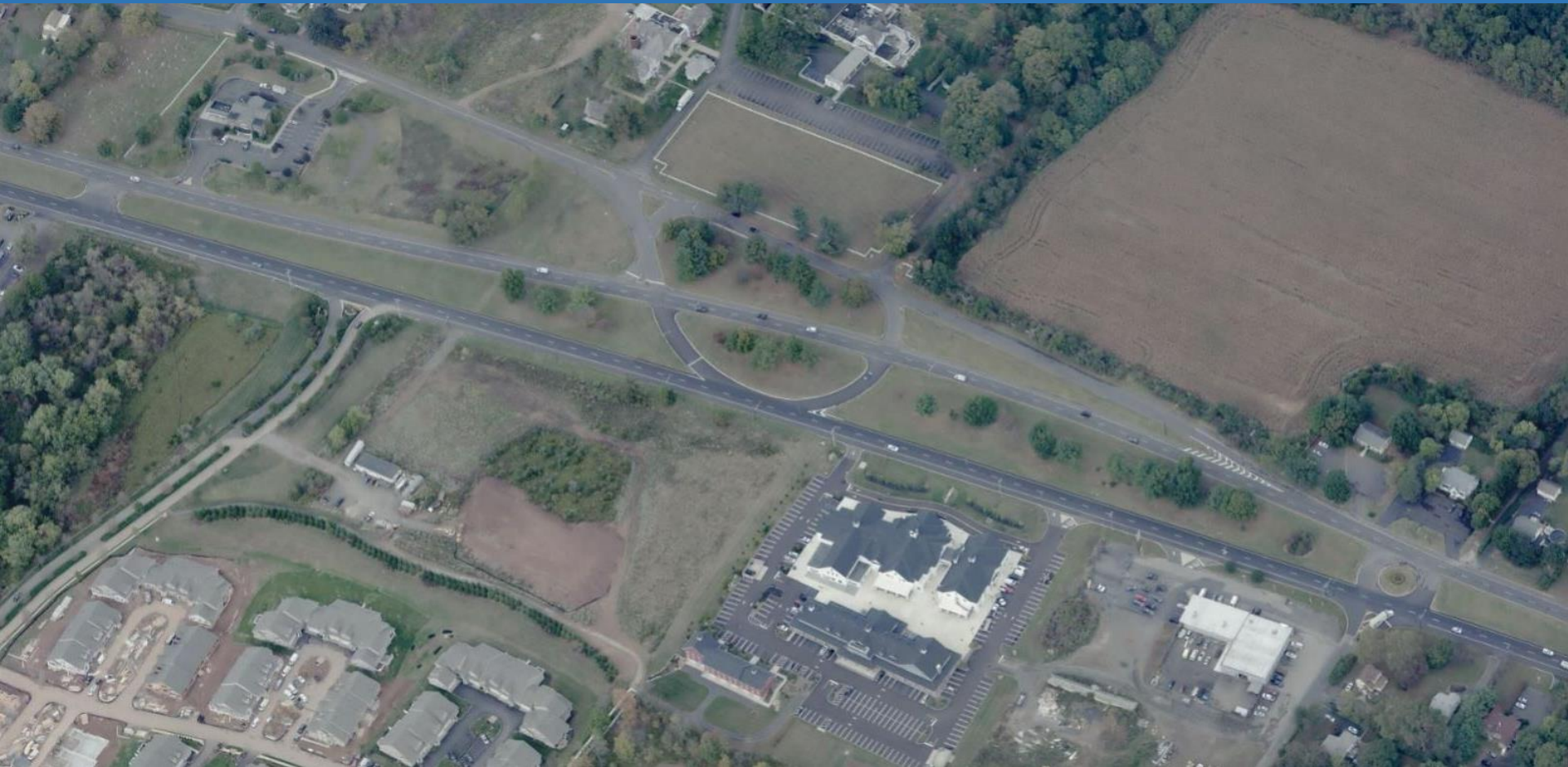


# Virtual Public Information Center

March 2024



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



# AGENDA

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- Project Delivery Process
- Project Overview
- Existing Conditions
- Preliminary Preferred Alternative (PPA)
- Estimated Project Schedule
- Public Feedback

