

SAFETEA-LU HIGH PRIORITY PROJECT REQUESTS (NJ - 08)

The following projects were submitted to Rep. Pasarell's office for consideration as high priority projects in the surface transportation reauthorization. They are listed alphabetically by request.

Requestor	Requested Amount	Project Title	Project Description
Bloomfield	\$1,100,000	Bloomfield Center Streetscape Project	This particular funding request is for Phase I of a three phase project. Phase I will include two specific segments: 1) Downtown-wide pedestrian improvements -- These are improvements to all streets located within the "Bloomfield Center Vision Area." The initial improvements will be modest but will have high impact on the pedestrian environment and will include benches, trash receptacles, wayfinding signs, bike racks and crosswalks; 2) Complete streetscape restoration of the historic "Six Points" intersection -- The "Six Points" intersection is created by the convergence of Bloomfield Avenue with Broad Street, Glenwood Avenue and Washington Street and is the historic "center" of downtown Bloomfield. The project would include sidewalk improvements lighting, sculpture/fountain restoration, crosswalks and other traffic calming measures.
Bloomfield	\$1,200,000	Bloomfield Avenue Circulation Improvement Program	This project will focus on two specific intersections on Bloomfield Avenue with a goal of creating better connectivity in the downtown area. The first project contains two intersections along Conger street: the first intersection is the triangle created at the intersection with Bloomfield Avenue and the second is the intersection with Glenwood Avenue. These are two critical intersections for vehicles entering and exiting Bloomfield Avenue and accessing the Garden State Parkway, yet recent traffic studies have shown that during peak times these intersections "fail," leaving cars backed up and creating hazardous pedestrian conditions. Improvements to these critical intersections include lane reconfiguration, roadway realignment and improved signalization.
Essex County	\$800,000	Major intersection traffic safety improvement program for Essex County	There are approximately 450 major traffic intersections throughout Essex County and almost all traffic and pedestrian signals have incandescent bulbs. The County of Essex is seeking funds to replace these traffic and pedestrian signal bulbs with LED (Light Emitting Diodes) for all indications. The LED bulbs last ten times longer than the incandescent bulbs and would reduce the energy cost and consumption by more than 10%. The intersections that run throughout Essex County intersect with local roads, other county roads and state roads, like at Bloomfield Avenue and Rt. 23 in Verona or at Pleasant Valley Way and Route 10 in West Orange. Since these lights are more visible in the evening, they will aid in improving pedestrian and vehicular safety, while using less energy
Essex County	\$1,440,000	Bridge at Center Street over Third River	This project requests funding to replace the arch masonry bridge that spans over the Third River on Centre Street in the Township of Nutley. Located adjacent to Yanticaw Park, the bridge is used by pedestrians from Nutley and Belleville in Essex County and Clifton in Passaic County. It is also used by vehicular traffic traveling within Essex County and between Essex and Passaic County. The project also seeks funding to improve roadway conditions and the environmental settings that surround the bridge and the area adjacent to the Park. The bridge has been classified as structurally deficient and functionally obsolete. Currently there are stones falling from the arch and some joints are missing between the bricks. Replacement of the masonry arch will remediate the deficiencies listed on the inspection report and will bring the structures to a status fully in compliance with current NJ DOT standards for bridges.

