



NEW JERSEY DEPARTMENT OF TRANSPORTATION

SHORE CONNECTION PROJECTS – March 2008

Status of various “Shore Connection” congestion relief/elimination improvement projects:

COMPLETED

Route 47/55 intersection (south of Millville) was a significant problem during peak summer weekend periods. A signal was installed in late 2001 which solved the problem.

Route 49/50 Corridor – A Pipeline 4/Maintenance assignment was made during April 2005 by the Capital Program Committee, for improved corridor wide signing along Routes 49, 50 and intersecting county routes. The signing will assist the “return trips” from shore areas to make it easier for drivers to find and use alternate routes. The Department installed 13 new alternate route signs in the corridor in late June/early July.

Route 50/CR 610, Upper Township – Due to limited data, there was no basis for the request of a signal timing change at this intersection. The other recommendation for “No Turn on Red” signs determined not to be necessary once brush and trees cleared from the sight triangle. Tree trimming completed.

PROJECTS in MAINTENANCE

During July 2005, the following intersection operation improvements were advanced into the FY 2006 project pool as Maintenance projects (Pipeline 4).

Route 50/Hope Corson Road, Upper Township - New traffic signal to be constructed and driveway access improvements. Traffic Engineering met with the township engineer and worked out design issues. Revisions are being made to address County concerns regarding limited sight distance. Maintenance is waiting for final plans from Traffic Engineering.

Route 50/Tuckahoe Road, Upper Township – Signal timing improvements
The traffic signal timing revisions for this intersection were completed and have been forwarded to Maintenance for implementation.

PROJECTS in CAPITAL PROGRAM MANAGEMENT (CPM)

Rt. 9/83 Intersection, Dennis Twp. Due to safety concerns, the NJDOT Rapid Design Team is redesigning this intersection and installing a traffic signal. Design completion is scheduled for the fall of 2007, with a construction completion anticipated in the spring of 2008.

Route 9/CR 625 Sea Isle Boulevard On November 15, 2006, the Capital Program Committee approved a breakout of this project to add and lengthen turning lanes at Routes 9/625. This project is being designed by the NJDOT Rapid Design Team, and construction by NJDOT-Maintenance with FY08 Congestion Relief Program funding is anticipated to be completed in spring 2008.

Route 49/55 Interchange in Millville - Preliminary Design began in August of FY 2005 as Pipeline 2 project. Due to local concerns, the project was scaled back to eliminate an auxiliary lane through the interchange along Route 49. Approval to modify design signed February 2, 2007. This project will now include improvements to the Rt. 49/Wade Boulevard intersection. Work on the modified design is in progress and preliminary design submission is expected by ~~summer~~ August 2008. Project is scheduled to be advertised ~~fall~~ January 2009 2010. The anticipated construction start will be in ~~spring~~ March 2010.

Route 47, Petersburg Road (CR 610) and Tyler Road (CR 611), Intersection Improvements
Dennis Township – In September 2005, the Capital Program Committee Screening Committee approved this project for inclusion in project pool as Pipeline 3 assignment. At Petersburg Road the scope includes an addition of a southbound left turn lane (with dedicated left turn arrows) and corner cutback within existing right of way. At Tyler Road the project includes an addition of a southbound left turn lane (no dedicated left turn arrow) within the existing ROW. Project has NJDEP-SHPO, Historic Sites Council issues and needs Pinelands Commission coordination. Public Information Center and Local Officials Meeting held June 20, 2006. Final Design submission – January 22, 2007. Project has been advertised and the bids were taken December 2007. The anticipated construction starts spring 2008.

PROJECTS in PROJECT PLANNING & DEVELOPMENT (DPPD)

The overall Route 47/55 Shore Connection Study (of which the following intersections were part) was removed from the Study and Development Program because no further “breakouts” are forthcoming.

Route 9/CR 550 (Ocean View Drive) Utility pole and underground gas line relocation (cost estimated at \$150,000) is necessary. NJDOT- Rapid Design Team can put together a design for the project that can be used by the County to have the utility poles moved back. However, DPPD recommends “tabling” the project until the County gets the utility companies to move the affected utilities. To help get the project moving, DPPD sent a letter to the Cape May County Engineer to request County’s assistance on relocating affected utilities on September 18, 2007 and we are awaiting a response. If the utilities are relocated, DPPD will recommend that NJDOT provide the final design and get the project built. (1/18/08 – still no reply from County Engineer)

DPPD will continue to work with the County to determine if they are willing to pursue each utility company for the relocation of utilities which, unlike a NJDOT project, the County would *not* be required to pay for. The project will be held in the project pool until such time it can be advanced.

