



VIRTUAL PUBLIC INFORMATION CENTER TRANSCRIPT

ROUTE 202, FIRST AVENUE INTERSECTION IMPROVEMENTS

RARITAN BOROUGH, SOMERSET COUNTY



Greenman-Pedersen, Inc.

August/September 2023

Greenman-Pedersen, Inc.
520 US Highway 22
Suite 200
Bridgewater, New Jersey 08807

Tel.: 908.236.9001
Fax: 908.236.9669
gpinet.com



SLIDE 1 - TITLE SLIDE

Welcome to the Virtual Public Information Center for the Route 202, First Avenue Intersection Improvements Project. It is the goal of NJDOT to deliver infrastructure projects with the interests of the public as a top priority. This Public Information Center is intended to share the project's progress and to solicit feedback from the public in order to enhance the project as it progresses Final Design and eventually begins Construction.

SLIDE 2 - PROJECT LOCATION, PURPOSE & NEED

The Route 202 and First Avenue intersection currently experiences significant congestion during the peak hours along with gridlock at the intersection of First Avenue and the Route 202 southbound forward jughandle. The intersection operates at a Level of Service (LOS) 'F' during the AM and PM peak hours. A LOS 'F' describes operations with high delay and long queue lengths, often indicating that the demand volume exceeds the capacity of the movement or roadway. Crash data from the intersection shows that the intersection with a rate of 5.97 is significantly above the statewide average of 1.96 demonstrating the safety concerns of the location.

SLIDE 3 - APPROVED PROJECT PLAN

The NJDOT proposes to construct an auxiliary lane along both directions of Route 202 through its intersection with First Avenue. Most of the widening would occur in the existing grass median which would be replaced with concrete barrier. The existing Route 202 southbound jughandle would be replaced with a new jughandle ramp that will run along Leland Street and tie into First Avenue, north of its current location. The new ramp location will replace Leland Street and require a cul-de-sac on Danbury Avenue. The existing ramp pavement will be removed and replaced with lawn and a stormwater management basin.

SLIDE 4 - APPROVED PROJECT PLAN

At the intersections new traffic signal, the First Avenue southbound approach would consist of an exclusive left turn lane, a through/right turn lane, and one receiving lane for opposing traffic. The northbound approach would consist of an exclusive left turn lane, a through lane, and exclusive right turn lane and one receiving lane for opposing traffic. The side street signal phasing will be changed from split phasing to protected/permitted. Pedestrian Accommodations will be provided at the intersection and other areas within the project limits.

SLIDE 5 - ROADWAY AND GEOMETRICS

Route 202 will be widened in both directions through the intersection to accommodate three (3) lanes in each direction. Lanes will be 12' wide with the deceleration lane width being 15'. Inside shoulders will be 3' wide and outside shoulders will be 8' minimum in width. Concrete barrier will be extended south from the existing terminus thru the intersection to separate northbound and southbound traffic. First Avenue lane widths vary between 11' and 15' with a 13' wide shoulder NB of Route 202 that tapers to curbed section. Both Route 202 and First Avenue are curbed which will generally remain at its current location. A Design Exception will be required for the substandard proposed deceleration lane length along Route 202 southbound.

SLIDE 6 - PEDESTRIAN & BICYCLE COMPATIBILITY

Push buttons and pedestrian countdown signal heads will be provided at the First Avenue intersection. All ADA curb ramps within the project limits will be upgraded where necessary to meet current ADA compliance. Proposed sidewalk will connect with the existing sidewalk network. Eight (8) foot wide shoulders are provided



except along the proposed deceleration lane.

SLIDE 7 - DRAINAGE / ENVIRONMENTAL / SWM

Since the improvements require adherence to the NJDEP Stormwater Management Rules, proposed basins in the Route 202 southbound forward jughandle infield and along Route 202 southbound prior to the jughandle ramp, combined with a manufactured treatment device (MTD) are proposed. Every effort will be made to avoid or minimize impacts to any environmental resources within the project area.

SLIDE 8 - ITS / UTILITIES

An Intelligent Transportation Systems (ITS) camera will be added south of the intersection on Route 202 to monitor traffic conditions. Various minor utility impacts are anticipated. Utility pole relocations will be required at the intersection and along the southbound deceleration lane. Other conflicts are being investigated as design progresses.