# PROJECT DELIVERY PROCESS

# PROJECT DELIVERY PROCESS



## New Jersey Department of Transportation Project Delivery Process

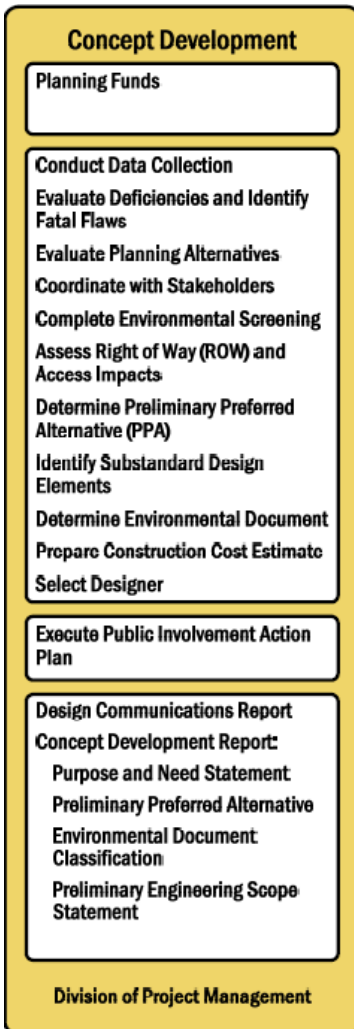


	Problem Screening	Concept Development	Preliminary Engineering	Final Design	Construction
<b>Funding</b>	<ul style="list-style-type: none"> <li>Planning Funds</li> </ul>	<ul style="list-style-type: none"> <li>Planning Funds</li> </ul>	<ul style="list-style-type: none"> <li>Preliminary Engineering Authorization</li> </ul>	<ul style="list-style-type: none"> <li>Final Design Authorization</li> <li>ROW/Utility Authorizations</li> </ul>	<ul style="list-style-type: none"> <li>Construction Authorization</li> </ul>
<b>Key Tasks</b>	<ul style="list-style-type: none"> <li>Conduct Tier 1 Screening</li> <li>Subject Matter Expert Review</li> <li>Check NJDOT Management Systems</li> <li>Prioritize Problem Statements</li> <li>Conduct Tier 2 Screening</li> <li>Validate Problem</li> <li>Recommend Preliminary Project Scope</li> <li>CPC Approval and Assignment</li> </ul>	<ul style="list-style-type: none"> <li>Conduct Data Collection</li> <li>Evaluate Deficiencies and Identify Fatal Flaws</li> <li>Evaluate Planning Alternatives</li> <li>Coordinate with Stakeholders</li> <li>Complete Environmental Screening</li> <li>Assess Right of Way (ROW) and Access Impacts</li> <li>Determine Preliminary Preferred Alternative (PPA)</li> <li>Identify Substandard Design Elements</li> <li>Determine Environmental Document</li> <li>Prepare Construction Cost Estimate</li> <li>Select Designer</li> </ul>	<ul style="list-style-type: none"> <li>Coordinate with Stakeholders</li> <li>Conduct Environmental Analysis for PPA</li> <li>Initiate Roadway Engineering</li> <li>Initiate Structural Engineering</li> <li>Initiate ROW and Access</li> <li>Initiate Utility Engineering</li> <li>Prepare Final Design and Construction Cost Estimates</li> <li>Manage Project Contracts</li> </ul>	<ul style="list-style-type: none"> <li>Manage Project Communications</li> <li>Complete Roadway Engineering</li> <li>Complete Structural Engineering</li> <li>Complete ROW and Access</li> <li>Complete Utility Engineering</li> <li>Complete Environmental Process</li> <li>Prepare Final Design Submission</li> <li>Certify Construction Contract Documents</li> <li>Manage Project Contracts</li> </ul>	<ul style="list-style-type: none"> <li>Advertise for Bids</li> <li>Award Project</li> <li>Conduct Construction Startup</li> <li>Conduct Mobilization</li> <li>Manage Construction Changes</li> <li>Conduct Construction Operations</li> <li>Complete Construction</li> <li>Closeout Project</li> </ul>
<b>Public Involvement</b>	<ul style="list-style-type: none"> <li>Obtain MPO Approval and Public Input</li> </ul>	<ul style="list-style-type: none"> <li>Execute Public Involvement Action Plan</li> </ul>	<ul style="list-style-type: none"> <li>Execute Public Involvement Action Plan</li> </ul>	<ul style="list-style-type: none"> <li>Execute Public Involvement Action Plan</li> </ul>	<ul style="list-style-type: none"> <li>Keep Public Informed</li> <li>Maintain Community Support</li> </ul>
<b>Key Products</b>	<ul style="list-style-type: none"> <li>Problem Statement Validation</li> <li>Tier 1 Documentation</li> <li>Tier 2 Screening Report</li> <li>Charter</li> <li>Proposed Project Assignment</li> </ul>	<ul style="list-style-type: none"> <li>Design Communications Report</li> <li>Concept Development Report:                             <ul style="list-style-type: none"> <li>Purpose and Need Statement</li> <li>Preliminary Preferred Alternative</li> <li>Environmental Document Classification</li> </ul> </li> <li>Preliminary Engineering Scope Statement</li> </ul>	<ul style="list-style-type: none"> <li>Design Communications Report</li> <li>Preliminary Engineering Report:                             <ul style="list-style-type: none"> <li>Approved Environmental Document</li> <li>Approved Design Exception Report</li> <li>Cost Estimates (Final Design &amp; Construction)</li> <li>Approved Project Plan</li> <li>Final Design Scope Statement</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Design Communications Report</li> <li>Environmental Reevaluations and Permits</li> <li>Access Permits</li> <li>Acquisition of ROW</li> <li>Construction Contract Documents</li> <li>Supporting Agreements</li> </ul>	<ul style="list-style-type: none"> <li>Design Communications Report</li> <li>Completed Project</li> <li>As-Builts</li> <li>Closeout Documentation</li> </ul>
	Division of Capital Investment Strategies & Division of Project Management	Division of Project Management	Division of Project Management	Division of Project Management	Division of Project Management and Division of Construction Services and Materials or Operations

