

-Missing Connections- Interchanges in Mercer County

Matt Zochowski, PP/ AICP Senior Planner-Mercer County

mzochowski@mercercounty.org

609-989-6985

**County Desirable Typical Sections
w/ Comparable NJDOT & Munic.**

- 1A As Existing
 - 2A 2 Lanes
 - 2B 2 Lanes w/TWTL
 - 4F 4 Lanes w/Med or TWTL
 - 6A 5+ Lanes w/Med. (NJDOT only)
 - New Right of Way
- NJDOT**
- Munic.**

**MOBILITY PLAN (HIGHWAYS)
MERCER COUNTY, NJ**
Adopted September 8, 2010

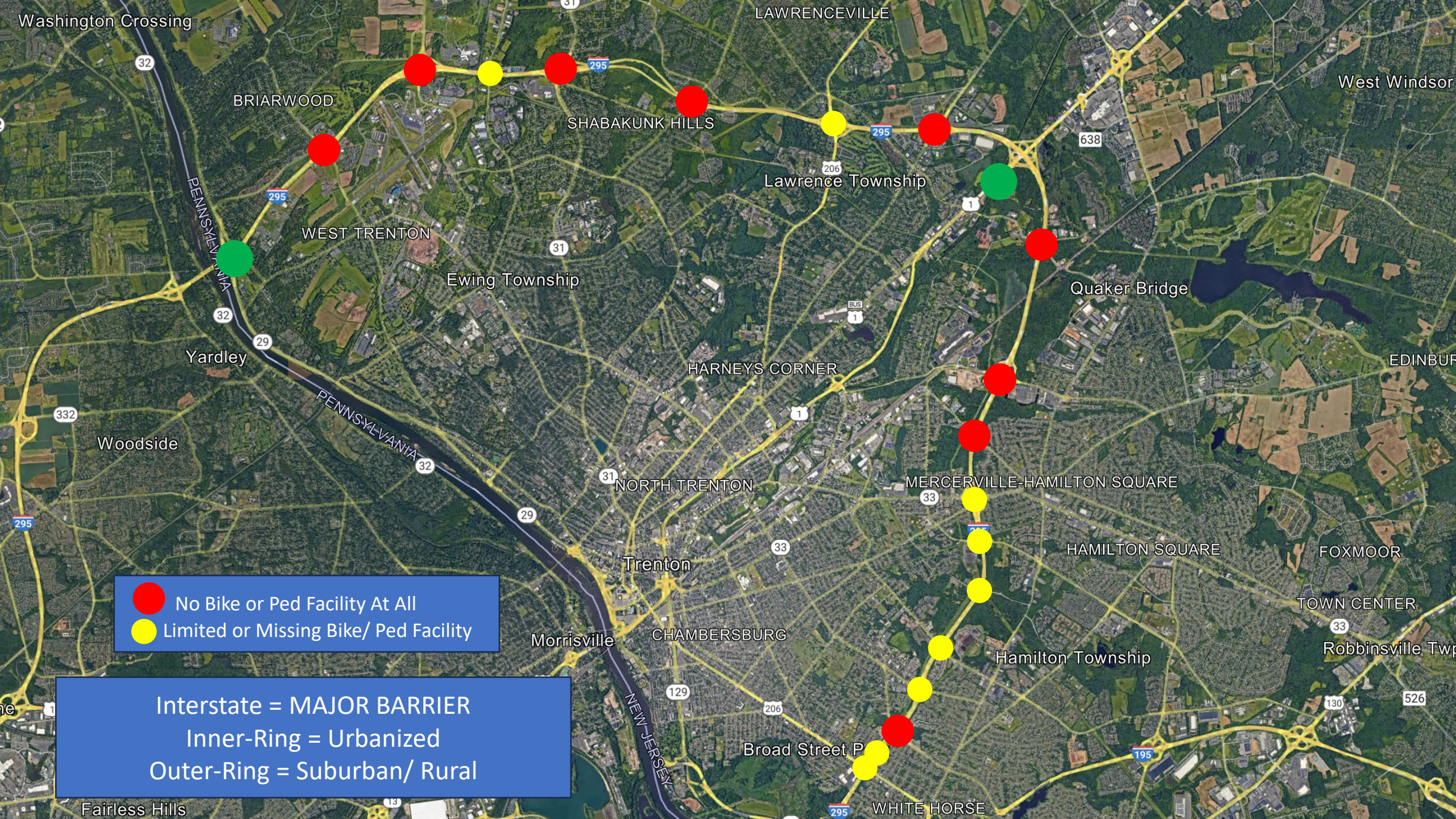


