



Rt 495, Rt 1&9/Paterson Plank Road Bridge NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Rt 495, Rt 1&9/Paterson Plank Road Bridge* Project, BR-0058(102). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *Project Description* – Rehabilitation of the nine-span viaduct (Structure # 0917150) located in the North Bergen Township, Hudson County. The scope includes repair/reconstruction of the bridge deck, replacement and/or strengthening of the deteriorated structural steel, bridge painting and repair of the substructures. Several bridge elements exhibit deterioration and immediate rehabilitation is required to repair and slow the rate of deterioration due to their structural deficiency.
 - *Project Cost Estimate:*
 - Final Design – \$8,137,469.47
 - Construction – \$72,972,634
 - Construction Engineering – \$8,902,661
 - Utilities – \$0
 - ROW – \$300,000
- **Project of Corporate Interest**
 - *N/A*
- **Federal Investment**
 - *Final Design* – \$7,764,871 (*Bridge Funds*)
- **Project Management Organization Structure**
 - *Transportation Engineer* – Nunzio Merla (609) 637-4233
 - *Executive Regional* – Laine Rankin (609) 530-6539
 - *Project Manager* – Babu Dhulesia (609) 530-2387
 - *Project Designer* – Greenman - Pedersen, Inc.
 - *Environmental* – Bruce Hawkinson (609) 530-4272
- **Schedule**
 - *Final Design* – 02/27/2014
 - *PS&E* – 01/26/2017
 - *Construction Start* – 06/21/2017
 - *Construction Substantial Completion* – 06/05/2019
 - *Construction Final Completion* – 07/11/2019
 - *FMIS Project End Date* – 09/30/2018

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - NHS Total Project Cost Greater than \$40M
 - Major Traffic Impacts
 - Constructability

- **Discretionary – N/A**

FHWA OVERSIGHT

Detailed Design/Contract Document Review and Approval only – FHWA-NJ will only review the applicable elements in the Preconstruction Design and Preconstruction-PS&E Approval, Advertising, & Award listed below.

OVERSIGHT ELEMENTS

Preconstruction (Design) – This will include oversight of the following design elements that apply:

- Design Standards
- Structural Design
- Other project elements as per coordination between FHWA and NJDOT responsible parties

The Reviews during this phase will include (but not limited to) the following:

- Constructability
- Final Design Submission
- Traffic Control Plan / Work Zone Traffic Mgmt
- Value Engineering (VE)
- PIF– Proprietary items
- Other project reviews as per coordination between FHWA and NJDOT responsible parties

- **Resource Needs**

Support from HQ, Resource Center, and SMEs as necessary. Two full copies of Final Design Plans shall be submitted in 11x17 or 12x18 format. In addition, provide a copy on compact disc, in PDF format.

- **Additional Project Specific Oversight (if applicable)**

N/A

Appendix B



Route 72 Manahawkin Bay Bridges – Contract 4 NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 72 Manahawkin Bay Bridges Contract 4 Construction Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *The Route 72 Manahawkin Bay Bridges Project proposes to construct a new parallel structure adjacent to the existing Manahawkin Bay Bridge, replace the superstructure of the existing Bay Bridge, rehabilitate three trestle bridges over Hilliards Thorofare, East Thorofare, and West Thorofare, and will provide drainage and intersection improvements located in Stafford Township and Ship Bottom Borough, Ocean County, New Jersey. The overall project will be delivered through 6 separate contracts. Contract 4 includes superstructure replacement of the existing Bay Bridge and rehabilitation of the structure over Hilliards Thorofare.*
 - Overall Project Cost Estimate - \$331.3 Million Project Location – Stafford Township and Ship Bottom Borough, Ocean County
 - Design - \$5,582,567
 - Utilities - \$4,649,761
 - ROW - \$0
 - Construction - \$76.3 Million
 - Contract 4 Total Cost – \$86.6 Million
 - Total NEPA Project Cost - \$331.3 Million
 - Environmental Classification – Environmental Assessment (EA) with Finding of No Significant Impact (FONSI)
- **Primary PoDI Type (Select One)**
 - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Project of Corporate Interest (Yes/No)**
 - No
- **Federal Investment**
 - Final Design - \$5.6 Million - NHPP funds
 - Utilities - \$4.65 Million – NHPP funds
 - Construction - \$76.3 Million – NHPP funds

