

NEW JERSEY DEPARTMENT OF TRANSPORTATION

Route 27 Renaissance 2000 Feasibility Assessment Study
Franklin Township, Somerset County
North Brunswick and New Brunswick Township, Middlesex County

Public Information Center

December 6, 2004

The Public Information Center

The New Jersey Department of Transportation (NJDOT) will hold a Public Information Center to present the Route 27 Renaissance 2000 Feasibility Assessment Study. The meeting will be held at the **First Baptist Church of Lincoln Gardens, 771 Somerset Street, Franklin Township from 4:00 to 7:00 pm on December 6, 2004.**

The purpose of this PIC is to inform local residents, officials and members of the business community about the project. NJDOT staff will be available to answer questions. Comments from the public are welcome.

The Need

Crash analysis from the the Route 27 Renaissance 2000 Corridor Study that was completed for NJDOT by Orth-Rodgers & Associates, Inc. in May 1999 found that left turn crashes were more than four times the statewide average.

Other over-represented crash types included angle, head-on and bicycle and pedestrian crashes. The study also identified a need for pedestrian facilities such as additional sidewalks and intersection crosswalks.

The study limits are from Bennetts Lane in Franklin Township to the intersection of Somerset Street, French Street, and Main Street in New Brunswick.

The Project

The objective of this project is to improve the safety and operation of the Route 27 corridor by providing congestion relief through the redesign or reconfiguration of the seven signalized intersections, especially Bennetts Lane, How Lane, Veronica Avenue and Franklin Boulevard.

From Bennetts Lane to How Lane, the proposed roadway cross section will provide two travel lanes in the southbound direction and one travel lane in the northbound direction. From How Lane to Main Street, the proposed roadway cross section will include one lane in each direction, a center two-way left turn lane and varying shoulders.

The proposed widening will involve minor right of way acquisitions. The project will also require driveway and access modifications along Route 27. This may provide safer, more conventional, and smoother flowing traffic movements at the project intersections.

The Initially Preferred Alternative (IPA) provides shoulders north of How Lane that vary from five to seven feet. Standard width shoulders were not proposed in order to minimize right of way and utility impacts. Existing northbound shoulders are utilized from Bennetts Lane to How Lane. Right of way and utility impacts are significantly reduced under the IPA. However, areas where roadway widening is necessary to accommodate traffic volumes will require right of way acquisition and utility impacts.

Bus turnouts are proposed along the corridor and will require right of way acquisition. Locations of these turnouts are provided on the attached IPA plan sheets.

Sidewalks exist within the project limits. Where it is not present, it is being proposed. To minimize right of way acquisition, a six-foot sidewalk is proposed within a seven-foot border area.

Access to businesses and residences within the project area will be reasonably maintained, except where modified or revoked, consistent with staging of the project construction utilizing temporary

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facilities and alternative access where appropriate given the circumstances of the construction activities. Exact impacts will not be known until the plan is finalized, the contractor is selected and staging is planned.

Environmental Review

An environmental review and analysis will be performed to evaluate the proposed project with respect to its positive and negative social, economic and environmental impact.

A cultural resources survey will be conducted to determine whether the project's "Area of Potential Effects" contains any historic resources that are listed on or eligible for listing on the National Register of Historic Places. The findings of the survey will be coordinated with the State Historic Preservation Office and local historical commissions.

Upon completion and Federal Highway Administration's (FHWA) concurrence with the National Environmental Policy Act (NEPA) of 1969's environmental review process, the project will advance to the Design Phase.

The environmental review and analysis is being conducted in accordance with federal laws and FHWA guidelines, pursuant to NEPA as amended in conformance with the Council on Environmental Quality regulations, and pursuant to the National Historic Preservation Act of 1966, as amended.

For more information about the environmental process, please call Jerry Thomas of NJDOT's Environmental Unit at 609-530-2997.

Estimated Schedule and Cost

Preliminary Design	February 2005
Construction	2008 depending on budget availability
	\$6.5 million (excluding right of way). Federal funding is anticipated.