Released: 09/2011



# PROJECT DELIVERY PROCESS



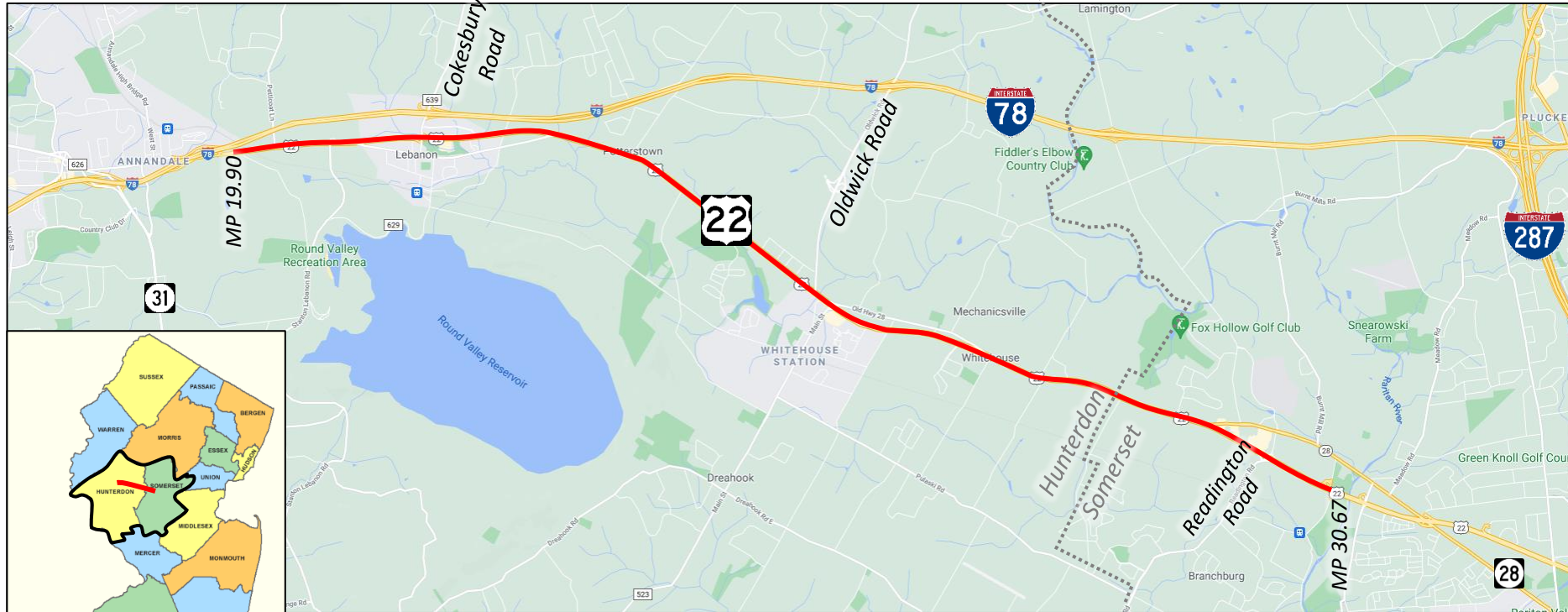
## OBJECTIVES

- Data Collection
- Evaluate/Assess/Identify
- Develop Purpose and Need
- Coordinate with Stakeholders
- Select a Preliminary Preferred Alternative
- Move to Next Phases
  - ***Preliminary Engineering, Final Design & Construction***

# PROJECT OVERVIEW

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- 38 median openings and 11 signals over 10.77 miles



## Hunterdon County

- Clinton Township
- Lebanon Boro
- Readington Township

## Somerset County

- Branchburg Township

# PROJECT OVERVIEW

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## Problem Statement

Need for a corridor study of Route 22 in order to determine how to properly mitigate the safety and operational concerns for 38 unsignalized median openings.