SLIDE 9 - RIGHT OF WAY / ACCESS

Right of way will be required to construct the proposed improvements and is on the critical path to the success of the project. A total of twenty-two (22) properties are to be impacted. Total fee takes are required from six (6) properties, four (4) involving residential relocations. There are also five (5) partial fee takings. Nine (9) properties require permanent easements and fourteen (14) require temporary easements. Permanent easements include Construction & Maintenance, Aerial Easement, Utility Easement, Slope Easement, and Swale Easement. Temporary easements include Temporary Site Mitigation Work areas, Temporary Sidewalk Work areas, and Temporary Construction Easement areas.

Seventeen (17) residential and commercial driveways along Route 202 and First Avenue will be reconstructed to comply with current ADA regulations.

SLIDE 10 - STAGING & CONSTRUCTABILITY

The construction of the project's improvements will be staged to minimize impacts to the travelling public through the intersection.

Stage 1

The first stage permanently closes Leland Street as it is in the same location of the proposed jughandle. Danbury Avenue will be closed to through traffic while the construction of the cul-de-sac occurs. No other roadway impacts are anticipated while the off-line improvements are constructed for the Route 202 southbound forward jughandle. This stage includes demolition of four residential structures and construction of two SWM basins.

Stage 2

To allow for the construction of proposed interior widening and median barrier, the second stage will close the inside lanes along Route 202 and merges traffic to the adjacent right in each direction. The Route 202 northbound direction left lane will merge to the right lane prior to the overhead cantilever sign structure median guide rail and continue as one lane through to the northern project limit as an 11' minimum lane. The Route 202 southbound direction left lane will merge to the center lane north of the northern project limit and continue through to the southern project limit as an 11' minimum lane. The right lane of Route 202 southbound will remain as a dropped lane to the Route 202 southbound jughandle ramp. Both directions of First Avenue will



remain in its existing configuration during Stage 2.

Stage 3

Stage 3 closes the center and right lanes along Route 202 southbound and merges both to the left lane. The Route 202 southbound right lane will merge to the left lane north of the addition of the third lane from the Somerville Circle ramp. The Somerville Circle ramp will merge with the single lane traffic along Route 202 southbound. The Route 202 southbound single 12' minimum lane will continue to the southern project limit. The Route 202 Southbound jughandle ramp will remain open, accessible from the single Route 202 southbound lane. Route 202 northbound will be striped in the proposed final configuration. Route 202 northbound right lane, south of the intersection only, will be closed to allow for replacement of guide rail along the jughandle and mainline. First Avenue traffic will be shifted to the west to provide adequate room for construction of the jughandle ramp tie-in with First Avenue.

Stage 4

Stage 4 closes the shoulders along Route 202 southbound and First Avenue in the area of the Route 202 southbound jughandle ramp to construct the proposed drainage basin in the jughandle infield area. In addition, the shoulder areas of the corner sidewalk and ramps of the southern leg of First Avenue are to be closed while the proposed sidewalk is constructed.

Stage 5

Stage 5 closes the right lane along Route 202 southbound and detours the northern leg of First Avenue in the area of the Route 202 southbound jughandle ramp to construct the proposed First Avenue improvements. The sidewalk and ramps are to be closed while the proposed sidewalk, ramps and traffic signal equipment are constructed.

Stage 6

Stage 6 uses NJDOT Standard Traffic Control Details to construct final wearing course and place final pavement markings and RPM's under typical lane and shoulder closings. The new intersection will then be opened to traffic.

SLIDE 11 - ESTIMATED SCHEDULE / COST

The NJDOT Route 202, First Avenue Intersection Improvements Project is currently in the Final Design Phase with an anticipated Construction Start date in the Spring of 2025, and Construction Completion date in the Summer of 2026. The construction cost excluding right of way is approximately \$7,500,000. The right of way acquisition process has begun and will be critical to the construction of the project.

SLIDE 12 - PUBLIC FEEDBACK

Thank you for your interest in the Route 202, First Avenue Intersection Improvements Project. If you have any comments, suggestions, or questions, you may use the link shown on the bottom of the slide to post them. Additionally, you may contact the NJDOT Department of Community and Constituent Relations. The contact information is also shown on this slide. Thank you.