Route 46, Route 80 Exit Ramp to Route 53
PE Virtual Public Information Center, October 2026
Script

Slide 1 – Title Slide
Welcome to the virtual public information center for the Route 46, Route 80 Exit Ramp to Route 53 Improvement project. The New Jersey Department of Transportation is committed to developing transportation improvements that best balance transportation needs, the environment, community concerns and costs. This virtual public information center is being presented to provide you with information about the project. At the conclusion, you will be able to complete a questionnaire where you can submit questions and comment on the project. This Public Information Center and comment period will be open to the public from October 12, 2026 to October 26, 2026.

Slide 2 – Agenda
This presentation will begin with the Project Location and Status. It will proceed to explain the project purpose and need to improve safety and traffic operations at the project location. We will describe the project improvements and Scope of Work and discuss in further detail key aspects of the project including a New Traffic Signal and Retaining Wall. We will briefly discuss the Environmental / Drainage and Utility Impacts as a result of the project and will discuss the Construction Staging to build the project. Finally, we will provide the Anticipated Project TimeLine and will provide instructions on how to provide Questions, Comments and Feedback to the project team.

Slide 3 – Project Location
The proposed project is in Denville Township in Morris County. The project area includes an approximate ¼ mile section of Route 46 eastbound starting from just east of the West Main Street traffic signal up to the bridge overpass of Route 53. The existing Ramp from Route 46 eastbound to Route 53 southbound is proposed to be widened. There will also be improvements on Route 53 from the Bloomfield Avenue traffic signal to the Indian Road / Hall Avenue traffic signal. The Route 80 on ramp at Exit 39 to Route 46 eastbound is within the project limits. The project is close vicinity and within the floodplain of the Den Brook which is considered a Category 1 waterway by the New Jersey Department of Environmental Protection (NJDEP) with exceptional resource value.

Slide 4 – Project Location
The project focuses on improving the ramp from Route 46 eastbound to Route 53 southbound, which is designated as Ramp A. The ramp from Route 80 westbound to Route 46 EB is within project limits and will also receive some minor modifications to improve operations. This ramp from Route 80 is referred to as Ramp F.

Slide 5 – Project Status
The project follows the NJDOT Capital Project Delivery process which is broken down into 5 phases. The Problem Screening and Concept Development phases of the project are complete, and the project is currently in the Preliminary Engineering Phase. After developing the design to the Preliminary Level and Coordination with project Stakeholders, the Preliminary Engineering Phase will be completed with a Preliminary Engineering Report and an approved Environmental Document. The project will then proceed to the Final Design and subsequently to construction.

Slide 6 – Project Purpose and Need
The project's purpose is to improve the safety and traffic operations within project limits. The project will address the frequency of rear-end crashes at the Route 46 eastbound ramp to Route 53. Route 53 southbound within project limits will also be improved with the addition of left turn lanes for the Route 46 eastbound ramp

and the heavily used Route 80 eastbound on ramp. The project will also address the short weave distance between the I-80 westbound on ramp to Route 46 eastbound and the Ramp A off ramp.

Slide 7 – Purpose and Need
Crash rates on Route 46 eastbound and Route 53 southbound within project limits are above statewide averages for similar roadways. Poor sight distance at the end of Ramp A makes it difficult for traffic to find gaps to enter Route 53 southbound. The result is backups of Ramp A which extend onto Route 46 eastbound during peak periods and has resulted in rear-end crashes.

Slide 8 – Purpose and Need
At the bottom of Ramp F, sight distance is limited due to the curve of Route 53 and the Route 46 bridge over Route 53 blocking the view as you can see in the photo to the left. The photo on the right shows a view traveling on Route 53 southbound under the Route 46 overpass with the bridge abutment blocking the view of the end of Ramp A. Note that Route 53 southbound is two lanes with no shoulder and no left turn lane to enter the ramp to Route 46 eastbound.

Slide 9 – Purpose and Need
On Route 46 eastbound, there is very little distance between the on ramp from Route 80 westbound or Ramp F to Ramp A and traffic on Ramp F is forced to yield to enter Route 46, since there is no space for an acceleration lane. Similarly Ramp A does not have a deceleration lane and traffic is forced to break to slow to enter the ramp. Backups on Ramp A exasperate the potential conflict points and the potential for crashes at this location.

Slide 10 –Scope of Work
To address the project's purpose and need, the Scope of Work includes widening Ramp A to provide two lanes and an inside shoulder for the ramp and a new signalized intersection at the end of the ramp with Route 53 southbound. Route 46 will also be widened to provide an additional weave lane and outside shoulder between Ramp F and Ramp A. The end of Ramp F will be slightly realigned to increase the distance between Ramp F and Ramp A. Along Route 53 southbound, restriping will provide left turn lanes to enter the Route 46 and Route 80 on ramps. Sidewalk conditions on Route 53 will be improved to provide ADA compliance and the existing traffic signals at Bloomfield Avenue and at Indian Road and Hall Avenue will be improved to the latest standards.

Slide 11 – Scope of Work
The map shown here shows the proposed project improvements. We will zoom into areas of the map to further explain the improvements. the map to further explain the improvements.