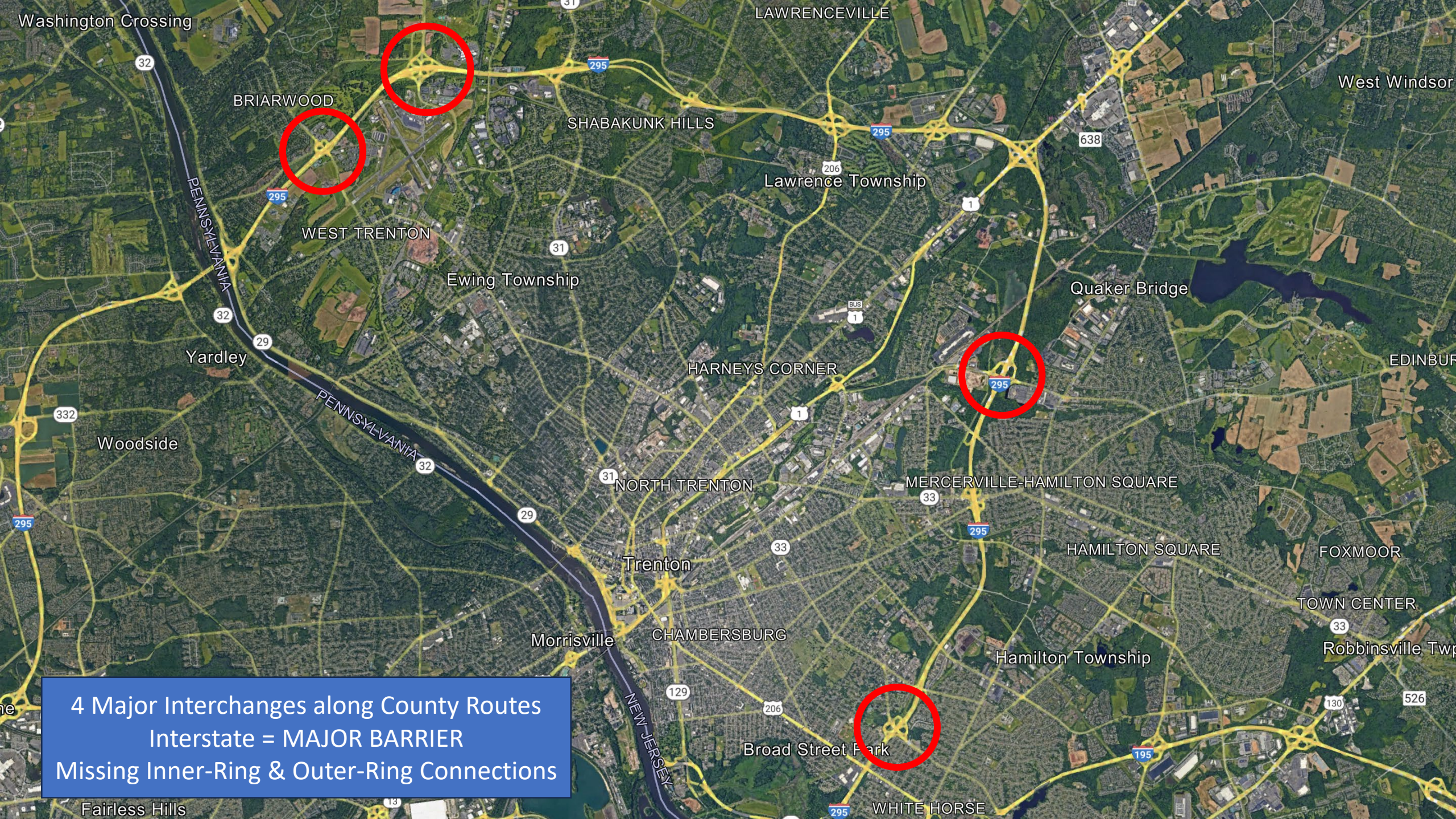
Existing Roads: NJDOT 2010
Streams: NJDEP 2008
Open Space: Mercer Planning 2009
GIS Adaptations: Mercer Planning 2010

Printed: 1/3/2011

Road Mileage by Functional Class and Jurisdiction					
	State	County	Municipal	Total	%
Interstate/Expy	117.2			117.2	6.5
Principal Arterial	210.3	9.4	10.8	230.5	12.7
Minor Arterial	1.2	117.2	78.0	196.3	10.8
Collector	1.3	57.4	108.8	167.5	9.2
Local/Ramp	46.1	12.3	1,045.3	1,103.7	60.8
Total	376.0	196.3	1,243.0	1,815.3	100.0
%	20.7	10.8	68.5	100.0	