- Provide adequate storage for turning vehicles
- Lack of storage lanes at openings create operational problems
- Traffic counts for operations analysis of unsignalized & signalized
- Safety/Crash study needed

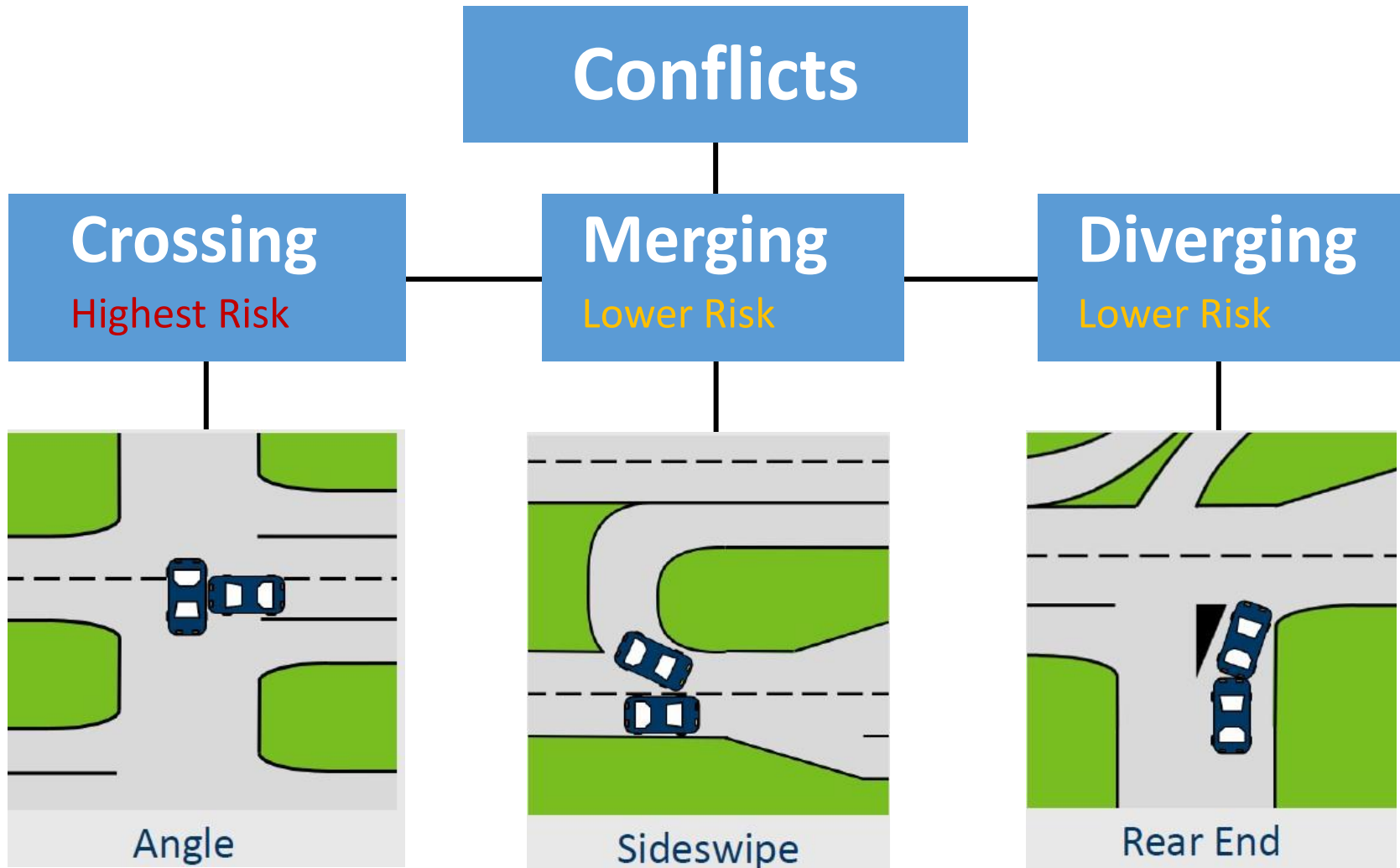


# EXISTING CONDITIONS

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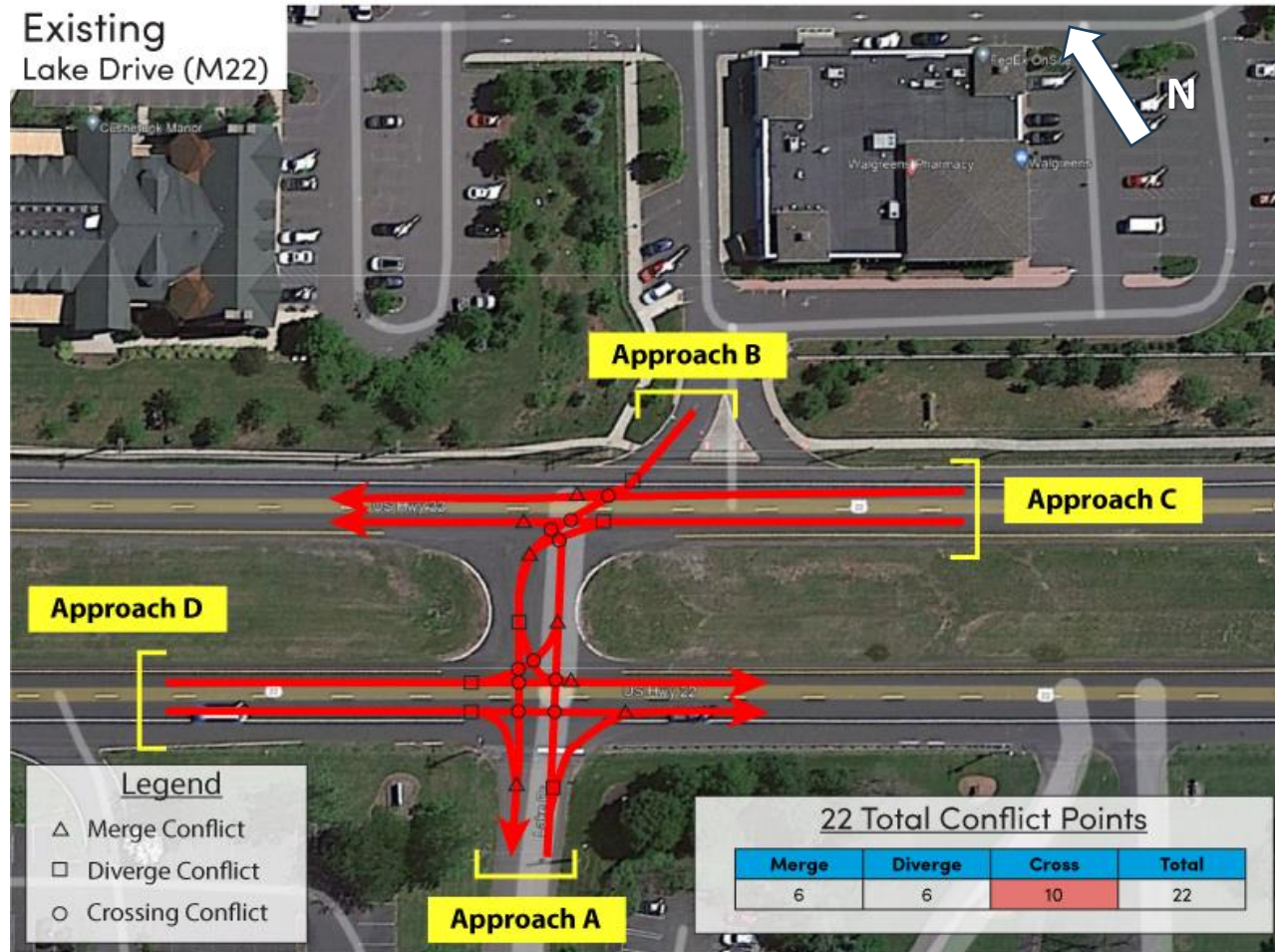
- 2016-2018 crash data
- 710 crashes for entire corridor (10.7 miles)
  - 3 fatalities
  - 164 injuries
    - 2 severe injuries
    - 43 moderate injuries
    - 119 minor injuries
- 274 crashes (~40%) occurred at median openings
  - 22% Read End
  - 18% Sideswipe
  - 18% Angle

# EXISTING CONDITIONS



# EXISTING CONDITIONS

- Conflict Points - Existing



# EXISTING CONDITIONS

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## **Project Purpose**

Improve safety and operations along Route 22 by developing a corridor-wide plan that determines appropriate locations for median openings and designs them to accommodate the intended traffic movements and the vehicle classifications that will use them.

## **Project Need**

Reduce crashes and provide corridor consistency by eliminating the uncoordinated arrangement of existing median opening locations, providing geometry that will reduce conflicts and control access through the median openings, and by implementing a corridor-wide plan to manage traffic operations.

# PRELIMINARY PREFERRED ALTERNATIVE (PPA)

# PRELIMINARY PREFERRED ALTERNATIVE



## Key Project Features

- Removes left-turns to or from Route 22 by modifying and/or eliminating problematic median openings
- Minimizes conflict points
- Eliminates crossing conflicts

# PRELIMINARY PREFERRED ALTERNATIVE

Installing a Reduced Conflict Intersection in place of a Two-Way Stop Controlled Intersection is a FHWA Proven Safety Countermeasure.