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Essex County	\$960,000	Clark Street Bridge over Toney's Brook	The Clark Street Bridge over Toney's Brook in the Borough of Glen Ridge is a single span bridge that is used by local pedestrian traffic and vehicular traffic from within the Borough and from adjacent Bloomfield Avenue. The bridge has been classified as structurally deficient and functionally obsolete and will need to be replaced in order to bring it into full compliance with the current NJ DOT standards for bridges. Improvements will also be made to the connecting roadway to ensure and improve pedestrian and vehicular safety.
Essex County	\$960,000	Hoover Avenue Bridge over the Third Avenue	<p>The Hoover Avenue Bridge over that spans over the Third River in the Township of Bloomfield is in close proximity to Brookside Park and Exit 151 on the northbound side of the Garden State Parkway. It is estimated that over 10,000 cars pass over this bridge daily to either enter or exit the Parkway, to travel into or out of Bloomfield, or to travel through Bloomfield.</p> <p>The arch of the bridge is seriously deteriorating. There are stones falling from the masonry structure and joints are missing between the bricks thereby diminishing the capacity of the bridge to carry vehicular load. Although the stones and bricks stones are falling into the Third River there is no immediate threat to the safety of nearby pedestrians. However, the continued deterioration of this bridge will lead to the eventual collapse of the arch.</p> <p>This bridge has been classified as structurally deficient and functionally obsolete. Funding requested will replace the arch structure and improve road conditions and will bring the structures to a status in compliance with current NJDOT standards for bridges.</p>
Essex County	\$16,000,000	Essex County moveable bridge project	<p>This project seeks funding for the three movable bridges over the Passaic River that connect Essex County with Hudson County. The Bridge Street and Clay Street bridges connect the City of Newark/Essex County with the Town of Kearny/Hudson County, and the Jackson Street Bridge connects the City of Newark/Essex County with the Town of Harrison/Hudson County. These bridges are major crossings between Hudson and Essex Counties and are an integral part of the metropolitan transportation system. They carry vehicular, pedestrian traffic and fluvial (river) traffic, which are all of extreme importance to the economic development and stability of the area. They are the oldest and most used bridges in Essex County for vehicular and river traffic.</p> <p>All three bridges were built in the early 1900's and all have had major rehabilitation. All of these bridges are now classified as structurally deficient and functionally obsolete, and all three have a low sufficiency rating. The Comments and Recommendations from the individual bridge inspection reports list a large amount of structural, mechanical and electrical repairs. The Average Daily Traffic (ADT) has increased during the last years to over 20,000 vehicles each day for each bridge, and the vehicles using the bridge</p>
Glen Ridge	\$670,000	Glen Ridge shuttle bus program	<p>To help alleviated the strain on parking, improve pedestrian safety and reduce emissions, Glen Ridge has a robust commuter jitney program. This program, funded by NJ Transit has been in operation since 2002. The two jitney buses pick up passengers throughout the Borough and transport riders to and from the Glen Ridge Station located on NJ Transit's Montclair Boonton Line. Many of the jitney routes run at full capacity. Service to Hoboken, Newark and Penn Station are provided from this commuter rail station.</p> <p>In order to keep this successful program operating at its current level, the Borough of Glen Ridge is seeking funding to purchase new jitney buses and secure partial operating costs for the next 5 years.</p>

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Haledon/William Paterson University	\$4,500,000	Haledon/William Paterson University Streetscape and Pedestrian Safety Program	The project will include streetscape improvements including street furniture, enhanced lighting, pavers and beautified crosswalks. The project on Belmont Avenue will commence at the intersections of Mangold and King Streets and terminate near Burhans Avenue. On Pompton Avenue the project will commence near the intersection of Belmont Avenue and terminate at West Road in Wayne.
Livingston	\$70,000	Livingston shuttle bus program	Livingston is applying for a bus to transport residents to designated places on a demand basis.
Livingston	\$2,300,000	West McClellan Avenue in the Township of Livingston	This project would involve the reconstruction of curbing, road base and pavement. It would also allow the town to reconstruct and repair storm drains and catch basins where necessary. The name of the road is West McClellan Avenue and it begins at North Livingston Avenue, proceeds for 3/4 of a mile to Cliffside Drive, and ends in a dead end.
Montclair	\$29,550,000	Montclair traffic and pedestrian safety program	This project will improve pedestrian safety on County and municipal roadways within Montclair, which is a center of regional activity. The Montclair Center business district is regionally known for fine dining opportunities, cultural and arts resources, including a new live performance venue that seats 2,200 patrons. All of these activities generate pedestrian traffic and it is the expectation that improving the pedestrian experience will generate more trips and improve the local economy.
Montclair State University	\$3,600,000	Montclair State University intermodal bus system	This project will allow Montclair State University, a public state university, to expand and enhance its already considerable intermodal bus system in order to allow even more passengers to access other public transportation networks throughout the region. There are two New Jersey Transit train stations located on or near the main campus. The Montclair Heights train station is located directly across the street from the University on the south end of campus and the Montclair State University train station is located on the north end of campus. Both stations provide service to regional transportation hubs in Hoboken, Newark, Secaucus and Manhattan. It is important to note that, in total, 30 trains stop at these two stations each weekday. By enhancing its existing bus system, the University will create additional links between all of these transportation hubs and provide better connectivity to the various modes of public transportation both on the main campus and surrounding the campus. Approximately 13,000 vehicles seek parking on the MSU campus every weekday and this enhanced intermodal network will help remove a significant amount of single occupancy vehicles from the campus.
New Jersey Department of Transportation	\$150,000,000	Route 3 - Passaic River Crossing Replacement	This bridge replacement project will remove this bridge from the select list of high cost structurally deficient bridges in New Jersey and generate many direct and indirect jobs for the region. In addition, the project also focuses on safety and operational improvements throughout the corridor.

