

ONLINE PUBLIC INFORMATION CENTER TRANSCRIPT

Route 9/35, Main Street Interchange

Slide 1 – Title Slide

Welcome to the online Public Information Center for the Route 9/35, Main Street Interchange project. The overall purpose of this project is to enhance safety and improve operations at the interchange. This Public Information Center is intended to share the progress to date on this project, which is currently nearing the end of the Concept Development phase, and to solicit feedback from the public in order to enhance the project as it progresses through NJDOT's Project Delivery Process.

Slide 2 – Presentation Overview

This presentation will begin with a discussion of the project's Purpose and Need, existing conditions and the proposed improvements and how they will enhance the quality of life for the affected public and stakeholders. Then we will present a brief overview of the project delivery process and schedule. Lastly, we will share information on how you – the public – can provide us with your valuable feedback.

Slide 3 – Project Location

The Route 9/35, Main Street Interchange Project is located in South Amboy City, Middlesex County. The project limits extend from Route 9/Main Street to Route 9/35 at Structure No. 1208-153, which carries Route 9/35 northbound over Conrail. Access to the Garden State Parkway is located to the south along Route 9. Additionally, South Amboy has a station along NJ Transit's North Jersey Coast Line to the north. The study area includes commercial facilities and densely vegetated areas. Residential properties are also located adjacent to the Route 9 and Route 35 interchange. Of additional note is Saint Mary's Cemetery, which is surrounded by Route 9/35, Route 9 southbound, Davis Lane and Washington Road.

Slide 4 – Purpose and Need

The overall purpose of this project is to enhance safety and improve operations at the interchange of Route 9 and Route 35 from Route 9/Main Street to Route 9/35 at Structure No. 1208-153. The calculated safety score for this project segment is 7 and 10, depending on location, on a scale of 0 to 10 with 0 and 10 representing no crashes in the area and the worst score, respectively.

Slide 5 – Existing Conditions (Roadway)

Route 9 in the vicinity of Route 35 is a divided four-lane roadway with a posted speed limit of 50 mph. Route 35 in the vicinity of Route 9 is a divided four-lane roadway with a posted speed limit of 40 mph. Travel directions are separated by concrete barrier curb. Route 9 and Route 35 run north independently up to the Route 9 and Route 35 interchange where they merge and run north concurrently as Route 9/35 through to and beyond the northerly project limit. The ramp from Route 9 northbound to Route 9/35 northbound is controlled by a yield sign. The interchange also provides access to Route 9 southbound from Route 9/35 southbound and to Washington Road from Route 9/35 northbound. The roadway within the project limits has the following substandard design elements: stopping sight distance on vertical and horizontal curves, minimum curve radius, shoulder width, acceleration and deceleration lane lengths, and minimum grades.

Slide 6-7 – Existing Conditions (Safety/Operations)

The ramp from Route 9 northbound onto Route 9/35 northbound queues back onto the Route 9 mainline due to the high percentage of truck traffic on the ramp, the substandard ramp geometry, the ramp grade,

and the lack of an acceleration lane.

Slide 7 – Existing Conditions (Safety/Operations)

Similarly, the ramp from Route 9/35 southbound onto Route 9 southbound queues back onto the Route 9/35 mainline. The high truck volume and substandard design features contribute to the excessive delay and overrepresentation of same direction crashes. Additionally, delays on the Garden State Parkway can exacerbate the problem as motorists divert to other routes, sometimes using the local roadway network.

Slide 8 – Existing Conditions (Bridge)

Three (3) bridges are located within the project limits: Structure No. 1208-150, which carries Route 9/35 over Main Street; 1208-151, which carries Route 9/35 over Washington Avenue, and 1208-152, which carries Route 9/35 over an abandoned rail line. These bridges were originally constructed in the 1930s and are in fair to satisfactory condition with some deficiencies. Structure Nos. 1208-150 and 1208-151 also have substandard vertical clearance for the roadway underneath. It should be noted that the fact that a bridge is "structurally deficient" does not imply that it is likely to collapse or that it is unsafe. It means the bridge must be monitored, inspected, and maintained and possibly rehabilitated or replaced.

Slide 9 – Existing Conditions (Environmental Constraints)

The study area is located near the Garden State Parkway Historic District, the Camden and Amboy Railroad Main Line Historic District, and the Raritan River Railroad Historic District; however, the project is not considered part of either district at this time. No wetlands or floodplains were identified within the study area. There is the potential for the presence of Indiana bats and their habitats within Middlesex County. If tree clearing is required, a schedule must be established with the U.S. Fish and Wildlife Service prior to construction. The project has a potential for involvement with hazardous waste and/or contaminated sites. Sensitive receptors are located within 300 feet of the project area. In addition, this project is in a non-attainment area for PM 2.5 and a PM 2.5 hot-spot analysis maybe required as the project progresses. Significant socioeconomic impacts are not anticipated. The anticipated National Environmental Policy Act (NEPA) document for this project is a Categorical Exclusion Document (CED).

Slide 10-13 – Preliminary Preferred Alternative

The PPA consists of constructing a new ramp to replace the existing substandard loop ramp from Route 9 northbound to Route 9/35 northbound (at the Interchange). The existing exit ramp to Washington Street would be permanently closed. The ramp from Route 9/35 southbound to Route 9 southbound would be replaced with a new ramp that meets current standards. This will require the widening of Route 9/35 between Route 9/Main Street and Structure No. 1208-153 to provide acceleration and deceleration lanes.

Two bridges within the project limits will require replacement and one bridge could be removed. More specifically, the project includes replacement of Structure Nos. 1208-150 and 1208-151, and removal of Structure No. 1208-152. The profile along Route 9/35 must be raised significantly between mileposts 129.81 and 130.20 to provide adequate vertical clearance for all roads passing underneath Route 9/35. Improvements along Route 9/Main Street will be made underneath and in surrounding areas of the structure that will be replaced. The project also includes new overhead and cantilever sign structures, guide rail and sidewalk.

Additionally, the PPA also proposes the construction of two basins at the Route 9/35 and Route 9/Main Street interchange in order to comply with NJDEP Stormwater Management (SWM) Rules. Full and partial

right of way takings, as well as permanent and temporary easements, are anticipated for this project. One (1) full residential acquisition is anticipated at the Route 9/35 and Route 9/Main Street interchange

Slide 14 – Project Delivery Process

The Project Delivery Process consists of four distinct phases. The first phase is the Concept Development phase which is the current phase of this project. Data on the existing conditions is collected and analyzed, the project's Purpose and Need is determined, alternatives and their impacts are investigated, and a Preliminary Preferred Alternative is selected in this phase. This is followed by Preliminary Engineering where the Preliminary Preferred Alternative is advanced to the point necessary to obtain approval of any required design exceptions along with the environmental document. The final phase in design is Final Design during which all necessary permits are obtained, right of way is acquired and the construction documents are finalized. After Final Design, the project advances to Construction. The project is nearing the completion of the Concept Development phase.

Slide 15 – Public Feedback

If you have any questions, comments, or suggestions, please fill out the website survey form or contact the NJDOT Office of Community Relations by April 30, 2021. Details are provided on this slide. Thank you for your interest in this project and for taking the time to view this presentation!