Data: NJDOT GIS Centerlines 2007





4 Major Interchanges along County Routes
Interstate = MAJOR BARRIER
Missing Inner-Ring & Outer-Ring Connections



Bear Tavern Rd

295

Whitewood Dr

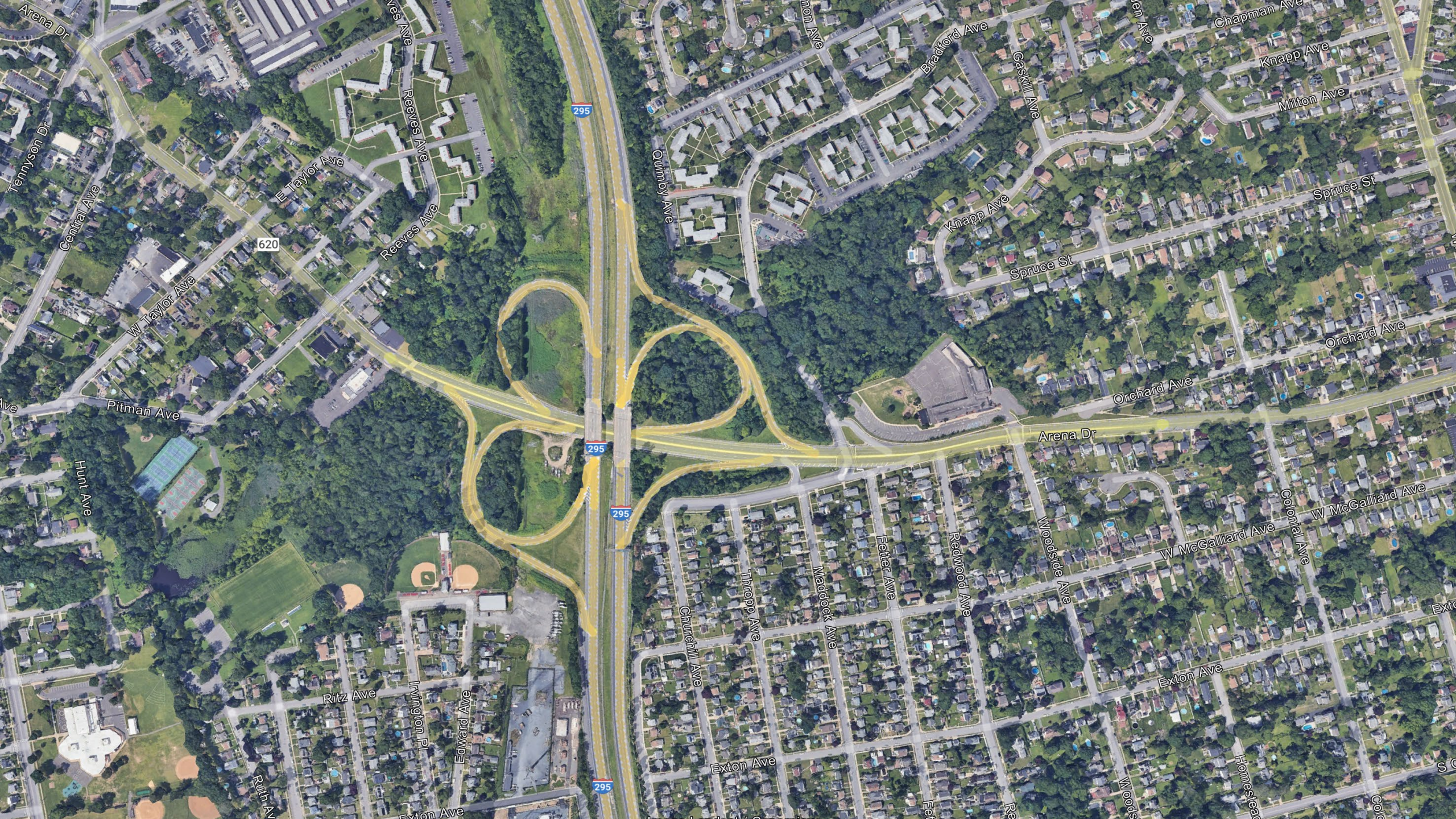
Scenic Dr

Willis Dr