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New Jersey Department of Transportation	\$49,000,000	Long term interchange improvements to Route 23/I-80, Passaic and Essex Counties	The proposed long-term improvements to the most heavily traveled interchange in the Eighth Congressional District, which includes an interstate highway, 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.
New Jersey Department of Transportation	\$35,000,000	Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Passaic County	From the Notch/Rifle Camp Road to the Valley Road interchange, US Route 46 will be widened to provide shoulders and acceleration/deceleration lanes. An express/local configuration will also be provided along eastbound Route 46. The project at this dangerous and complicated interchange will require the removal of four structures and replacing them with five new bridge structures.
New Jersey Institute of Technology	\$2,000,000	Research study on land use planning for transit related development	<p>Research on Land Use Planning for Transit Related Development</p> <p>This project involves the development of innovative approaches to integrate planning for transit investments with planning for land use and economic development. The goal is to improve the market for economic redevelopment and sustainability of urban areas throughout the country by reducing dependence on auto travel. The project seeks to improve the environment through reduction of greenhouse gas emissions and consumption of petroleum.</p> <p>This project is a continuation of an existing project authorized by Congress in SAFTEA-LU and being conducted under the auspices of the Federal Transit Administration. The New Jersey Institute of Technology has found significant mismatches in the ability of planners to implement decisions on both land use and transit investments at the appropriate jurisdictional levels. There is a need for planning tools and methods to inform decision-makers about how to plan in ways that maximize the benefits of investing in transit and in relating land uses to these investments.</p>
New Jersey Transit	\$20,000,000	Passaic Bergen intermodal initiative	This project involves construction of high level platforms and other improvements to intermodal transit facilities in Passaic and Bergen Counties
New Jersey Transit	N/A	New Jersey Trans-Hudson Midtown Corridor	Reauthorizes construction of second rail tunnel under the Hudson River
New Jersey Transit	N/A	New Jersey Urban Core	Reauthorizes a series of transit improvements throughout Northern New Jersey, including Secaucus Junction, HBLR w/ extension into Passaic County, NERL, and Meadowlands Rail Connections
New Jersey Transit	N/A	New Jersey Transit Morris/Essex/Boonton Trans-Hudson Commuter Rail Improvements	Reauthorizes upgrades to Montclair/Boonton Line commuter rail service to midtown Manhattan

