>Work</u>
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2014	CD
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2015	
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# Monmouth County

## Sponsor: NJDOT

### 07350 Route 9, Bus Rapid Transit

Counties: Ocean Monmouth

Municipalities: Lakewood Twp Howell Twp Freehold Twp Manalapan Tw

Sponsor: NJDOT

MP: 103.0-122.46

The Rt. 9 Bus Rapid Transit project is projected to be an extension of the bus shoulder lane that has completed construction. NJ Transit proposes to extend the shoulder use for buses from the Howell/Lakewood border to Old Bridge in both directions.

#### Year Work

2014 LCD

2015

## Sponsor: LOCAL

### NS0403 County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road

Counties: Monmouth

Municipalities: Freehold Boro Freehold Twp

Sponsor: Monmouth County

MP: 48.93 - 51.56

CR 537 serves regional travel between Burlington, Ocean and Monmouth Counties. This roadway also serves as a link between rapidly developing areas of Mercer and Ocean Counties to recreational and commercial activities within Monmouth County. As a result, traffic volumes along this corridor have significantly increased, resulting in high congestion along this section of CR 537. The County will investigate improvement alternatives resulting from the recent technical study prepared for this section of the corridor.

#### Year Work

2014 LCD

2015

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

Counties: Monmouth

Municipalities: Neptune Twp

Sponsor: NJTPA

MP: 0.9-2.6

This section of Rt. 66 experiences severe congestion during peak periods. Intersection improvements at Wayside Avenue and Asbury Avenue and a widening to add a center lane or a full lane in each direction is recommended for investigation.

#### Year Work

2014 LCD

2015

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

Counties: Monmouth

Municipalities: Rumson Boro Sea Bright Boro

Sponsor: Monmouth County

MP: 22.31

Bridge S-32 carries CR 520, Rumson Road, across the Shrewsbury River between the Boroughs of Rumson and Sea Bright. This bridge serves as one of two evacuation and emergency routes in times of tidal flooding and coastal storms. The existing structure is in poor condition, with deterioration of major bridge components. Possible improvements such as rehabilitation or reconstruction of the structure will be studied. This project is multi-year funded.

#### Year Work

2014 LCD

2015

# Morris County

## Sponsor: NJDOT

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### 13316 Route 46 and Canfield Avenue

Counties: Morris

Municipalities: Mine Hill Twp

Sponsor: NJDOT

MP: 35.91

The proposed project is to widen Route 46 to accommodate standard lane widths and to provide an exclusive left turn lane on the west approach of the intersection (for turns into the shopping center). In addition, the Township requested enhanced safety for pedestrian crossing of the intersection as there is a school located nearby.

Year   Work

2014   CD

2015

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

Counties: Morris Essex Passaic

Municipalities: Various

Sponsor: NJDOT

MP: 42.50 - 63.58

A Problem Statement has been received which indicates this route is designated as a diversion route for I-80. There is also some peak hour congestion. Reconstruction of I-80 and/or Rt. 46 to add through lanes and improved capacity would be at a significant cost and adversely impact adjacent properties and the environment. It is recommended to use ITS technologies including controlled signal systems, surveillance cameras, dynamic message signs, speed/travel time detection, and other emerging technologies to provide for quick, variable adjustments to traffic patterns to provide for spot peak conditions during incidents. The ITS technologies will also provide a benefit in addressing recurring peak hour congestion.

Year   Work

2014   CD

2015

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### 93139 Route 80, Route 15 Interchange

Counties: Morris

Municipalities: Wharton Boro Rockaway Twp

Sponsor: NJDOT

MP: Rt 80: 33.58 - 34.5, Rt 15: 1.16 - 3.05

This project will recommend improvements to address congestion and safety-related problems due to missing movements relative to the interchange. Missing are links permitting movements from eastbound I-80 to Rt. 15 southbound and northbound and from Rt. 15 northbound to I-80 westbound.