Route 47/347 and Route 49/50 Corridor Enhancements Concept Development Study

(Previously referred to as the Route 47 Reversible Lane Study) The concept was an alternative to building a 4 lane section, and would instead provide a 3-lane section with one lane having the ability to be reversed, or alternatively, use of an outside shoulder as a “peak period” lane to accommodate the heavy directional flow of weekend recreational traffic. The scope of this study also included identification of improved utilization of alternative routes, and potential passing lane opportunities and Intelligent Transportation System strategies for both corridors. Crash data analysis did not reveal obvious locations for passing lanes, and upon further study ITS strategies are deemed more appropriate than a reversible lane due to safety and context considerations.

DPPD has met with Traffic Operations and ITS Engineering several times to discuss potential ITS strategies for these corridors. They were open to expanding the existing ITS infrastructure in the project area and have helped to select a number of proposed technologies. Summer 2006 traffic pattern/delay data has been collected and modeling of proposed ITS strategies has been conducted. At a meeting on January 24, 2007, Cumberland County, Cape May County and SJTPO supported conceptual ITS and intersection improvements along the subject corridors presented by the Department and offered input into their design. Dennis Township did not object to any of the preliminary recommendations presented to them on May 15, 2007.

NEXT STEPS: Collect additional ITS data along the corridor, refine proposed ITS strategies, and meet with the agencies involved with the project to obtain acceptance of the proposed ITS improvements. Break out Route 47 ITS project to add cameras at signals and allow control by Traffic Operations Center in Cherry Hill, and Shore Connection Traveler Information project; and determine Maurice River Township’s acceptance to proposed Route 47/55 intersection reconfiguration.

Route 47/347/CR 670 Intersection, Maurice River Township – Study focused on potential addition of auxiliary northbound lane through the intersection. Additional ROW would be required if auxiliary lane proposed. This is a probable Pipeline 2 project in Concept Development with potential NJDEP/Pinelands issues (Pre-App meeting did not identify any fatal flaws). “Historic highway corridor” does not appear to be an issue.

A meeting with Township officials, Office of Community Relations and DPPD was held to discuss the concept plan on November 22, 2005. The proposed concept was not received well. Concerns were mostly directed toward the need for creating a safe gap in traffic for local residents who wish to enter and cross Route 47. Local residents appear to be willing to accept the project only if a traffic signal is installed on Route 47 in Port Elizabeth (near the school), which they believe will provide the desired gaps in traffic. In December 2005, Capital Investment Planning & Development requested that DPPD conduct a Tier 2 screening for a traffic signal in Port Elizabeth. The Traffic Engineering & Investigations bureau conducted signal warrant analysis for the intersections of Route 47 with CR 548 and CR 646 in February 2006 and neither intersection warranted a traffic signal based on off-season counts. Summer ’06 traffic counts at this intersection do not warrant a signal either. Gateway signage or traffic calming may be appropriate methods for slowing traffic through Port Elizabeth.

Review of the project need in spring 2006 has revealed extreme variability in delays/queues at the intersection over several years for which data was collected (most recent year – 2002). New

traffic observations were made in summer of 2006 and examination of this data reveals that delays at this intersection are not severe when compared with other nearby locations, such as Route 47/347 intersection in Dennis Township. Due to local opposition and insufficient project need, DPPD has ceased efforts to pursue the addition of intersection capacity.

Route 47/347 intersection, in Dennis Township - Addition of auxiliary lanes through the intersection. Additional ROW is required. This is a potential Pipeline 2 project with potential NJDEP-SHPO and Green Acres issues. During June 2005, concept plans were developed which avoid encroachment into the Belleplain State Forest. "Historic highway corridor" potential does not appear to be an issue. Local officials offered verbal support of the southbound auxiliary lane and improvements to Route 47 at a briefing in June 2006. They are opposed to the northbound auxiliary lane due to perceived safety issues.

Traffic data was collected in summer 2006, and examination of these data and preliminary traffic modeling reveals that severe southbound delays at this intersection are largely a result of the downstream traffic signals at CR 610 and 611. Queuing from these intersections backs up through the Route 47/347 intersection. Installation of the left-turn lanes at CR 610 and 611 will reduce queue length but will not eliminate congestion. And the addition of capacity at the 47/347 intersection will not yield sufficient benefit to justify the project because the 47/347 intersection is not the reason for delays. Due to lack of local support and the inability of this project to address the congestion problem, DPPD has ceased efforts to pursue the addition of intersection capacity.