- **Project Management Organization Structure**
 - Area Engineer – Shaun O’Hanlan – 609-637-4238
 - NJDOT Executive Regional Manager – Tom Saylor – 609-530-2739
 - NJDOT Project Manager – Pankesh Patel – 609-530-2367
 - Designer – WSP Parsons Brinkerhoff
 - NJDOT Environmental – Tina Shutz – 609-530-2543
 - Resident Engineer – Jeff Bassano – 732-547-6187
 - Field Manager – Stan Pierzhanowski – 609-414-1616
 - Contractor – George Harms Construction Company, Inc.

- **Schedule**
 - Construction Start - TBD
 - Construction Substantial Completion – 4/13/2020
 - Construction Final Completion – 6/12/2020
 - FMIS Project End Date – 6/12/2023

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Projects – overall project will be administered through 6 separate construction contracts
 - Regionally Significant Project – the Route 72 Manahawkin Bay Bridges serve as the only evacuation route and vehicular link between the NJ mainland and Long Beach Island.
 - NHS Total Project Cost Greater than \$40M – Contract 4 Total Cost is \$94.3 Million
 - Multiple Federal Agencies – required coordination and permits from multiple Federal agencies such as US Coast Guard, Army Corps of Engineers, US Fish and Wildlife, National Marine Fisheries
 - NEPA Classification EA or EIS – EA with FoNSI
 - Other Significant Environmental Mitigation – multiple permits and mitigation is required from NJDEP and Federal agencies noted above. Out of the project’s 6 construction contracts, 2 of them are dedicated to significant environmental mitigation (reference Contracts 5 and 5A).
 - High Community Interests - the Route 72 Manahawkin Bay Bridges serve as the only evacuation route and vehicular link between the NJ mainland and Long Beach Island.
 - Civil Rights - Is and will continue to be monitored programmatically as well as on a project-by-project basis. The project specifications will include provisions for Disadvantaged Business Enterprises (DBE).

FHWA OVERSIGHT

Select One:

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements that apply (*delete or add design elements for the list below as specifically applicable to this PoDI*):

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

Resource needs may include FHWA Resource Center, FHWA NJ Division SME's, or other specialized expertise.

- **Additional Project Specific Oversight (if applicable)**

- N/A



Rt 72 Manahawkin Bay Bridges – Contract 1A & 1B
Federal Project # BR-0019(115)
NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 72 Manahawkin Bay Bridges Contracts 1A & 1B Final Design Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *The Route 72 Manahawkin Bay Bridges Project proposes to construct a new parallel structure adjacent to the existing Manahawkin Bay Bridge, replace the superstructure of the existing Bay Bridge, rehabilitate three trestle bridges over Hilliards Thorofare, East Thorofare, and West Thorofare, and will provide drainage and intersection improvements located in Stratford Township and Ship Bottom Borough, Ocean County, New Jersey. This project will be delivered through 5 separate contracts. Contracts 1A & 1B include drainage and intersection improvements.*
 - Design - \$3.603 million (Contract 1A & 1B FD)
 - Utilities - \$1.886 million
 - ROW - \$1.7 million
 - Construction - \$32.617 million
 - Contracts 1A & 1B Total Cost - \$39.462 million
 - Total NEPA Project Cost - \$314.888 million
 - Environmental Classification – Environmental Assessment (EA) with Finding Of No Significant Impact (FONSI)
- **Project of Corporate Interest**
 - N/A
- **Federal Investment**
 - Final Design - \$3.603 million (Bridge Funds)
- **Project Management Organization Structure**
 - Area Engineer – Shaun O’Hanlan
 - Project Manager – Pankesh Patel
 - Program Manager – Tom Saylor
 - Designer – PB Americas
 - Environmental – Tina Shutz