Slide 12 – Scope of Work
The widening of Ramp A to two lanes will increase the number of vehicles that can stack on the ramp and will improve traffic operations. The addition of a traffic signal at the end of Ramp A will allow gaps for ramp traffic to enter Route 53 southbound improving safety and operations.

Slide 13 – Scope of Work
For the new traffic signal at the end of Ramp A, the traffic signal heads facing Route 53 southbound will be in a horizontal alignment for driver visibility while travelling under the Route 46 overpass. Overhead lane assignment signs will be provided on Ramp A with the inside lane assigned for the left turn from Route 53 southbound to Route 80 eastbound and the outside lane for traffic wanting to continue straight on Route 53 southbound. The signal design will include double right-turn dotted pavement markings, No Turn on Red restrictions and high visibility cross walks of the ramps. There will be no pedestrian crossings of Route 53 at this location since the traffic signal only controls Route 53 southbound and not northbound traffic. The timing of this new traffic signal will be coordinated with the nearby existing traffic signals at Bloomfield Avenue and Indian Road / Hall Avenue.

Slide 14 – Scope of Work
In addition to the widening of Ramp A, Route 46 eastbound is proposed to be widened between Ramps F and Ramp A with a new lane and outside shoulder. The outside shoulder is depicted orange on this display. The end of Ramp F is being slightly realigned to maximize distance between the two ramps. To widen Route 46 and Ramp A, a retaining wall is required to retain the slope on the side of the existing roadway, which slopes down to the Den Brook. The retaining wall is shown as red on this plan.

Slide 15 – Scope of Work
The cross section of Route 46 eastbound as shown on top here shows the widening of the roadway to provide the additional lane and shoulder. The wall is highlighted in yellow. The bottom cross section depicts the area at Ramp A with the retaining wall needed to provide the widening to two lanes. The retaining wall will be a sheeting type wall, which can be driven with less impact to the slope of the Den Brook, and will have a concrete jersey barrier on top to protect traffic.

Slide 16 – Scope of Work
Improvements on Route 53 include restriping Route 53 southbound to provide left turn lanes to the ramps to Route 46 eastbound and Route 80 eastbound. This will improve safety and operations on Route 53 without the need to widen the roadway. The traffic signals at Bloomfield Avenue and Indian Road/Hall Avenue will also be improved to meet NJDOT's and the Manual for Uniform Traffic Control Devices latest standards. Sidewalks will be improved on Route 53 to make them ADA complaint and to replace deteriorating conditions.

Slide 17 – Environmental / Drainage & Utility Impacts
The project will require NJDEP Environmental permits due to the proximity of the Den Brook, which is classified as a Category 1 waterway with exceptional resource value. Permits required will include a Flood Hazard Flood Individual Permit and a Freshwater Wetlands Permit and will be obtained in Final Design.

On Route 46 eastbound, drainage work is required due to widening. The drainage system will be designed and improved to the extent feasible. Drainage will be improved on Route 53. To meet Stormwater Management regulations, a basin is proposed in the infield area of the Route 46 eastbound ramp to Route 53 northbound.

The widening of Route 46 will result in relocation of some aerial utilities. New drainage on Route 46 and Route 53 and installation of new guide rail will necessitate the need for some underground utility relocations. Coordination is currently ongoing with utility companies to determine all relocation schemes.

Right of Way impacts are limited on the project to a few sidewalk easements and temporary construction easements. Owners will be contacted for required right of way during Final Design.

Slide 18 – Construction Staging
The project is planned to be built in 3 stages. Pre-Stage one will push traffic to the outside of Ramp F and Ramp A to build the new alignment for Ramp F and to provide temporary pavement on the inside of Ramp A. Stage 1 will push traffic to the inside of the ramps, using the pavement built in Pre-Stage 1. This will allow space to construct the new retaining wall and the widening of Route 46 eastbound and Ramp A. Once the widening is complete, traffic will be shifted to this newly constructed area in Stage 2 to complete inside of Route 46 and Ramp A. Work on Route 53 including sidewalk, restriping, and installation and activation of the new traffic signal at the end of Ramp A will be completed in this stage. Lane closures of Route 53 and Route 46 down to one lane will only occur during non-peak traffic hours. An 11' lane will be kept open to traffic for Ramp F and Ramp A during all stages, but short overnight closures of these ramps with detours may be required to set up traffic

control devices between stages. Further details for the construction staging of the project will be developed in Final Design.

Slide 19 – Anticipated Project Timeline

The scheduling of construction work is dependent on the timeline of the Final Design Phase as well as programming authority. The PE phase of the project is currently nearing completion, and the Final Design Phase of the project is expected to begin in the Spring of 2027 and last almost two years to the Spring of 2029. Construction of the project is expected to begin in the Summer of 2029 with completion in the Fall of 2030.

Slide 20 – Contact Information

If you have any questions, comments, feedback, please submit them through the form on the project website or you may also reach out to Shivon Harris through the Project Contact information shown below.

Thank you for attending the Public Information Center for the Route 46, Route 80 Ramp to Route 53 Improvement Project.