For further information, please contact:

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(609) 530-2110

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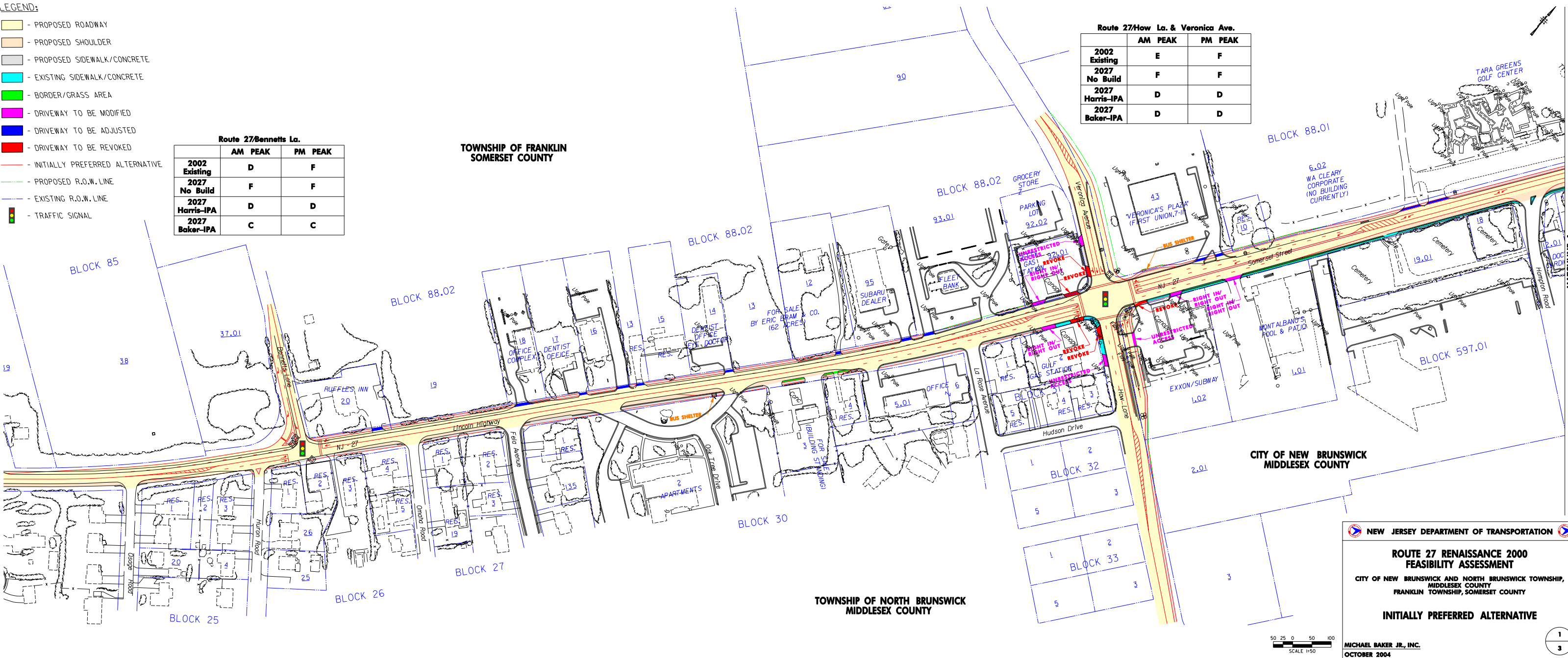
- LEGEND:**
- PROPOSED ROADWAY
 - PROPOSED SHOULDER
 - PROPOSED SIDEWALK/CONCRETE
 - EXISTING SIDEWALK/CONCRETE
 - BORDER/GRASS AREA
 - DRIVEWAY TO BE MODIFIED
 - DRIVEWAY TO BE ADJUSTED
 - DRIVEWAY TO BE REVOKED
 - INITIALLY PREFERRED ALTERNATIVE
 - PROPOSED R.O.W. LINE
 - EXISTING R.O.W. LINE
 - TRAFFIC SIGNAL

Route 27/Bennetts La.

	AM PEAK	PM PEAK
2002 Existing	D	F
2027 No Build	F	F
2027 Harris-IPA	D	D
2027 Baker-IPA	C	C

Route 27/How La. & Veronica Ave.