- **Schedule**
 - FD Submission – TBD
 - PS&E Submission – TBD
 - Construction Start – TBD
 - Substantial Completion – TBD
 - Final Completion – TBD
 - Project End Date (Final Design) – 12/31/2018

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Projects
 - Regionally Significant Project
 - NHS Total Project Cost Greater than \$40M
 - Major ROW/Utility Impacts
 - Multiple Federal Agencies
 - NEPA Classification EA or EIS
 - Significant Natural/Cultural Resource Involvement
 - High Community Interests

- **Discretionary**
 - Other Significant Environmental Mitigation (Reference Contract 5)

FHWA OVERSIGHT

Select One:

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (Design) – This will include oversight of the following design elements that apply:

- Design Standards
- Design Exceptions
- Structural Design
- Consultant Management
- Context Sensitive Solutions (CSS)
- Environmental Mitigation and Commitments
- ITS Project development Standards & Systems Engineering
- Pavement Design
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

The Reviews during this phase will include (but not limited to) the following:

- Constructability
- Final Design Submission
- Traffic Control Plan / Work Zone Traffic Mgmt
- Value Engineering (VE)
- PIF – Airspace clearance FAA (23 CFR 620.104)

- PIF– Proprietary items
- PIF – Publicly furnished materials
- Project Management and Financial plans
- ROW encroachments
- Experimental Features
- Utility Agreements/Utility Agreement Modifications
- Other project reviews as per coordination between FHWA and NJDOT responsible parties.

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

- Structural Engineer
- ITS Specialist
- Civil Rights Specialist
- Environmental Specialist
- Finance Specialist

- **Additional Project Specific Oversight (if applicable)**

N/A



Route 3/Route 46 Valley & Notch/Rifle Camp Road Interchange Contract "B"

NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Route 3/Route 46 Valley & Notch/Rifle Camp Road Interchange Contract "B"* Project, NHP-0003(329). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *Project Description* – Contract "B": From Notch/Rifle Camp Road to just east of the Valley Road Intersection, Route 46 will be widened to provide standard shoulders and acceleration/deceleration/auxiliary lanes and will be realigned as needed to improve sight distance. At the intersection of Route 46 and Route 3, a three-lane section will replace the existing two-lane connections. Route 46 will be realigned to converge with Route 3 from the right side (not the left as presently exists). Complete interchange upgrades will be made. From Route 46 to Grove Street, Route 3 will be widened to provide auxiliary lanes and standard shoulders. The project will require the removal of three bridge structures and replacing them with four new bridge structures. Each of these structures will be designed to provide a minimum vertical underclearance of 15 feet 6 inches. Culverts will be impacted as well. Bridge Structures to be replaced: 1606172, 1607151, 160150 (to be replaced with two structures); Culverts to be replaced: 1606173; Culverts to be extended: 1606168,
 - *Project Cost Estimate* – Contract "B" is estimated to have the following costs associated with final design and construction:
 - *Final Design* - \$8,500,000
 - *Construction* - \$103,100,000
 - *Construction Engineering* - \$16,250,000
 - *Utilities* - \$14,300,000
 - *ROW* - \$1,000,000
- **Project of Corporate Interest**
 - *Not Applicable*
- **Federal Investment**
 - *Final Design Costs* – \$4,797,914

- **Project Management Organization Structure**
 - *Transportation Engineer – Nunzio Merla (609) 637-4233*
 - *Executive Regional Manager – Atul Shah (609) 530-2745*
 - *Project Manager – Shan Sundaram (609) 530-5595*
 - *Project Designer – Stantec Consulting, LTD*
 - *Environmental – Zak Asadpour (609) 530-2727*