Year   Work

2014   CD

2015   CD

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

Counties: Morris

Municipalities: Various

Sponsor: NJDOT

MP: 27.5 - 47.3

I-80 is severely congested, experiencing significant recurring and non-recurring delay. A Problem Statement has been received which indicates this route is severely congested, experiencing significant recurring and non-recurring delays. This is a major truck corridor and is a priority link in the ITS statewide network for a connection to the Region North Headquarters. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and adversely affect adjacent properties and the environment. An interim improvement is proposed to use ITS technologies, including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering and other emerging technologies to mitigate congestion and provide for improved incident management.

Year   Work

2014   CD

2015   CD

## Sponsor: LOCAL

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### NS9802      Openaki Road Bridge

Counties:    Morris

Municipalities:    Denville Twp

Sponsor:      Morris County

Openaki Road bridge over the Den Brook in Denville Township was built in 1924 and is now structurally deficient and functionally obsolete despite efforts by the county to save the structure. The existing bridge is a single-span thru truss with a wood plank deck. The bridge has narrow roadway width and low inventory and operating ratings. The county plans to widen the roadway to 32' consisting of high-strength weathering steel stringers with a composite reinforced concrete deck slab.

<u>Year</u>	<u>Work</u>
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2014	LCD
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2015	
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# Ocean County

## Sponsor: NJDOT

### 07350 Route 9, Bus Rapid Transit

Counties: Ocean Monmouth

Municipalities: Lakewood Twp Howell Twp Freehold Twp Manalapan Tw

Sponsor: NJDOT

MP: 103.0-122.46

The Rt. 9 Bus Rapid Transit project is projected to be an extension of the bus shoulder lane that has completed construction. NJ Transit proposes to extend the shoulder use for buses from the Howell/Lakewood border to Old Bridge in both directions.

#### Year Work

2014 LCD

2015

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

Counties: Ocean

Municipalities: Lakewood Twp Toms River Twp

Sponsor: NJDOT

MP: 94.8 - 101.7

Under existing conditions, this corridor consistently experiences high levels of congestion and crashes both weekdays and weekend. Growth continues in these two towns and the associated traffic will exacerbate these conditions over time. The 7.2 mile segment runs parallel to the Garden State Parkway (to the east) and provides an alternate route for north-south traffic in this area during incidents on the Garden State Parkway.

This project is multi-year funded. Total construction funding needed is expected to be \$588,000,000.

#### Year Work

2014 CD

2015

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

Counties: Ocean

Municipalities: Pine Beach Boro Berkeley Twp

Sponsor: NJDOT

MP: 89.41 - 89.44

The signalized Mizzen Avenue intersection is located very close to the unsignalized Washington Avenue intersection. These two intersections are attempting to operate as one. The geometry combined with the traffic volumes create severe delays at these intersections. A Town Center is proposed adjacent to this location.

#### Year Work

2014 CD

2015

## Sponsor: LOCAL

### NLCD1405 Garden State Parkway Interchange 83 Improvements

Counties: Ocean

Municipalities: Toms River Twp

Sponsor: Ocean County

MP: CR 571: 6.05-6.10 & GSP: 84.40-84.80

This study will assess alternatives to provide a new southbound Garden State Parkway exit to County Route 571 and improvements nearby interchange of Route 9 and CR 571.

#### Year Work

2014 LCD

2015 LCD

# Passaic County

## Sponsor: NJDOT

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

Counties: Passaic Essex

Municipalities: Wayne Twp Fairfield Twp

Sponsor: NJDOT

MP: 23: 5.1-5.7; 80: 52.8-53.75

The proposed long-term improvements may involve a major construction project that addresses existing weekday and weekend congestion problems and provides for a critical missing link in the highway network. While the NJDOT's Interchange Study recommended several concepts for long-term improvements, the Routes 23/46/80 Task Force could not, based on the preliminary nature of such concepts, determine one concept to endorse. The Routes 23/46/80 Task Force agreed that the NJDOT should further develop four concepts to determine the most viable alternative to meet the needs of the interchange.

The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP \$1,200,000, ID# NJ202, (available 20% per year).