Pilgrim Dr









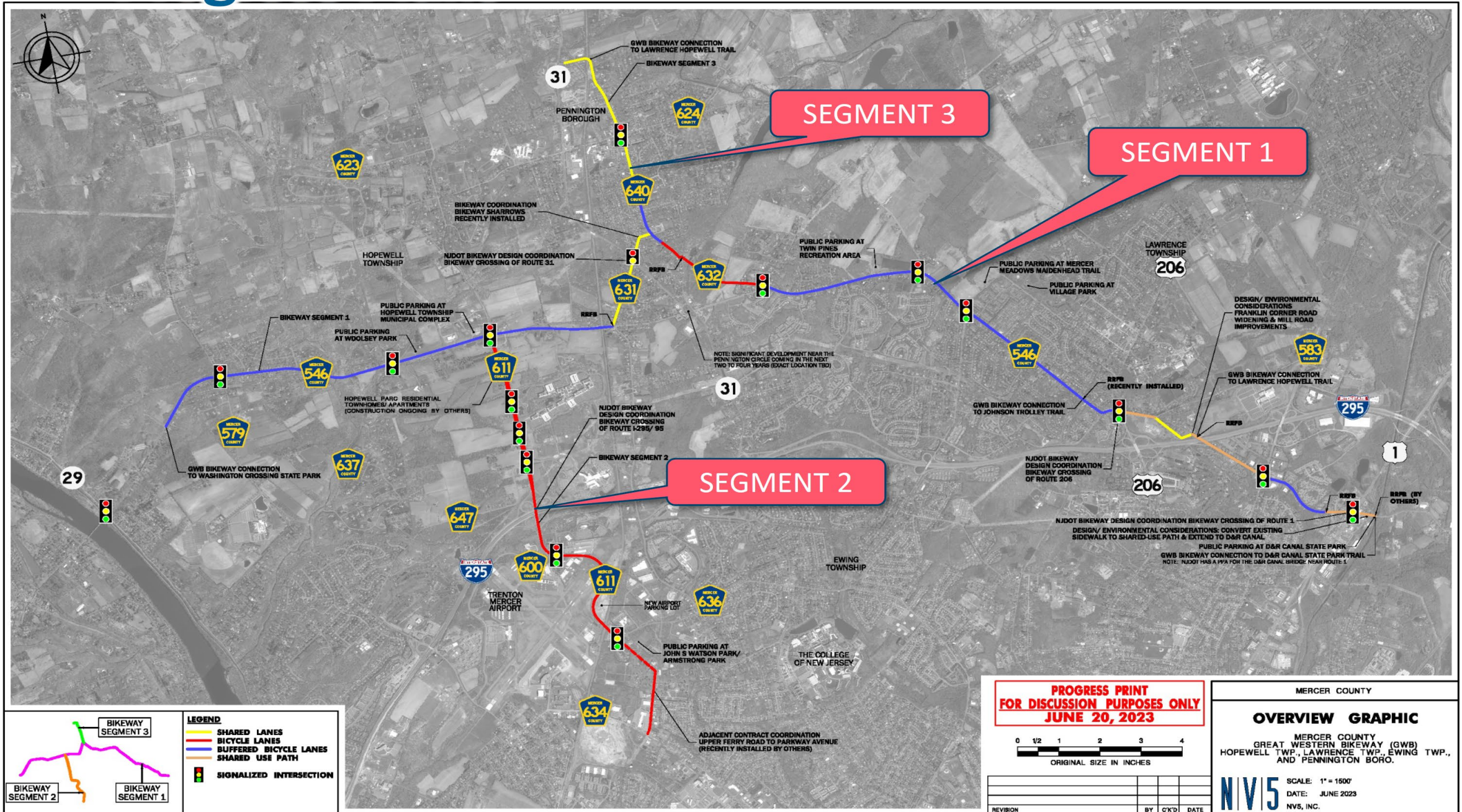
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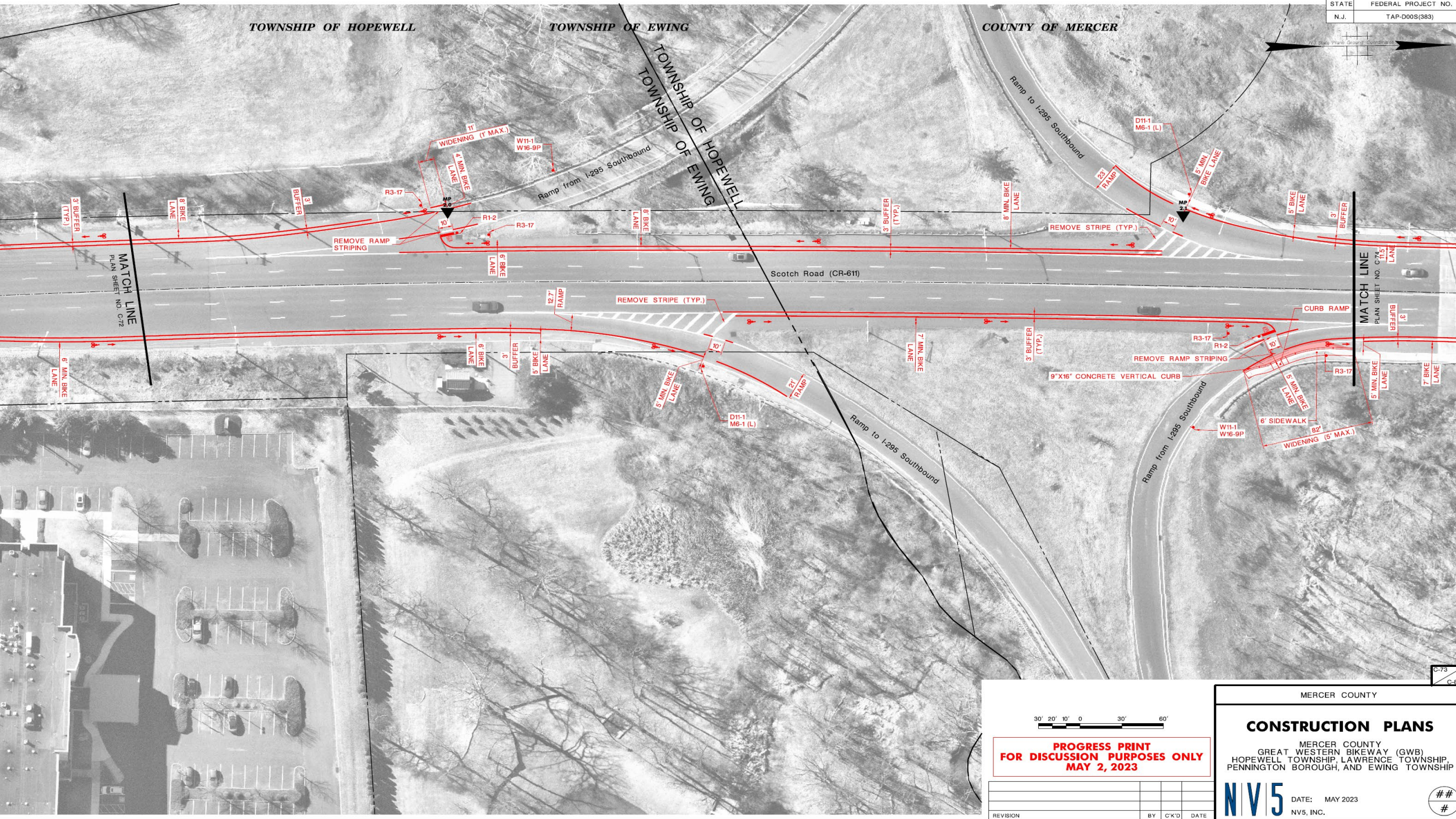
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Progress Plans





30' 20' 10' 0' 30' 60'