- **Schedule**
 - *FD – 05/03/2017*
 - *PS&E – Unknown*
 - *Construction Start – Unknown*
 - *Construction Substantial Completion – Unknown*
 - *Construction Final Completion – Unknown*
 - *FMIS Project End Date – 10/18/2019*

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Projects – The construction project will be administered under two (2) contracts. Contract “A” and Contract “B”.
 - NHS Total Project Cost Greater than \$40M – Total project cost is estimated at \$175M
 - Major ROW / Utility Impacts
 - The CE document indicates the following needed for ROW:
 - Total Area Needed – 14.7 Acres
 - Est. Number of Parcels: In Fee – 78
 - Easements – 15
 - Est. Number of Relocations – Residence – 1
 - Business – 7
 - Parking Spaces 128 (1)
 - Constructability – Given the nature and location of the project constructability items such as traffic control and staging will be evaluated.
 - Significant Natural/Cultural Resource Involvement – The CE document indicates that the project area contains natural features such as wetlands, watercourses, wildlife and their habitat. NJDEP Freshwater Wetlands Individual Permit and NJDEP Flood Hazard Area Major Permit will be required.
 - High Community Interests – This project has community interest but has been well received to date during Public Information Center hearings.
 - Civil Rights – Is and will continue to be monitored programmatically as well as on a project-by-project basis. The project specifications will include provisions for Disadvantaged Business Enterprises (DBE).

- **Discretionary – Not Applicable**

FHWA OVERSIGHT

Federal Involvement - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (Design) – This will include oversight of the following design elements that apply:

- Design Standards
- Design Exceptions
- Structural Design
- Consultant Management
- Context Sensitive Solutions (CSS)
- Environmental Mitigation and Commitments
- ITS Project development Standards & Systems Engineering
- Interstate Access Requests/Interstate Justification Reports
- Pavement Design
- Other project elements as applicable

The Reviews during this phase will include (but not limited to) the following:

- Constructability
- Preliminary Design Submission
- Final Design Submission
- Road Safety Audits
- Roadside Hardware
- Traffic Analysis,
- Traffic Control Plan / Work Zone Traffic Mgmt
- Value Engineering (VE)
- PIF – Airspace clearance FAA (23 CFR 620.104)
- PIF– Proprietary items
- PIF – Publicly furnished materials
- Project Management and Financial plans
- ROW encroachments
- Experimental Features
- Utility agreements/Utility Agreement Modifications
- Other project reviews as per coordination between FHWA and NJDOT responsible parties

Preconstruction (PS&E Approval, Advertising, & Award) – This may include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications

- Railroad agreements
- Other project reviews as per coordination between FHWA and NJDOT responsible parties

- **Resource Needs**

Resource needs may include(as needed) support from HQ, FHWA Resource Center, FHWA NJ Division SME's, or other specialized expertise.

Final Design Plans, Pre-PS&E and PS&E shall be submitted in 11x17 or 12x18 format. In addition, provide a CD copy of the plans and specifications in PDF format.