	AM PEAK	PM PEAK
2002 Existing	E	F
2027 No Build	F	F
2027 Harris-IPA	D	D
2027 Baker-IPA	D	D



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ROUTE 27 RENAISSANCE 2000
FEASIBILITY ASSESSMENT
 CITY OF NEW BRUNSWICK AND NORTH BRUNSWICK TOWNSHIP,
 MIDDLESEX COUNTY
 FRANKLIN TOWNSHIP, SOMERSET COUNTY

INITIALLY PREFERRED ALTERNATIVE

MICHAEL BAKER JR., INC.
 OCTOBER 2004

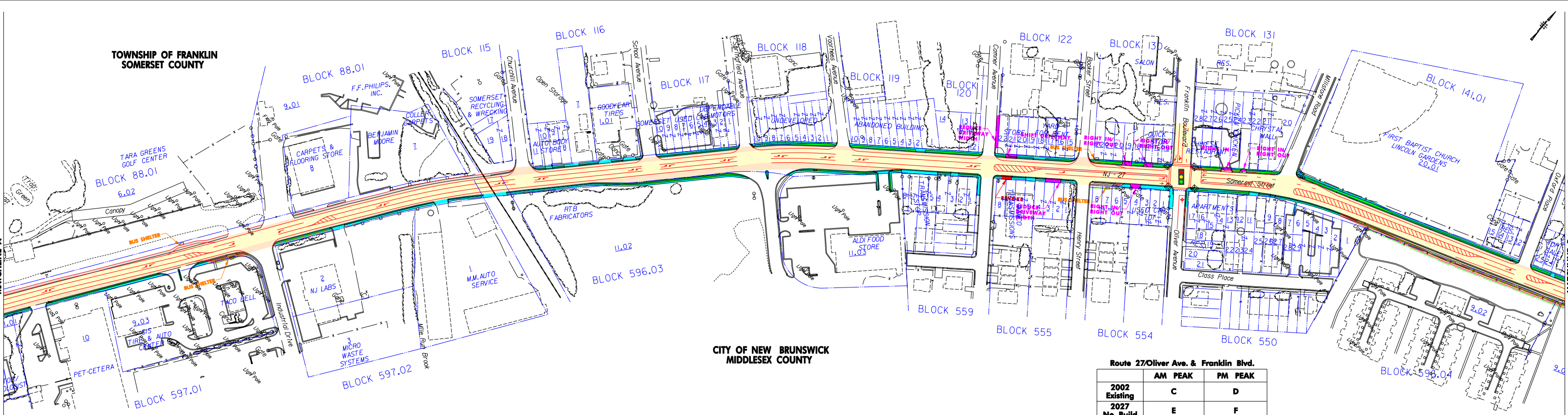
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TOWNSHIP OF FRANKLIN
SOMERSET COUNTY

CITY OF NEW BRUNSWICK
MIDDLESEX COUNTY

MATCHLINE A

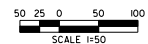
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- LEGEND:**
- PROPOSED ROADWAY
 - PROPOSED SHOULDER
 - PROPOSED SIDEWALK/CONCRETE
 - EXISTING SIDEWALK/CONCRETE
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Route 27/Oliver Ave. & Franklin Blvd.

	AM PEAK	PM PEAK
2002 Existing	C	D
2027 No Build	E	F
2027 Harris-IPA	C	C
2027 Baker-IPA	D	E



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INITIALLY PREFERRED ALTERNATIVE

MICHAEL BAKER JR., INC.
 SEPTEMBER 2004

TOWNSHIP OF FRANKLIN
SOMERSET COUNTY

Route 27/Quentin Ave. & Juliet Ave.

	AM PEAK	PM PEAK
2002 Existing	A	A
2027 No Build	A	A
2027 Harris-IPA	C	C
2027 Baker-IPA	B	C

Route 27/Douglas Ave.

	AM PEAK	PM PEAK
2002 Existing	A	A
2027 No Build	A	B
2027 Harris-IPA	C	D
2027 Baker-IPA	C	C

Route 27/French St. & Main St.

	AM PEAK	PM PEAK
2002 Existing	B	C
2027 No Build	C	D
2027 Harris-IPA	C	D
2027 Baker-IPA	C	C

Route 27/Van Dyke Ave. & Irving St.

	AM PEAK	PM PEAK
2002 Existing	C	C
2027 No Build	D	E
2027 Harris-IPA	C	C
2027 Baker-IPA	C	C

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SEPTEMBER 2004