<u>Year</u>	<u>Work</u>
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2014	CD
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2015	
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### 11367 Route 46, Drainage Improvements, Little Falls, Clifton City, Passaic Co.

Counties: Passaic

Municipalities: Little Falls Twp Clifton City

Sponsor: NJDOT

MP: 61.6-63

There have been 62 flooding incidents in 6 years. This location is ranked 22 of 232 for flooding and 94 of 131 (MP 61.6) for Icing incidents in the 2012 Drainage Management System.

<u>Year</u>	<u>Work</u>
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2014	CD
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2015	CD
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### 06366 Route 46, I-80 to I-80/280, ITS Improvements

Counties: Morris Essex Passaic

Municipalities: Various

Sponsor: NJDOT

MP: 42.50 - 63.58

A Problem Statement has been received which indicates this route is designated as a diversion route for I-80. There is also some peak hour congestion. Reconstruction of I-80 and/or Rt. 46 to add through lanes and improved capacity would be at a significant cost and adversely impact adjacent properties and the environment. It is recommended to use ITS technologies including controlled signal systems, surveillance cameras, dynamic message signs, speed/travel time detection, and other emerging technologies to provide for quick, variable adjustments to traffic patterns to provide for spot peak conditions during incidents. The ITS technologies will also provide a benefit in addressing recurring peak hour congestion.

<u>Year</u>	<u>Work</u>
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2014	CD
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2015	
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# Somerset County

## Sponsor: NJDOT

### 10310 Route 22, Utility Pole Mitigation

Counties: Somerset Union

Municipalities: Various

Sponsor: NJDOT

MP: 46.0-56.0

This project seeks to identify and mitigate locations with incidents of high recurring utility pole accidents. The mitigation project is limited in scope and resources and encompasses 3 to 5 crash locations per year.

#### Year Work

2014 CD

2015

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

Counties: Hunterdon Somerset Union Essex

Municipalities: Various

Sponsor: NJDOT

MP: 25.0 - 59.0

A Problem Statement has been received indicating that this route is severely congested, experiencing significant recurring and non-recurring delays. This is also a major truck corridor, including direct connections into Port of New York and New Jersey facilities and the Newark/Liberty Airport. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and would have adverse impacts to adjacent properties and the environment. An interim improvement is proposed to use ITS technologies including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering, HOT lanes and other emerging technologies to mitigate congestion and provide for improved incident management.

#### Year Work

2014 CD

2015 CD

### 02372 Route 202/206 and Route 22 Interchange, North Thomson Street to Commons Way, Operational and Safety Improvements

Counties: Somerset

Municipalities: Somerville Boro Raritan Boro

Sponsor: NJDOT

MP: Rt. 202/206: 24.14-25.50; Rt. 22: 33.88

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

#### Year Work

2014 CD

2015

## Sponsor: LOCAL

### NLCD1407 County Bridge K0607, New Brunswick Road over Al's Brook

Counties: Somerset

Municipalities: Franklin Twp

Sponsor: Somerset County

MP: 3.50 - 3.60

This study will assess alternatives for a Double Barrel Corrugated Aluminum Structure Plate Spandrel Arch Culvert, which is deformed and buckling.

#### Year Work

2014 LCD

2015 LCD

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

Counties: Somerset

Municipalities: Bridgewater Twp

Sponsor: Somerset County

MP: 33.88 - 37.14

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

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

**Year    Work**

**2014    LFA**

**2015**

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# Sussex County

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**Sponsor: LOCAL**

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**NS0202 County Route 653, Sussex County**

Counties: Sussex

Municipalities: Montague Twp

Sponsor: Sussex County

MP: 0 - 7.22

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

**Year   Work**

**2014   LCD**

**2015**

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# Union County

## Sponsor: NJDOT

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### 12311 Route 1&9: Safety improvements at the CSAO Railroad overpass

Counties: Union Municipalities: Linden City  
Sponsor: NJDOT MP: 40.04-40.04

here are fixed object crashes at this location. Route 1&9 at the CSAO railroad overpass is frequently hit by heavy vehicle traffic because the posted clearance (13 feet - 6 inches) may be incorrect. Also, the existing structure consists of a safety problem for pedestrians that must traverse a narrow passageway between the existing abutment and guiderail.