- **Additional Project Specific Oversight (if applicable)**

Not Applicable



Route I-287/I-78 and I-287/US Route 202/206 Interchange Improvements

NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Route I-287/I-78 and I-287/US Route 202/206 Interchange Improvements* Project, NHP-2873(092). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *Project Description* – The project involves the relocation of Ramp ‘H’ from I-78 Eastbound to a right side entry onto I-287 Northbound to eliminate the downstream weave condition and reduce vehicle conflicts and driver decisions on I-287 Northbound through the I-78 Interchange. In addition, the project includes ramp design geometrics and termini improvements to promote a smoother diverge from I-287 Northbound to US Route 202/206 Southbound ramp for motorists and also to provide continuous flow of ramp traffic onto US Route 202/206 Southbound. This will also reduce potential queuing of traffic on the ramp and onto I-287 and reduce vehicle conflicts and maneuvering upon joining the US Route 202/206 Southbound traffic stream.
 - *The project consists of the following:*
 - A new flyover ramp from I-78 Eastbound via Ramp ‘B’ which connects with a right side entry to I-287 Northbound by means of a new loop ramp with a larger radius than the old Ramp ‘H’ (the existing presently closed loop ramp). This new ramp will eliminate the present Ramp ‘H’ along with its left side entry to I-287 Northbound.
 - The new flyover will require construction of two (2) new bridges spanning over the existing I-287 Northbound to I-78 Westbound ramp and over the I-287 Southbound roadway.
 - Ramp ‘E’ (I-287 Northbound to I-78 Eastbound) will be shifted further to the south to provide room for the new loop ramp.
 - The mainline lanes of Route 287 Northbound will be realigned within the existing highway footprint such that the fourth Northbound through lane originates on the right side of the roadway at the new loop ramp entry (as opposed to the left side entry that currently exists).
 - Realignment of the I-287 Northbound exit ramp to US Route 202 and 206 Southbound and the provision of an auxiliary lane along US Route 202/206 Southbound.

- *Project Cost Estimate* – The project is estimated to have the following costs associated with design and construction:
 - Design – \$5,100,000
 - Construction - \$30,902,957
 - Construction Engineering - \$3,770,000
 - Utilities - \$355,245
 - ROW - \$1,100,400
- **Project of Corporate Interest**
 - *Not Applicable*
- **Federal Investment**
 - *Final Design Costs – \$4,574,063*
- **Project Management Organization Structure**
 - *Area Engineer – Nunzio Merla (609) 637-4233*
 - *Executive Regional Manager – Bill Birch (609) 530-3003*
 - *Project Manager – Zoila Mejia-Aragona (609) 530-3743*
 - *Project Designer – PB Americas, Inc.*
 - *Environmental – Tina Shutz (609) 530-2543*
- **Schedule**
 - *FD – 09/15/2015*
 - *PS&E – 01/14/2016*
 - *Construction Start – 08/2016*
 - *Construction Substantial Completion – 10/14/2019*
 - *Construction Final Completion – 12/13/2019*
 - *FMIS Project End Date – 09/24/2017*

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Interstate Construction greater than \$10M – Total project cost is estimated at \$25M
 - Operations Project – This project is a safety and operational improvement project to better facilitate traffic flow at the two interchange locations in order to enhance safety and mobility.
 - Civil Rights – Is and will continue to be monitored programmatically as well as on a project-by-project basis. The project specifications will include provisions for Disadvantaged Business Enterprises (DBE).
- **Discretionary** – Not Applicable

FHWA OVERSIGHT

Federal Involvement - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (Design) – This will include oversight of the following design elements that apply:

- Design Standards
- Design Exceptions

- Structural Design
- Consultant Management
- Context Sensitive Solutions (CSS)
- Environmental Mitigation and Commitments
- ITS Project development Standards & Systems Engineering
- Interstate Access Requests/Interstate Justification Reports
- Pavement Design
- Other project elements as applicable

The Reviews during this phase will include (but not limited to) the following:

- Constructability
- Preliminary Design Submission
- Final Design Submission
- Road Safety Audits
- Roadside Hardware
- Traffic Analysis,
- Traffic Control Plan / Work Zone Traffic Mgmt
- Value Engineering (VE)
- PIF – Airspace clearance FAA (23 CFR 620.104)
- PIF– Proprietary items
- PIF – Publicly furnished materials
- Project Management and Financial plans
- ROW encroachments
- Experimental Features
- Utility Agreements/Utility Agreement Modifications
- Other project reviews as per coordination between FHWA and NJDOT responsible parties

Preconstruction (PS&E Approval, Advertising, & Award) – This may include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements
- Railroad agreements
- Utility Agreements/Utility Agreement Modifications
- Other project reviews as per coordination between FHWA and NJDOT responsible parties

- **Resource Needs**

Resource needs may include(as needed) support from HQ, FHWA Resource Center, FHWA NJ Division SME's, or other specialized expertise.