PROGRESS PRINT
FOR DISCUSSION PURPOSES ONLY
MAY 2, 2023

REVISION	BY	C'D	DATE

MERCER COUNTY

CONSTRUCTION PLANS

MERCER COUNTY
GREAT WESTERN BIKEWAY (GWB)
HOPEWELL TOWNSHIP, LAWRENCE TOWNSHIP,
PENNINGTON BOROUGH, AND EWING TOWNSHIP

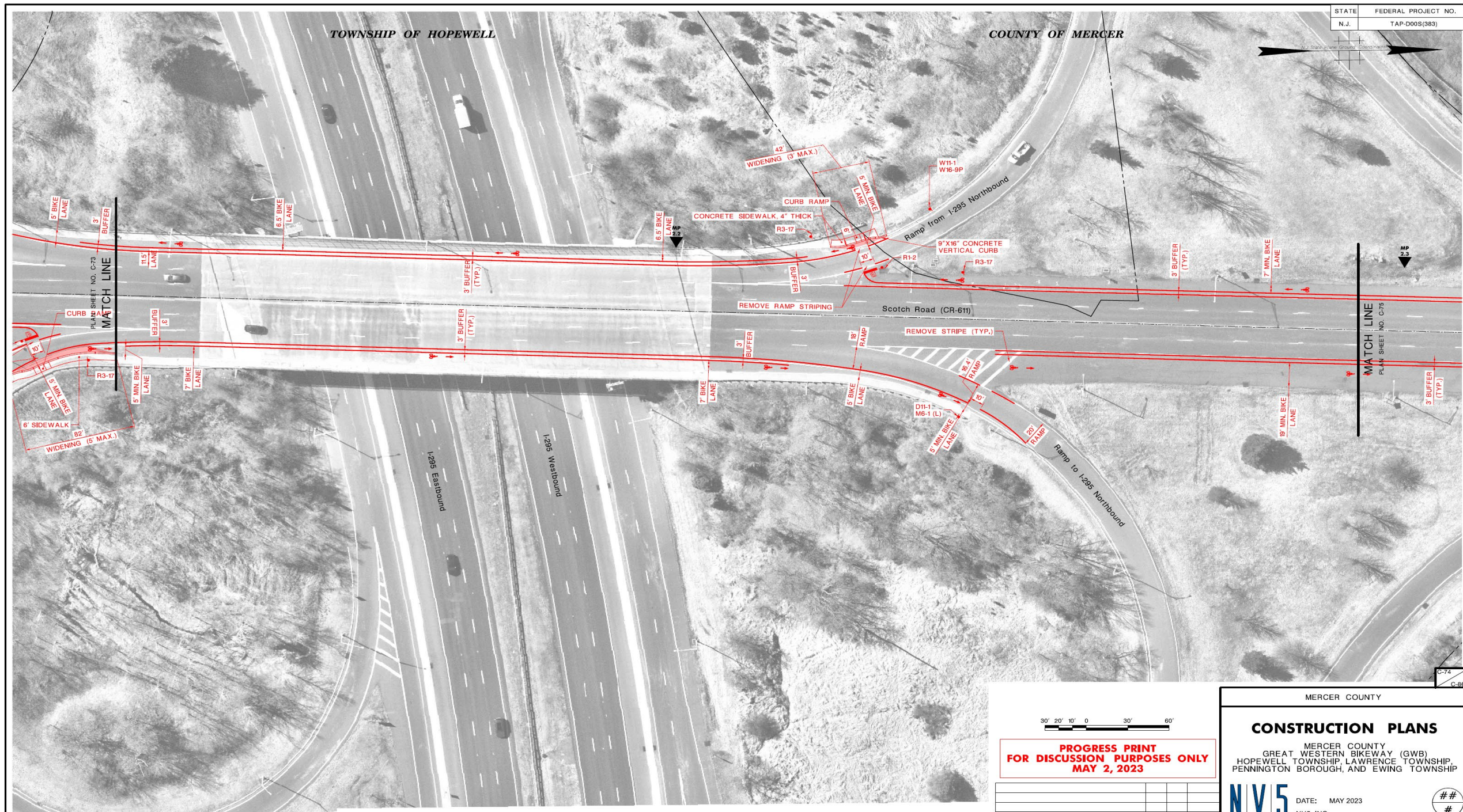
NV5

DATE: MAY 2023
NV5, INC.

#

TOWNSHIP OF HOPEWELL

COUNTY OF MERCER



MERCER COUNTY

CONSTRUCTION PLANS

MERCER COUNTY
GREAT WESTERN BIKEWAY (GWB)
HOPEWELL TOWNSHIP, LAWRENCE TOWNSHIP,
PENNINGTON BOROUGH, AND EWING TOWNSHIP

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DATE: MAY 2023
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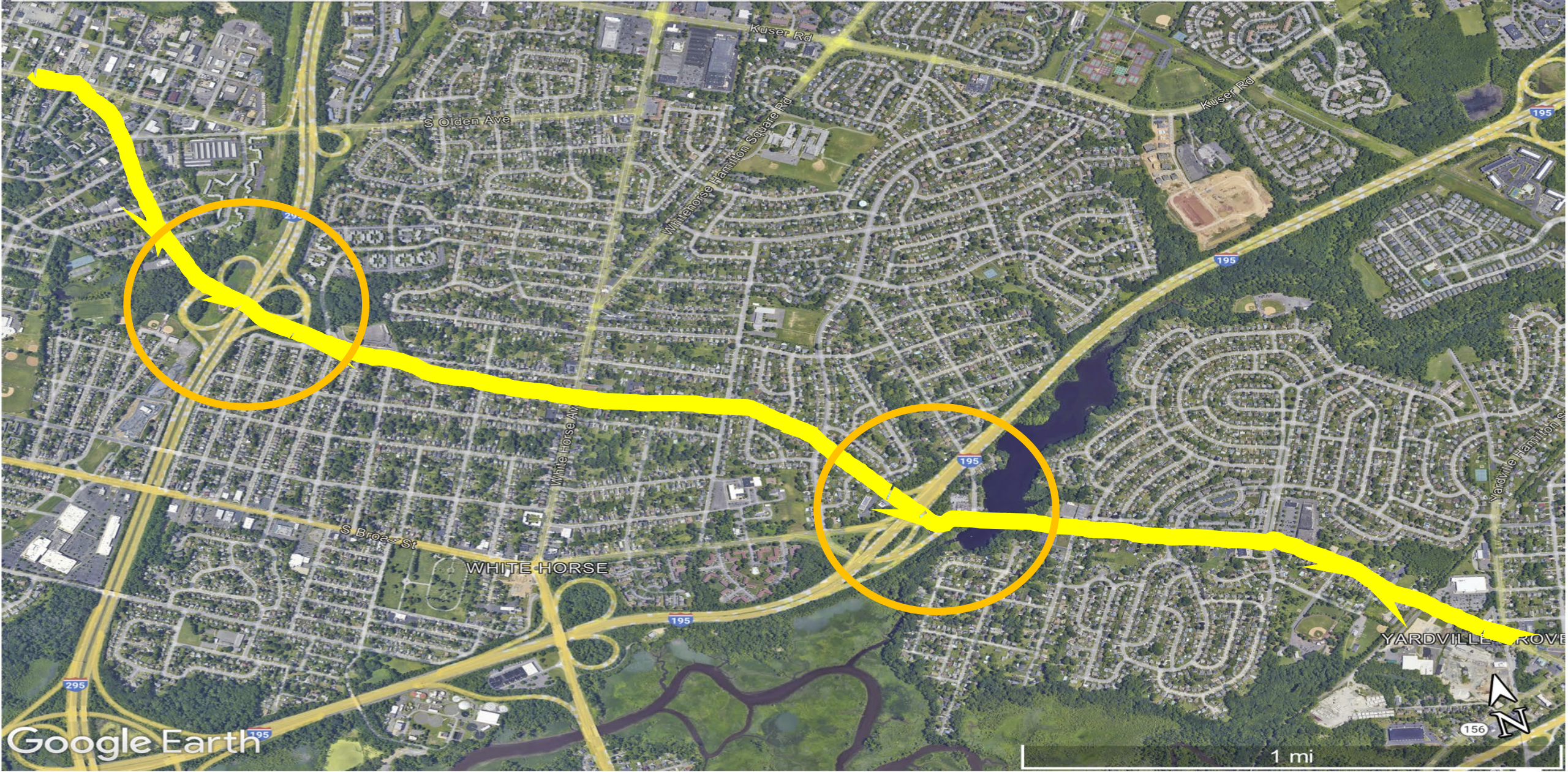