Year Work

2014 CD  
2015

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

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

This project will improve safety and geometric deficiencies and streamline access within the interchange by removing weaving sections. The project will also include widening and deck replacement for structure no. 2004-159.

Year Work

2014 CD  
2015

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### 10310 Route 22, Utility Pole Mitigation

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

This project seeks to identify and mitigate locations with incidents of high recurring utility pole accidents. The mitigation project is limited in scope and resources and encompasses 3 to 5 crash locations per year.

Year Work

2014 CD  
2015

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### 12437 Route 27, Grand Street NB Intersection

Counties: Union Municipalities: Elizabeth City  
Sponsor: NJDOT MP: 33.96

This location is a four legged signalized intersection in Elizabeth, New Jersey. Route 27 is one-way in the northbound direction with two lanes shared through-right and through-left lanes. Eastbound Grand Street is one lane with a shared through-left lane. Westbound Grand Street is a single lane approach providing for through and right turns.

Year Work

2014 CD  
2015

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

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

A Problem Statement has been received indicating that this route is severely congested, experiencing significant recurring and non-recurring delays. This is also a major truck corridor, including direct connections into Port of New York and New Jersey facilities and the Newark/Liberty Airport. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and would have adverse impacts to adjacent properties and the environment. An interim improvement is proposed to use ITS technologies including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering, HOT lanes and other emerging technologies to mitigate congestion and provide for improved incident management.

Year Work

2014 CD  
2015 CD

**94019      Route 82, Rahway River Bridge**

Counties:    Union

Municipalities:    Springfield Twp

Sponsor:      NJDOT

MP: 0.38

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

**Year    Work**

**2014    CD**

**2015**

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**Sponsor: LOCAL**

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**NLCD1409    South Front Street Bridge over the Elizabeth River**

Counties:    Union

Municipalities:    Elizabeth

Sponsor:      Union County

MP: 0.75

This study will look at alternatives of an existing movable bridge which is currently closed to traffic.

**Year    Work**

**2014    LCD**

**2015    LCD**

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# Warren County

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## Sponsor: NJDOT

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### 11369 Route 22, Bates Avenue to Route 57

Counties: Warren

Municipalities: Phillipsburg Town Lopatcong Twp

Sponsor: NJDOT

MP: 1.1 - 2.1

There has been 37 flooding incidents in 6 years. This location is ranked 46 of 232 for flooding and 100 of 131 (MP 2.1) for Icing incidents in the 2012 Drainage Management System.

**Year**   **Work**

2014   CD

2015   CD

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

Counties: Warren

Municipalities: Hope Twp

Sponsor: NJDOT

A Park and Ride facility in Hope Township, Warren County, will undergo an expansion through the purchase of private property that has the potential to create over 300 new parking spaces. This facility is adjacent to Rt. 80 and a Bus Line has expressed interest in serving an expanded facility. Additionally, the existing 80 space facility will be resurfaced, and have additional lighting installed for enhanced user safety.

**Year**   **Work**

2014   CD

2015

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### 11322 Route 94, Bridge over Jacksonburg Creek

Counties: Warren

Municipalities: Blairstown Twp

Sponsor: NJDOT

MP: 7.946-7.954

Replacement of the bridge is recommended. The deck is rated 3 (serious), the superstructure is rated 3 (serious), and the substructure is rated 5 (fair). The overall sufficiency rating for this structure is 48.6 (deficient).

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

**Year**   **Work**

2014   CD

2015

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# **FY 2014 Study and Development Program**

## **NJ Transit**

# FY 2014 Study and Development NJ Transit

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

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

NJT has developed an approach and has several active planning projects to address improvements to heavily travelled bus corridors in the state, up to and including traditional Bus Rapid Transit (BRT) concepts. Bus study work in FY14 includes, but is not limited to the following areas Route 1, Route 9, Bergen County and Newark. It is expected that follow-up, detailed analysis will also be necessary following the major area wide bus studies now underway.