Final Design Plans, Pre-PS&E & PS&E shall be submitted in 11x17 or 12x18 format. In addition, provide a CD copy of the plans and specifications in PDF format.

- **Additional Project Specific Oversight (if applicable)**

Not Applicable



Routes 295 & 42/I-76 Direct Connect, Preliminary Engineering NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Routes 295 & 42/I-76 Direct Connect, Preliminary Engineering* Project, IM-2952(122). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**

The Rt. 295 & 42/I-76 Direct Connection Camden County Project was initiated due to the large volumes of traffic utilizing the Interchange, high accident rates, and through-traffic weaving movements. Volumes exceeding 392,000 vehicles per day are currently traveling through the Interchange. Presently, the Interchange does not provide the direct connection for I-295 through traffic. Motorists must reduce speeds in both directions on I-295 so they can utilize ramps to remain on the interstate. Exacerbating the problem is the fact that drivers traveling through the Interchange on I-295 must also contend with vehicles entering from Route 42, necessitating dangerous weaving movements.

The purpose of the Direct Connection Project is to relieve the bottleneck at the Interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. These improvements include a six lane mainline which continues through the Interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the Interchange. The planned improvements include 12 new or reconstructed bridges, 1 culvert extension, 1 boat section, 21 retaining walls and 11 noise walls. The limits of the Project are southerly on I-295 to Creek Road, northerly on I-295 to Route 168, southerly on Route 42 to Leaf Avenue and northerly on I-76 to Route 130. The Project also includes improvements to several local streets, including Browning Road, Bell Road and Creek Road. In addition, an Intelligent Transportation System (ITS) Contract will add a number of ITS devices on the four approaches to the interchange and add Adaptive Signal Control to the Route 130 and Route 168 corridors.

- **Federal Investment**

- \$927.6 million Estimated Total Project Cost
 - \$923.6 million Federal Funds
 - \$4.0 million State/other Funds
 - \$17,391,101 Total PE Cost

- **Project Management Organization Structure**

- FHWA Transportation Engineer – Nunzio Merla 609-637-4233
- Executive Regional Manager – Tom Saylor 609-530-2739
- Project Manager – John McCleerey 609-530-2466
- Designer – Dewberry
- Environmental – Brenna Fairfax

- **Schedule**

- FMIS Project End Date – 01/31/2020

PROJECT RISKS

- **Division Interest Criteria (Risks)**

- Multiple Contract Projects – The project is comprised of four contracts and one advanced ITS contract. Coordination between multiple ongoing construction contracts and possibly different contractors could be difficult.
- Regionally Significant Project – The project is designed to reduce crashes and improve traffic flow along one of the busiest stretches of highway in the southern New Jersey region. The interchange continues to operate as a major artery for Philadelphia commuter traffic and as a connection to the Jersey Shore via Route 42, which connects to the Atlantic City Expressway. I-295 also serves as a major alternative to the nearby New Jersey Turnpike and carries traffic to many New Jersey destinations north and south of the interchange.
- Interstate Construction greater than \$10M – \$208.0 - It is expected that the due to the magnitude of each contract, changes will exceed the \$1M threshold (10% of \$10M).
- NHS Total Project Cost Greater than \$40M – \$927.6M - Value engineering analysis was performed on this project in 2006 as is the requirement for Bridge projects on the NHS receiving Federal assistance with an estimated total cost of \$40M.
- Major ROW / Utility Impacts - A total of 29 properties require full or partial acquisitions and/or easements. A total of 15 residential displacements are required for the selected alternative. Of these 15 residential displacements, 12 are located within the Bellmawr Park Mutual Housing Corporation. Replacement housing for those 12 properties is to be located on vacant land within Bellmawr Park. The Bellmawr Park Mutual Housing Corporation acquisitions will be conducted in two stages - property needed for Construction Contract 1 and then property needed for Construction Contract 3. For Construction Contract 1, the acquisition will be for improvements along Fir Place. All of the residential acquisition will occur in Construction Contract 3. One business acquisition (Seas Towing) and a Green Acres diversion on the Bellmawr Baseball property are necessary for the selected alternative. Utility facilities (including both aerial and underground) on local road bridges are to be relocated to the new bridges. A pump station for Bellmawr Sewer on Browning Road will be constructed. An 18 inch sanitary sewer that crosses Route 42 will also be relocated. As part of the selected alternative, water main extensions into the interchange for fire protection are proposed. For Bellmawr Park, utility facilities will be relocated to accommodate the new roadway pattern. Service disruptions are anticipated to be limited to a few hours when new tie-ins are made.