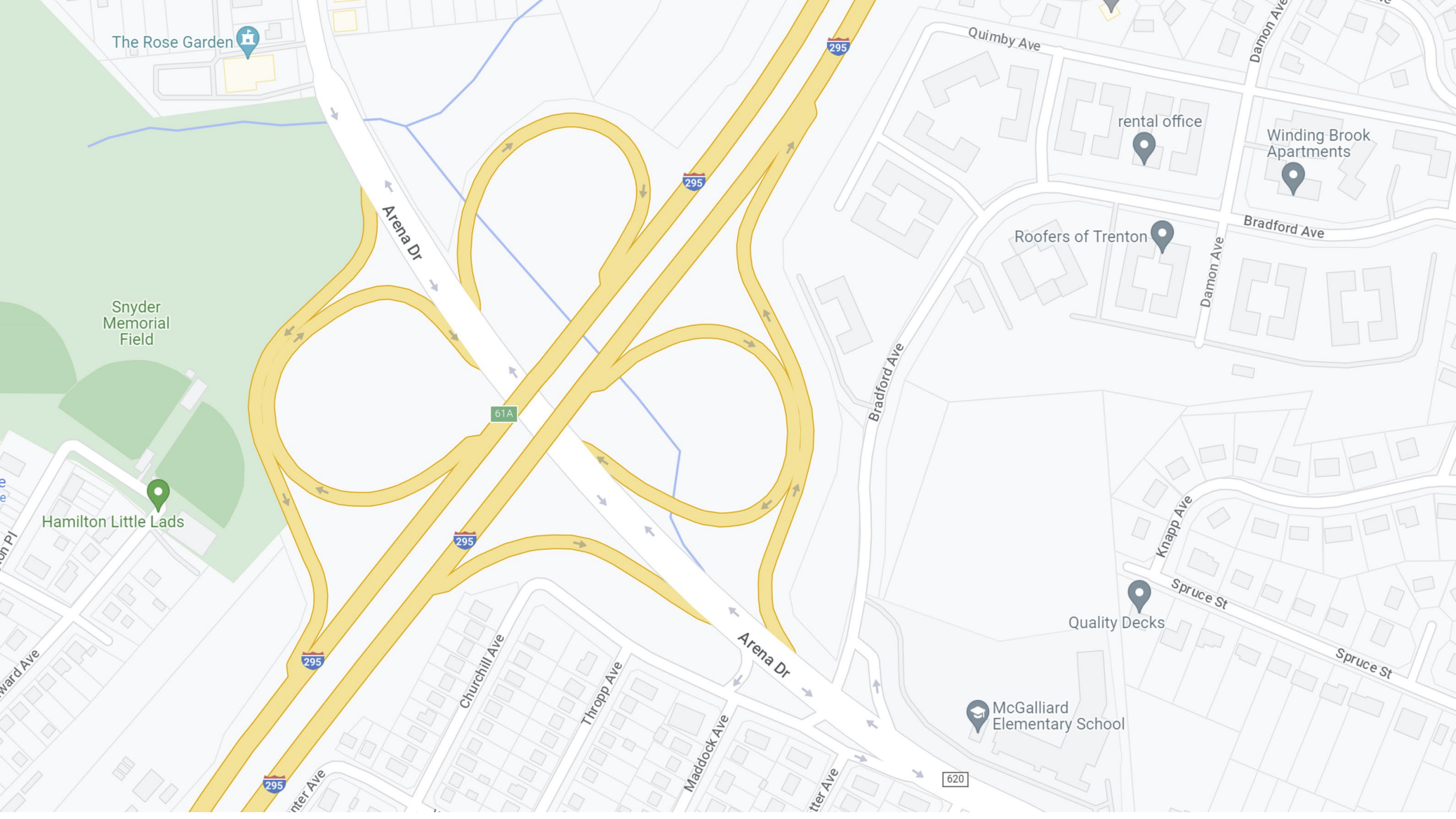
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REVISION	BY	C'K'D	D

Arena Drive (CR 620) & S Broad Street (CR 524) Multimodal Safety Project

South Broad Street from Yardville-Hamilton Square Road (CR 609) to Area Drive and Arena Drive to South Olden Avenue (CR 622)
Local Concept Development (LCD) Study