### **Year Work**

**2012 Ongoing Program**

**2014 Continuing**

**2015 Continuing**

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

Counties: Middlesex Mercer

Municipalities:

Sponsor: NJ Transit

The proposed BRT system in northern Mercer and southern Middlesex Counties would make use of both existing roads with improvements and new alignments. A 2006 Study examined alignments, BRT technologies, station locations, ridership and potential for coordination with private sector development, municipal plans and cost effectiveness. NJ Transit is examining near term ridership potential for segments of the system to identify the initial services and improvements to advance toward implementation. A phased implementation of the system has been proposed similar to the initiation of new bus route 655.

### **Year Work**

**2012 Concept Design**

**2014 Initiate project work**

**2015 Continue project work**

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

Counties: Hunterdon Warren

Municipalities:

Sponsor: NJ Transit

NJ TRANSIT has recently issued a report highlighting its investigation of options for bus and rail transit improvements in the I-78 Corridor. Some follow up work will continue in FY 2012 with TMA's local stakeholders and NJDOT to advance some improvements. In FYs 2012-13, NJT completed the series of studies on this line. A capital funding commitment is required to move further with Lehigh 3rd track and Hunter Flyover.

### **Year Work**

**2012 Project Development Completed**

**2014**

**2015**

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

Counties: Various Municipalities: Various  
Sponsor: NJ Transit

This is a new project planning area that is needed to advance and support the new directions in local bus and CHST that the new Federal New Freedoms Act and the Federal and New Jersey councils on Access and Mobility require: better coordination between human services transportation and general public transportation. A variety of activities and projects are already being identified through the county and regional HST coordination plans. Among other items to be determined and building on the initial survey work completed for the county Coordination Plans, FY 10 included coordination with DVRPC area and the Cross County Connection TMA as they updated the inventory of the providers in the southern counties, and updated the NJ Find A Ride interface for citizens to find local providers of services. A new host was identified, in NJ211, a traveler advisory for specialized transportation, and the transition to host the NJ Find A Ride website within NJ211 is underway. FY2012 will continue the coordination, and seek funding sources to support the update of the NJ Find A Ride database for northern NJ counties. This builds upon and assists with county coordination efforts.

### **Year Work**

**2012 Concept Design**

**2014 Continuing**

**2015 Continuing**

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## **TN09001 Flemington Transit Study, Hunterdon County**

Counties: Hunterdon Municipalities: Various  
Sponsor: NJ TRANSIT

A concept development planning effort that will examine concepts and evaluate the feasibility of instituting passenger service along the Lehigh Valley Line and the Black River and Western rail line, extending the Raritan Valley line service to Flemington Borough and points in between. Hunterdon and Somerset counties have completed the Route 202 Corridor Assessment and Multi-Modal Plan which identified potential passenger service along the Norfolk Southern (NS) Lehigh Valley freight line. NJTPA is now doing follow-up analysis to pursue nearer term transit alternatives plus enhance future potential to some day support rail.

### **Year Work**

**2012 Feasibility Assessment Completed**

**2014**

**2015**

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## **TN08001 Greater Newark Area Bus System Study**

Counties: Various Municipalities: Various  
Sponsor: NJ Transit

This project is complete. It involved the review of operations and services of NJ TRANSIT's urbanized bus network in the greater Newark-Elizabeth area. Work included extensive collection of passenger and operating data and the development of innovative bus route and passenger facility proposals to bring the existing bus network into alignment with new travel demands. Recommendations include preferential treatments for buses in key corridors, expansion of the use of technology and innovation in day to day operations, such as "bus hot lanes", and bus rapid transit. Work also included an examination and implementation of recommendations in order to increase passenger satisfaction while improving overall operating efficiencies. Effort now folds into Project #2

### **Year Work**

**2012 Study Completed**

**2014**

**2015**

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## **T565 Hudson Bergen Light Rail Extension across Route 440**