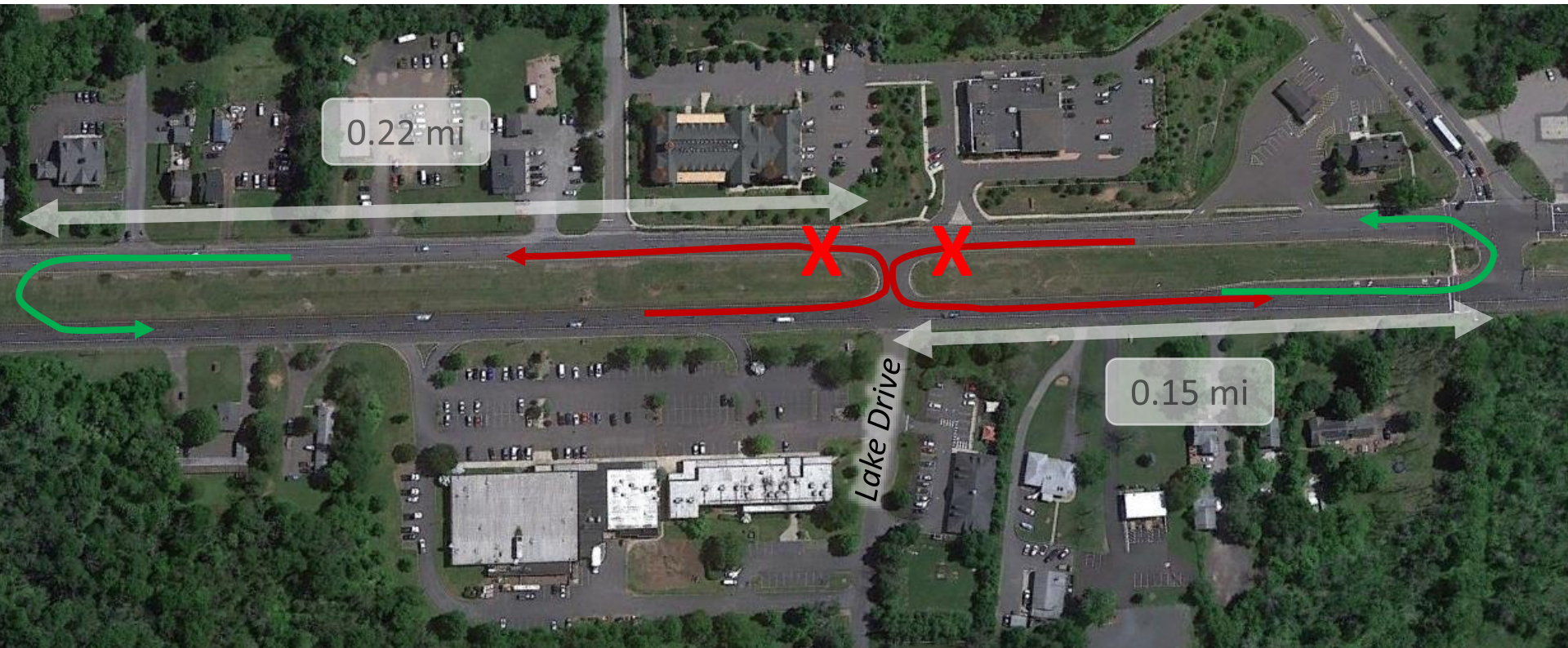
**54% Reduction**  
All fatal and serious injury crashes