County Rte 620

Hamilton Township, New Jersey



Google Street View

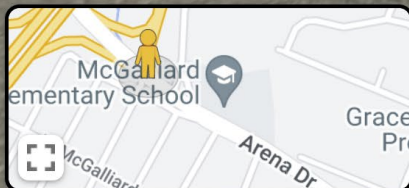
Sep 2022

[See more dates](#)



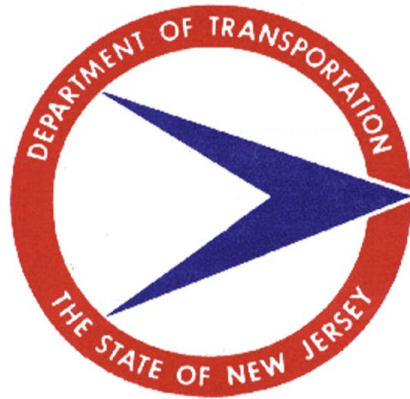
Community cut in half by interstate and no safe/ continuous bicycle or pedestrian access.

Ramp is 450 feet from Middle School



Google

ROADWAY DESIGN MANUAL



2015

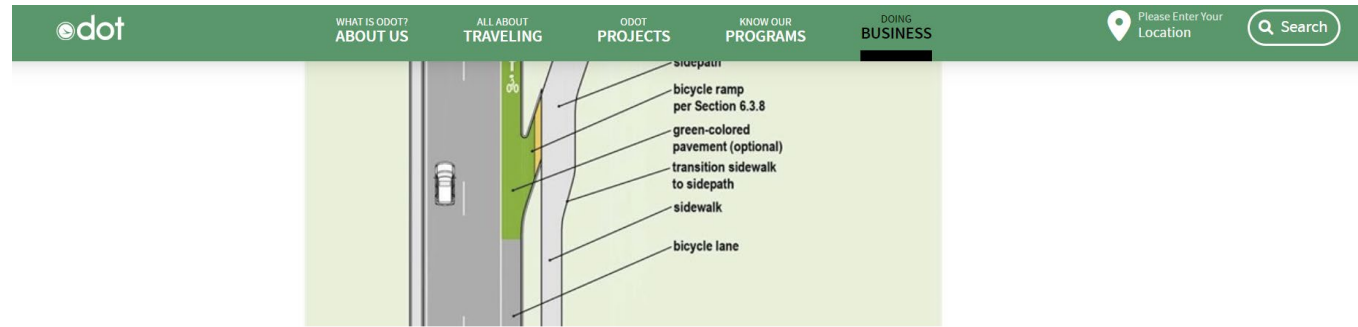


Figure 9-2: Bike and Pedestrian accommodations at free-flow exit ramps

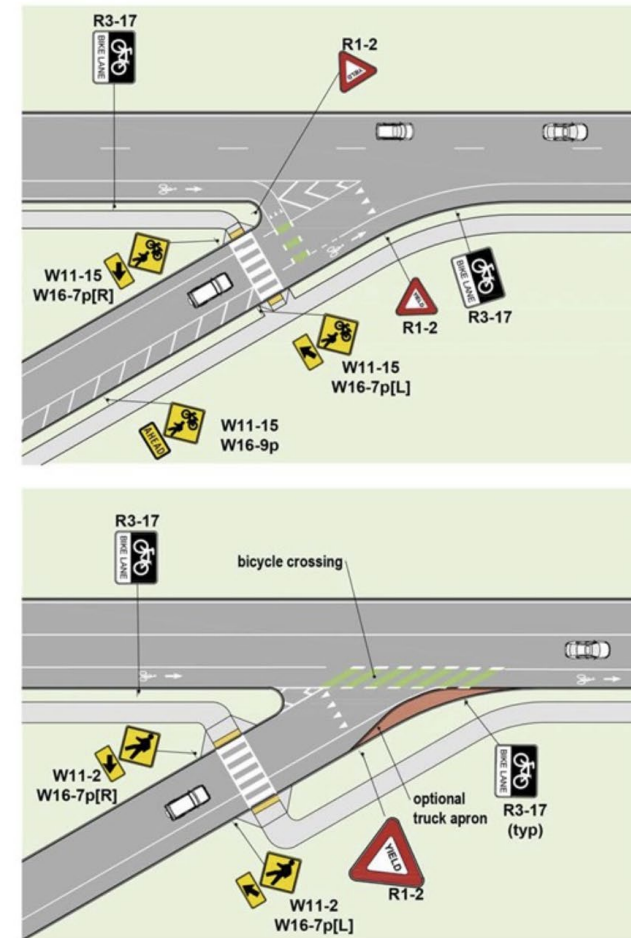
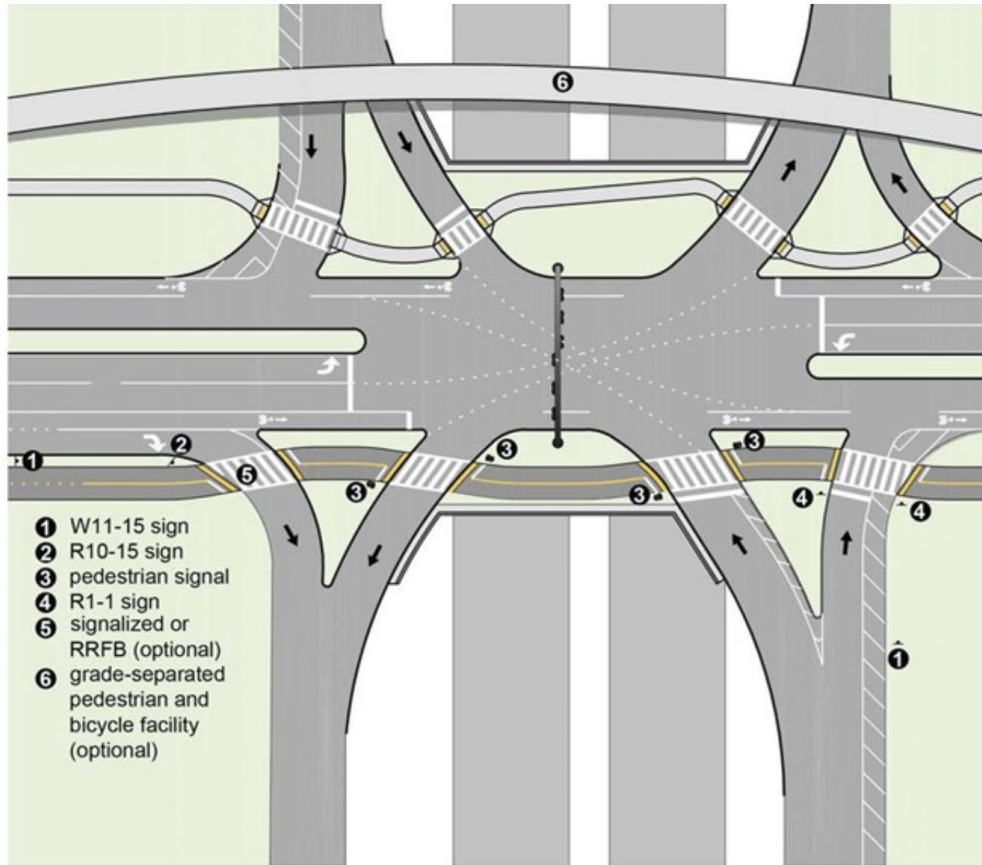