Counties: Hudson Municipalities: Jersey City  
Sponsor: NJ TRANSIT

Significant residential growth is planned for the Western Waterfront area of Jersey City around NJ Highway Route 440 resulting in a greater need for improved transit options that will both support the projected redevelopment uses and address traffic congestion issues along Route 440 and ancillary roads already experiencing heavy travel volumes. To address these projected needs NJ TRANSIT conducted a federally compliant Alternative Analysis (AA) of an extension of the Hudson-Bergen Light Rail system (HBLR) from the current West Side Avenue terminal. The Locally Preferred Alternative resulting from the AA was approved by the NJ TRANSIT Board in May 2011. The NJTPA Board of Directors approved the LPA and the EA was undertaken which is now nearing completion as per the project schedule.

### **Year Work**

**2012 EA**

**2014 Intiate project desgin**

**2015 continuing**

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

Counties: Morris Sussex Warren

Municipalities: Various

Sponsor: NJ Transit

New Jersey Transit, in coordination with the Pennsylvania Department of Transportation, Morris, Sussex and Warren Counties in New Jersey, Lackawanna and Monroe Counties in Pennsylvania completed a major investment study and environmental assessment for this proposed passenger commuter rail service. The Major Investment Study addressed the mobility issues in Morris, Sussex and Warren counties in northwestern New Jersey, and Lackawanna and Monroe Counties in northeastern Pennsylvania. In addition, the study focused on the section of state-owned rail in New Jersey that follows a 28-mile segment of the former Lackawanna Cut-off from Port Morris Junction (Lake Hopatcong) to Slateford Junction (Delaware Water Gap). A FONSI was issued by the FTA on 9/12/08 for an MOS for 7.3 miles from Port Morris, NJ to Andover, NJ. A Supplemental Environmental Assessment was issued in June 2009, and a revised FONSI was issued by the FTA in October 2, 2009 for this line from Andover, NJ to Scranton, Pa. Final Engineering on the MOS from Port Morris to Andover began in 2009 with construction scheduled for 2010. With regard to the section west of Andover, NJ Transit has no immediate plans to continue project development on the section west of Andover until an agreement is reached with PA on improving the section in Pennsylvania. NJT is progressing the extension to Andover, NJ. There are no capital funds to extend this line further nor does NJT intend to pursue this further at this time until evidence is in hand that that State of Pennsylvania has the needed capital funds and a means of funding the operating costs of any further service extension.

**Year Work****2012 Project moved into construction****2014****2015**

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**TN05009 Market Research and Forecasting**

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

NJT pursues market research and demand forecasting analysis to support project development work. NJT will develop bus surveys to fill in the gaps not covered by work in the past, to support its forecasting efforts, project specific analysis, and also support work for the update of the NJTPA model to a 2009 base year with validation bus data. This could include bus surveys along the Route 9 and 18 corridors, as well as local bus routes in Central NJ, to support BRT studies in those corridors, and surveys for new bus services like GO 28. Also, some local Hudson County routes that NJT has taken over in the past several years may be surveyed, along with other gaps in bus survey data identified in the presentation to the Forecasting Working Group in December 2009. These surveys will be used to support NJ TRANSIT demand forecasting updates, and also the NJTPA model update. On the rail side, new stations like Mount Arlington, Wayne Rt. 23, and the new Meadowlands services could also be surveyed as part of the data needed to ensure that forecasting and survey data meets FTA requirements. These requirements direct that data be no more than 10 years old to be used in forecasting models.

**Year Work****2012 Ongoing Program****2014 Continuing****2015 Continuing**

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

Counties: Monmouth Ocean Middlesex

Municipalities: Various

Sponsor: NJ Transit

This project involves additional transit planning and the preparation of a Draft Environmental Impact Statement for a new rail service for Monmouth, Ocean and Middlesex counties and, as needed, enhancement of Route 9 bus service.

