

## Rt 29, Old River Road to Alexauken Creek Road Public Information Center Transcript

Slide #	Transcript
1	<p>Hello! Thank you for joining us for the Route 29, Old River Road to Alexauken Creek Rd Limited Scope Pavement Resurfacing Public Information Center. Today we will provide an overview of the Route 29 corridor project between Old River Road and Alexauken Creek Road in the City of Lambertville. This briefing will summarize the purpose of the project, existing conditions along the corridor, the proposed improvements, and the next steps as the project continues to move forward.</p>
2	<p>For this project, we are looking at approximately 1.7 miles of Route 29 in Lambertville, extending from Old River Road to Alexauken Creek Road. This portion of Route 29 functions as an urban arterial and supports a mix of users in the area, including residential properties, local businesses, and regular pedestrian activities. The study was completed through NJDOT's Limited Scope Concept Development process. The goal of this process is to identify practical and cost-effective improvements that help maintain the roadway and enhance safety while minimizing impacts to the surrounding community.</p>
3	<p>The purpose of this project is to rehabilitate the pavement surface to improve the service life of the roadway.</p> <p>The need for the project in this section of Route 29 has been identified by NJDOT's Pavement Management System as being a priority for resurfacing due to the pavement conditions, ride quality, drainage and overall safety.</p>
4	<p>Goals for this project include:</p> <ul style="list-style-type: none"> <li>• Conform to the NJDOT Limited Scope Project Delivery Process by avoiding or minimizing impacts to existing right of way, access, utilities and ITS facilities.</li> <li>• Resurfacing the roadway within the project limits</li> <li>• Repair/reset existing sidewalks and curb ramps to meet ADA standards</li> <li>• Comply with Policy number 703, the 2024 NJDOT Complete Streets Policy, by including safe and equitable accommodation for all users where feasible.</li> <li>• Replace substandard guide rail with MASH compliant guide rail</li> <li>• Avoid or minimize impacts to social, economic, and environmental resources.</li> <li>• Minimize traffic impacts related to construction.</li> <li>• Comply with NJAC 7:8 NJDEP Stormwater Management Rules for a Major Development, if applicable.</li> </ul>
5	<p>Route 29 in this area functions as an urban principal arterial and carries approximately 8,400 vehicles per day. Speed limits vary along the corridor, ranging from 25 miles per hour to 40 miles per hour. Within the project limits, there are three signalized intersections, along with several driveways and access points that serve nearby businesses and residential properties.</p>
6	<p>Along the corridor, there are several drainage crossings and culvert structures that support stormwater management in the area, and these are currently in acceptable condition. There are also multiple utilities located throughout the corridor, including electric, gas, water, sewer, and telecommunications infrastructure. The project team also confirmed that there are currently no Intelligent Transportation System, or ITS, facilities located within the project limits.</p>
7	<p>Sidewalks are present along most of the corridor. Field investigation found that many of the existing curb ramps do not meet current ADA accessibility standards. A total of 93 curb ramps will be upgraded to bring them into compliance with accessibility requirements. The corridor is also not currently considered bicycle compatible due to the lack of bicycle facilities, such as shoulders or dedicated bicycle lanes. There are physical limitations such as the insufficient existing lane widths and the presence of on-street parking in certain areas which do not allow for space for bicycle facilities within the existing roadway.</p>

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8	<p>The proposed improvements include:</p> <ul style="list-style-type: none"><li>• Milling 2” of existing roadway pavement and replacing with 2” of new pavement along Route 29 from milepost 18.1 to milepost 19.8</li><li>• Reset existing non-compliant curb ramps to meet ADA Standards throughout the project limits</li><li>• Repair sections of sidewalk that need repair as observed from field observations</li><li>• Upgrade existing substandard traffic signals and equipment at the 3 signalized intersections within the project limits. This includes upgrading equipment to be in compliance with ADA standards.</li><li>• The roadway striping will be refreshed including the addition of high visibility crosswalk striping where missing, and the installation of new signage in accordance with the current MUTCD standards.</li><li>• Existing substandard guide rail will be replaced where feasible.</li></ul>
9	<p>The construction of Route 29 is expected to be performed in 4 stages. The project will utilize NJDOT Standard Traffic Control Details to implement lane closures for milling and paving operations. These closures will occur in accordance with NJDOT’s approved lane closure hours to minimize impacts. Resurfacing will occur during nighttime hours. Flagging operations will be used to safely guide traffic through the work zone, and no detours are anticipated at this time.</p>
10	<p>Because the project focuses primarily on improving the existing roadway surface and accessibility features, overall impacts are expected to be minimal. Utility adjustments, if any, will be minimal and are expected to be limited to resetting of existing manholes and valves so that they are flush with the final roadway surface. No changes to existing property access are anticipated. No permanent Right of Way takes are anticipated. In some locations, Temporary Construction Easements are necessary for sidewalk repairs, curb ramp resets, guide rail replacement, and signal upgrades.</p>
11	<p>As part of the environmental review process, several considerations were identified within the project area. The corridor is located within two historic districts: the Delaware and Raritan Canal Historic District and the Lambertville Historic District. These historic districts will require coordination with the State Historic Preservation Office and the Delaware and Raritan Canal Commission as the project progresses. An environmental screening was conducted by NJDOT and identified the potential presence of bat habitat in the project area. A bat habitat survey will be conducted during Final Design to confirm whether protected species are present. Due to the limited scope of the proposed improvements, the project is expected to qualify for a Categorical Exclusion within the environmental review process.</p>
12	<p>The project schedule includes several key milestones as it advances through development. This Public Information Center is one of those milestones. Concept Development is expected to be completed in the Summer of 2026. The project will then be advanced to Final Design in Fall 2026 and continue through Fall 2027. Construction is expected to begin in the Winter of 2028. Please note the schedule dates are contingent upon programming authority.</p>
13	<p>That concludes our presentation. Thank you for attending this presentation. Please submit your comments by Friday, July 10, 2026, to the email address <a href="mailto:rt29olddriverd@gmail.com">rt29olddriverd@gmail.com</a></p> <p>Or by mail to: Patience Sengbey, Regional Coordinator New Jersey Department of Transportation Office of Government and Community Relations PO Box 600, Trenton, NJ 08625-0600</p> <p>After July 10, 2026, please contact: Patience Sengbey, Regional Coordinator NJDOT Office of Government and Community Relations By Email: <a href="mailto:Patience.Sengbey@dot.nj.gov">Patience.Sengbey@dot.nj.gov</a> By Phone: (609) 963-1982</p>