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New Jersey Transit	N/A	New Jersey Transit New York Susquehanna and Western RR Commuter Extension	Reauthorizes restoration of passenger rail service on the NYSW freight rail line in Northern New Jersey
New York Susquehanna and Western Railroad	\$3,000,000	North Jersey Ultra Low Emissions Road Switching Locomotive Program	This project is for the purchase of three (3) ultra low emission diesel road switching locomotives to be used in on The New York, Susquehanna and Western Railway's Southern Division line, removing older inefficient units from service and improving the air quality in the region. The locomotives would operate along the NYS&W line in northern New Jersey serving customers and switching rail cars the NYS&W's Ridgefield Park and Passaic Junction yards.
Nutley	\$560,000	Nutley downtown streetscape and revitalization program	The Township seeks to secure federal funding for Phase Two of their downtown streetscape/pedestrian project so that it can embark on seeking and promoting potential new business opportunities, explore development options and seek redevelopment alternatives, thus bringing economic prosperity and vitality back to the downtown business district.
Passaic County	\$7,550,000	Eighth Street Bridge over Passaic River	This project calls for the removal of the current structurally deficient Eighth Street Bridge which traverses the Passaic River between the City City Of Passaic and the Borough of Wallington, and replacing it with an aesthetically similar bridge
Passaic County	\$16,400,000	Two Bridges Road Bridge and West Belt Extension	The project entails constructing a new bridge on a new alignment, while maintaing the existing bridge for pedestrians due to its historical value. In addition, West Road in Wayne Township will be extended in order to connect to the new bridge
Passaic Valley Sewerage Commissioners	\$32,000,000	Passaic River - Newark Bay Restoration and Pollution Abatement Program, Route 21	<p>Every day contaminants, including trash and floatable debris, are washed into our waterways directly through roadway storm drains. In 1998, PVSC created a program to reduce the amount of stormwater that enters the Passaic River through combined sewer overflows by upgrading its treatment facilities to increase its wet weather treatment capacity to 700 Million Gallons per Day. The project will reduce stormwater runoff to the Passaic River from various state and county roads including Route 21, CR 507 (River Road) and CR 510. The plant upgrades will occur at the PVSC Newark Treatment Plant at 600 Wilson Avenue.</p> <p>Completion of this project will dramatically reduce the volume of contaminants, trash and floatable debris that currently enters the Passaic River through highway runoff in the areas around Newark, NJ. Storm drains along the roads and highways through these areas are connected to combined sewer systems, increasing PVSC's wet weather treatment facility will reduce the combined sewer overflow volume by approximately 1,210 Million Gallons per year.</p>
Paterson	\$750,000	Conduct alternatives analysis of South Paterson Rail and Transportation Feasibility	The project would consist of a multi-faceted study to determine the feasibility of creating a new rail station near St. Joseph's Regional Medical Center in area of the city commonly refered to as South Paterson. The study would focus on the Paterson Economic Development Area Number 11 and would assess potential ridership, how to overcome design hurdles and explore alternative transportation opportunities that may be created to help improve access to this community.

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Paterson Parking Authority	\$300,000	Implement the Silk City trolley program in Paterson	The PPA hopes to acquire two Classic American Trolleys to expand and implement more comprehensive routes and schedules than Paterson's Silk City Trolley Program currently offers, mostly in the downtown business and historic districts. The goal is to expand the program to the Rt. 20/McLean Blvd. business district and to upgrade the free shuttle service now offered to and from mass transit connections, places of employment, parking facilities, tourist destinations and retail centers.
Pompton Lakes	\$960,000	Pompton Lakes Downtown Beautification and Revitalization Plan	The Borough would like to expand the scope of this project and continue the streetscape project on Wanaque Avenue from Colfax to the NY Susquehanna Western Railroad Crossing and Colfax to Lakeside by providing upgraded street lighting, furniture, and landscape improvements to include pedestrian friendly walkways and plazas.
South Orange	\$1,000,000	Rahway River Corridor Greenway Project	The east branch of the Rahway River passes through the heart of South Orange from the border of Maplewood (south) to the border of West Orange (north) and connects the Central Business District (CBD) with the Village's downtown amenities, public buildings, neighborhoods, major parks and recreational facilities. It is an underused and undervalued resource that is currently being transformed into an aesthetically pleasing corridor that provides a nonmotorized method of transportation to enhance access to the downtown commercial district, mass transit, and performing arts center. The improvement planned involves new pedestrian and bicycle routes to reduce congestion while improving air quality.
Totowa	\$400,000	Union Boulevard Streetscape Project	Phase II will stretch from Totowa Road to the Route 80 interchange and a transitional area which include portions of of Totowa Road, Crews Street, Cherba Place and Peterson Road. The project will include curb and sidewalk replacements, brick paving, signage and decorative lighting.