NJ TRANSIT completed a draft Major Investment Study that was distributed in 1996. As a result, conceptual engineering and environmental analysis work for the bus service improvement projects were undertaken and are continuing. Additional options for express bus service for Ocean County will be explored and advanced. If these options require physical improvements of a scale and type requiring inclusion in the rail service DEIS or another environmental document, that work will be progressed.

In 2006, the rail alternatives were refined to incorporate direct, one-seat ride, service to New York Penn Station. Ridership, cost and environmental work are being adjusted accordingly. Updating demographics and ridership analyses continued during calendar 2009. Lower-cost versions of the three main Build alternatives were analyzed and work progressed on a draft alternatives analysis report in 2010.

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

The MOM project will move forward once other alternatives for increasing trans-Hudson rail capacity into Midtown Manhattan are now under consideration, e.g. Amtrak's proposed Gateway Project, mature. Also, the FRA is managing a major study of the future of the NEC, which must be used by any MOM rail alternative, called NEC Future that will not be completed for two more years. Consistent with the original intent of the MOM project, NJ TRANSIT is committed to working with all affected stakeholders to identify short and long term transportation solutions that will relieve congestion in one of the fastest growing regions in the State of New Jersey.

### **Year Work**

**2012 Draft Alternative Analysis Report Complete**

**2014 Advancement of Route 9 planning work**

**2015 Advancement of Route 9 planning work**

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

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

NJT staff are called upon to initiate system planning level work for potential new starts that are state funded or prior to the availability of federal funding.

### **Year Work**

**2012 Ongoing to select candidate projects**

**2014 Continuing**

**2015 Continuing**

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

Counties: Bergen Hudson

Municipalities: Various

Sponsor: NJ Transit

NJ TRANSIT is overseeing production of a draft Environmental Impact Statement (EIS) for the restoration of passenger service along the CSX Railroad alignment between North Bergen in Hudson County and Tenafly in Bergen County. The Draft EIS (DEIS) was published in December 2011 and public hearings were held in January 2012. FY 2014 will focus on the Final EIS (FEIS).

### **Year Work**

**2012 Revising EIS**

**2014 FEIS**

**2015 Final Engineering**

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

Counties: Passaic Bergen

Municipalities: Various

Sponsor: NJ Transit

As a component of the West Shore Region MIS / EIS transportation improvement plan, NJ TRANSIT produced an Environmental Impact Statement under State EO 215 for a new rail service along the New York Susquehanna & Western track alignment between the City of Hackensack, Paterson and Hawthorne which was approved. This project is related to the Northern Branch DEIS since both were part of the original West Shore MIS. Engineering on this project is complete. The current schedule for this specific project is to begin construction is dependent on as soon as an agreement is reached with the NYS&W RR, and funding availability. The planning for Phase 2 of this project won't begin until construction of Phase 1 is complete. There is no funding available at this time for construction or operations.

**Year Work****2012 Ready for Construction****2014****2015****TN12001 Route 9 Bus Enhancements**

Counties: Middlesex Monmouth Ocean

Municipalities: Various

Sponsor: NJT/NJDOT

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

**Year Work****2012 Route 9 to GSP on ramp, further shoulder, amenities studies****2014 Undertake environmental work****2015 initiate design****TN10003 Routes 46/3 Corridor Bus Improvements**

Counties: Bergen Essex

Municipalities:

Sponsor: NJ Transit

The study involves an on-going investigation of bus priority treatments, intermodal facilities and other improvements to complement bus transit access to the Meadowlands, NJ Hudson River Waterfront and Midtown Manhattan. It is expected that more detailed concept development will be advanced for candidate capital improvements.

**Year Work****2012 Continue Concept Development****2014 Initiate project work****2015 Continuing****TN05008 Station and Parking Planning**

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

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

**Year Work****2012 Ongoing Program****2014 Continuing****2015 Continuing**

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

Counties: Various Municipalities: Various  
Sponsor: NJ Transit

After 30 years of transit improvements since the creation of NJT the inherited infrastructure is now nearing the limits of its capacity. Following WWII through the mid-1980's the mileage of railroad track in NJ was reduced by 50%. Some of the capacity that was lost is projected to be needed in the future plus some rail services have changed to accommodate changing market needs. To accommodate future growth NJT is preparing a Strategic Infrastructure and Capacity Expansion Plan for the rail network. In addition, NJT is defining Bus and Light Rail Network Enhancements. Planning and concept design for selected projects are expected to be advanced during this period.