Figure 9-5: Various Bicycle and Pedestrian Treatments at a SPUI

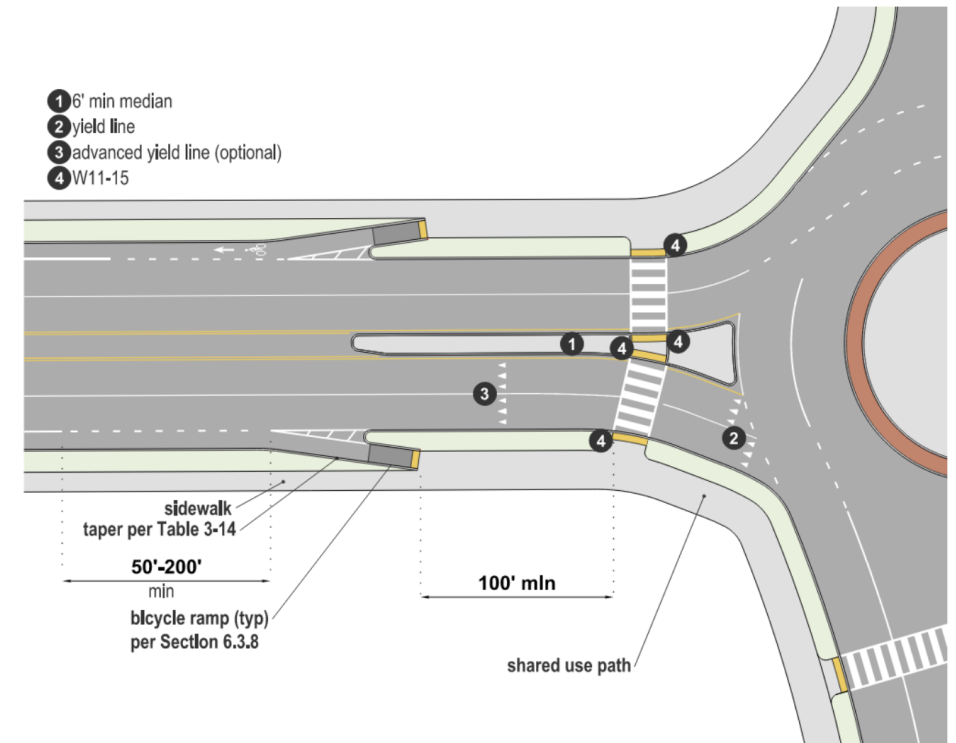


9.3.4 Diverging Diamond Interchanges (DDI)

DDIs are a variation of the traditional diamond interchange. These interchanges use directional crossover intersections to shift traffic on the minor roadway to the left-hand side of the roadway between the ramp terminals within the limits of the interchange. The crossover eliminates the need for left turn signal phases for the ramp terminals, simplifying the motorist traffic operations and reducing vehicular congestion. L&D Manual, Volume 1, Section 501.2.1.4 provides detailed design information and criteria for DDIs.

This transition from on-road to separated bikeway shall be located as per OMUTCD 9C. If on-street bike lanes are present, they shall be terminated in advance of the roundabout at the transition to the separated bikeway. As shown on Figure 9-20, if the elevation of the separated bikeway differs from the on-road facility, a bicycle ramp must be provided to transition between these facility types. The bike lane line should be dotted for 50 to 200 ft. in advance of the taper to provide guidance to bicyclists who wish to travel the roundabout in the shared lane.

Figure 9-20: Bicycle Lane Transitions and Striping at a Multilane Roundabout



When separated bike lanes are provided on approaches to roundabouts, they may be continued around the intersection to maintain the continuity of the bikeway. When bike lanes are provided on approaches to roundabouts, and if it is desirable to maintain separation between bicyclists and pedestrians, the bike lanes may transition to separated bike lanes around the roundabout. Figure 9-21 provides an example of a separated bike lane at a single lane roundabout.