



ROUTE 22 SUSTAINABLE CORRIDOR LONG TERM IMPROVEMENTS



Somerset County, NJ / Concept Development Alternatives

Key Differentiators

Alternative #1

Route 22 EB/WB – Brings corridor up to NJDOT standards.

Construction Cost: *\$31.4 Million*
 Right-of-Way Cost: *\$0.9 Million*
 Total Cost: ***\$32.3 Million****

Alternative #2

Provides “Through Lane” section of Route 22 EB up to Gaston Avenue.

For Route 22 EB, provides “Through Lanes” and Service Roadways between Mountain Avenue and North Gaston Avenue separated by a median barrier.

Construction Cost: *\$44.7 Million*
 Right-of-Way Cost: *\$1.1 Million*
 Total Cost: ***\$45.8 Million****

Alternative #3

Provides “Through Lanes” on Route 22 EB to I-287 SB.

For Route 22 EB, provides “Through Lanes” and Service Roadways between Mountain Avenue and I-287 SB ramp, separated by a median barrier.

Construction Cost: *\$53.8 Million*
 Right-of-Way Cost: *\$1.1 Million*
 Total Cost: ***[REDACTED]***

*all costs estimated

Shared Features

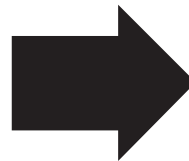
- Provides acceleration and deceleration lanes for major cross streets and median businesses.
- Provides auxiliary lanes between closely spaced cross streets.
- Provides standard shoulder (bicycle compatible).
- Removes Route 202/206 NB ramp to Route 22 WB. Increases storage length for Route 22 WB lane to Route 202/206 SB.
- Consolidates driveways.
- Route 202/206 NB & I-287 Ramp
 - Provides new ramp connection from Route 202/206 NB to I-287 SB between Commons Way and Garretson Road.
 - Modifies Commons Way Ramp.
 - Modifies signalized intersection and traffic signal.
- Provides missing sidewalk links.
- Provides signage improvements.



Where are we now in the Project Delivery Process?

Concept Development (2010 - 2012)

- Data collection
- Evaluation of deficiencies
- Coordination with stakeholders and NJDOT core group
- Obtain public input through public involvement meetings, website and email
- Development of Purpose and Need Statement and conceptual solutions



Feasibility Assessment

- Development of a range of alternatives
- Assess impacts and costs
- Coordinate with stakeholders and NJDOT core group
- Identify fatal flaws
- Obtain public input
- Gain community consensus
- Initially preferred alternative