### **Year Work**

**2012 Ongoing Program**

**2014 Continuing**

**2015 Continuing**

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

Counties: Various Municipalities: Various  
Sponsor: NJ Transit

NJT TRANSIT's TFPLUD Program works in four categories: Technical Assistance to communities to create TOD plans/projects; Education, Outreach & Engagement; Partnership Building/Leveraging Finds; TOD database to track projects and performance. Of note, in December 2011, NJ TRANSIT's TFPLUD was awarded a US HUD Sustainable Communities Strategic Regional Planning Grant . NJT is part of the "Together North Jersey" consortium that received the grant, which includes NJTPA, Rutgers University Bloustein School of Planning & Public Policy, NJ Future, Plansmart NJ, The Housing & Community Development Network of NJ, Building One NJ, Sustainable Jersey and the NJ Office of Planning Advocacy within the Business Action Center at the Department of State. Over the 3-year grant period, NJT's TFPLUD on-call technical assistance program will work with up to 15 "Local Demonstration Projects" (LDPs) to link land use and transportation plans and projects to demonstrate how sustainable, equitable transit oriented development can be achieved in the target region (the 13-county region of the NJTPA).

### **Year Work**

**2012 Ongoing Program**

**2014 Continuing**

**2015 Continuing**

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

Counties: Union Municipalities: Various  
Sponsor: NJ Transit

The Union County Rapid Transit system is proposed to utilize bus technology with a large off-road fixed system that can also parallel, run on and supplement on-road routes. Off-road conversion of freight rail lines will extend from Roselle/Roselle Park to east of Elizabeth Rail Station with possible extensions west if feasible. On-road systems will go west from Roselle to Plainfield and east to Newark Airport and Jersey Gardens, with some possible service to PANY. Conceptual planning is progressing.

### **Year Work**

**2012 Concept Planning**

**2014 Preferred Alternative Planning**

**2015 NEPA next steps**

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## **TN05003 West Trenton Line Initiative**

Counties: Somerset

Municipalities: Various

Sponsor: NJ Transit

Commuter rail service operated on the West Trenton Line in Somerset and Mercer Counties until 1982. Since then, there has been considerable residential development and population growth in the corridor, prompting strong interest in pursuing restoration of passenger service in both counties. This interest prompted previous studies by NJ TRANSIT and Somerset County, which analyzed ridership potential, capital and operating costs, and operational issues. The 21.6-mile West Trenton Line is CSX owned and is in active freight use. At its western end in Ewing Township is the West Trenton rail station, owned by NJ TRANSIT and used by SEPTA as a terminal station for its R3 commuter rail service into Philadelphia. At its eastern end, the West Trenton Line crosses the NS owned Lehigh Main Line at a location in Manville, New Jersey known as Port Reading Junction. The proposed West Trenton Line would physically connect to the Raritan Valley Line in Bridgewater and passenger trains would operate to Newark. To advance the consideration of commuter rail service on the West Trenton Line, NJ TRANSIT developed conceptual plans for the operations and facilities for the restoration of passenger rail service. A draft Environmental Assessment (EA), to identify impacts related to implementation of commuter rail service on the existing right of way, was submitted to FTA in July 2005 for review and comment. Subsequent to receipt of FTA comments in October 2006, the draft EA was revised and made available for public comment between November 15, 2007 and January 15, 2008. Two public open house meetings were held during the review period in the study area, and the comments are documented. The revised EA was submitted to FTA, February 2008. NJT has committed to updating the rail transit technical information previously developed, including but not limited to, rail operating plans, physical plant requirements, projected ridership, capital and operating costs.

### **Year Work**

**2012**

**2014 Begin updating previous technical work**

**2015 Complete update**

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