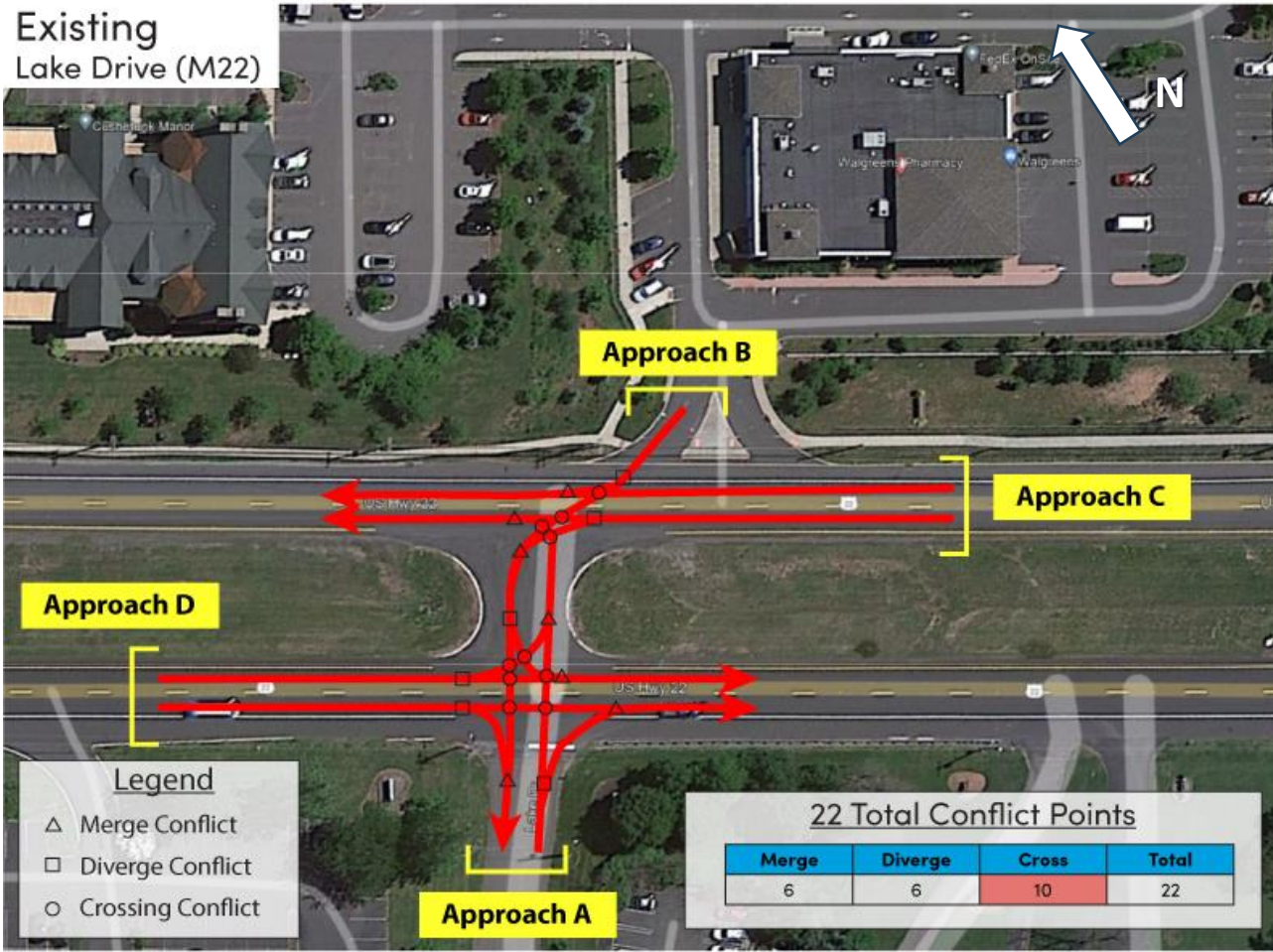
# PRELIMINARY PREFERRED ALTERNATIVE

- **Median Modification:** Example – Lake Drive



# PRELIMINARY PREFERRED ALTERNATIVE

- Conflict Points - Existing

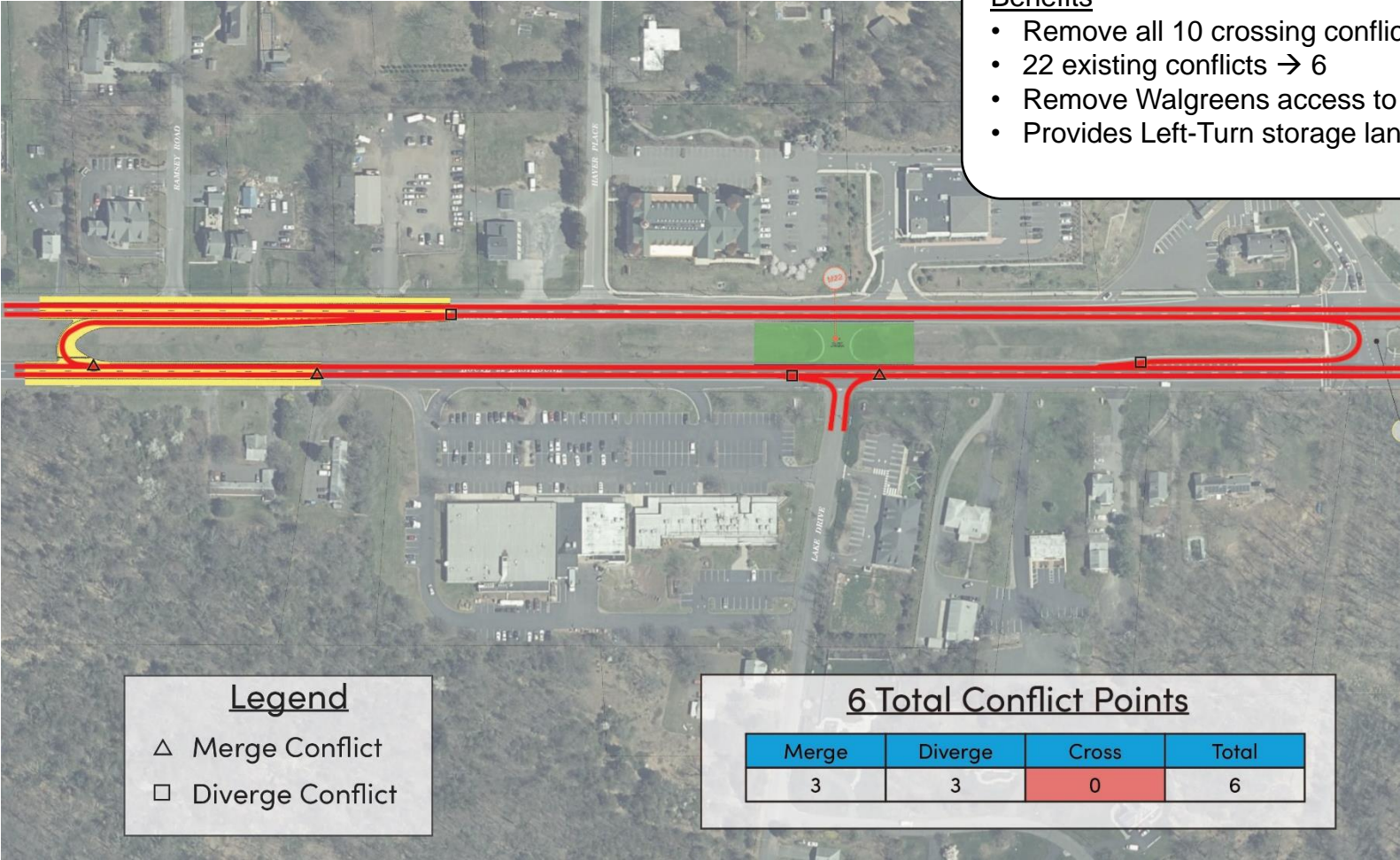


# PRELIMINARY PREFERRED ALTERNATIVE

- Reduced Conflict Points

Benefits

- Remove all 10 crossing conflicts
- 22 existing conflicts → 6
- Remove Walgreens access to median
- Provides Left-Turn storage lane



# PRELIMINARY PREFERRED ALTERNATIVE (PPA)

# PRELIMINARY PREFERRED ALTERNATIVE



- Proposed Improvements
  - Medians Closed - 22
  - Medians Modified - 11
  - New Signals Added - 4
  - New Pedestrian Signal - 1
  - Existing Median to remain the same - 1
- Average extra travel distance
  - <0.5 miles in each direction

# PRELIMINARY PREFERRED ALTERNATIVE

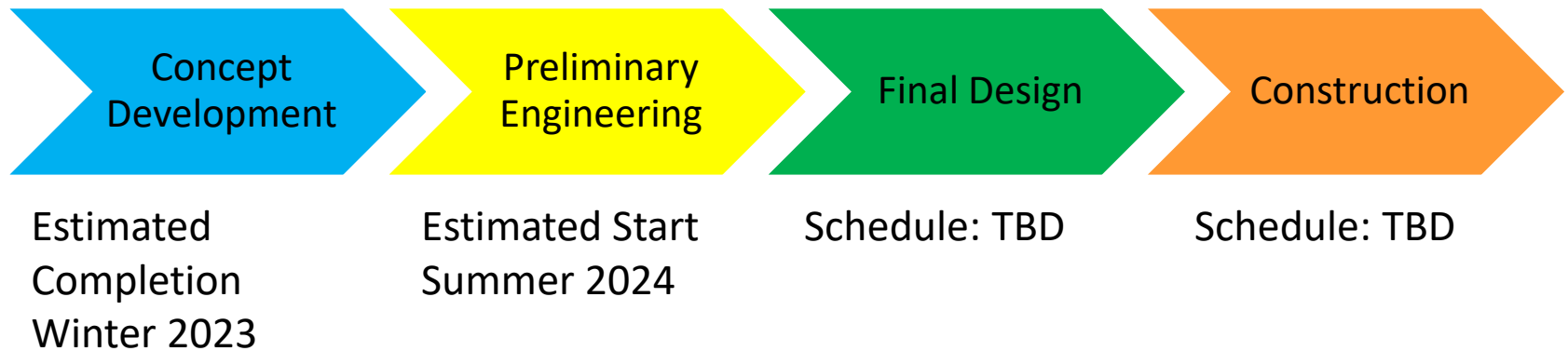
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## Key Benefits Summary

- Simpler to navigate and more consistent corridor-wide
- Safer with less conflicts
- Better equipped to handle anticipated development in the surrounding area

# ESTIMATED PROJECT SCHEDULE

# ESTIMATED PROJECT SCHEDULE



**Estimated Construction Cost:  
Approximately \$8.37 Million**



# PUBLIC FEEDBACK

# PUBLIC FEEDBACK

1. Submit comments at the link below:

[route22medianopenings.com/contact/](http://route22medianopenings.com/contact/)

A screenshot of a web contact form. At the top left is the New Jersey Department of Transportation logo. To the right are navigation links: HOME, ABOUT THE PROJECT, MEETING MATERIALS, and CONTACT US. The main heading is "Contact Us". Below this is a dark blue header with the text "Office" and "New Jersey Department of Transportation Office of Government & Community Relations" followed by the address "1035 Parkway Avenue, P.O. Box 600, Trenton, NJ 08625". The form contains four input fields: "Your name", "Your email", "Subject", and "Your message (optional)". A red "SUBMIT" button is located at the bottom left of the form.

2. For more information contact:

**Meredith Hammond**

New Jersey Department of Transportation  
Office of Government & Community Relations

[meredith.hammond@dot.nj.gov](mailto:meredith.hammond@dot.nj.gov)

Phone: (609) 963-1982