- Major Access Impact Interstate / NHS – The project will cause several access impacts throughout the life of the project. Not only will there be access issues during peak construction times but there may be construction access issues due to the constraints associated with the work zone.
- Complex Bridge/Tunnel – The project is designed to construct 10 new bridges, one bridge widening, one bridge rehabilitation and two temporary bridge structures. A total of 22 retaining walls, over 40 new sign structures and a total of over 15,000 feet of noise walls are proposed. Due to the locations of some of these structures, the designs can be considered complex.
- Major Traffic Impacts – A project as significant and extensive as the I-295/I-76/Route 42 Direct Connection project requires a carefully planned, designed and implemented construction traffic mitigation plan so that drivers experience safe traffic flow through the project area with minimal delay or disruption. It is important that the project's Traffic Mitigation (TM) Plan is consistent with the requirements called for under NJDOT's publication on Traffic Mitigation Guidelines for Work Zone Safety and Mobility (October 2007)
- Constructability – The work zone is among busiest stretches of highway in the southern New Jersey region. It will be difficult to coordinate construction activities within such work area constraints as any impact to the travel way will create major traffic issues.
- NEPA Classification EA or EIS – The NEPA Classification for this project is an Environmental Impact Statement approved 12/3/2008. The EIS explores Noise, Air Quality, Socioeconomics, Land Use, Environmental Justice, Natural Ecosystems, Phase I/II Archaeological Investigation, Historic Architectural Resources and Hazardous Waste Screening.
- High Community Interests - A comprehensive and proactive Public Involvement Action Plan (PIAP) is a pivotal element to the success of any project. The PIAP is designed to provide outreach that is early and continuing, timely in public notice, broadly disseminated, and responsive to stakeholder needs. Implementation of this plan is a crucial ingredient in gaining support from all key stakeholders such as the New St. Mary's Cemetery and the Camden Diocese, Bellmawr Park Mutual Housing Corporation's Board and Bellmawr Park Mutual Housing Corporation's potentially impacted residents, representatives from the Bellmawr Board of Education, Bellmawr Baseball, Mt. Ephraim Senior Housing and Annunciation Church.
- High Political Involvement – The Routes 295 & 42/I-76 Direct Connect project has one of the highest dollar values among active NJDOT's construction projects to date and their only FHWA classified Major Project. Extensive coordination efforts will be needed to satisfy the level of oversight that is required for a project of this magnitude. Representatives from Federal, State and Local governments are all associated with the constructing of this project and their involvement is crucial to the success.

FHWA OVERSIGHT

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (Design) – This will include oversight of the following design elements that apply:

- Design Standards
- Design Exceptions
- Structural Design
- Consultant Management
- Environmental Mitigation and Commitments
- Pavement Design
- Utility Agreements/Utility Modifications
- Other project elements as per coordination between the FHWA and NJDOT responsible parties

The Reviews during this phase will include (but not limited to) the following:

- Constructability
- Final Design Submission
- Road Safety Audits
- Roadside Hardware
- Traffic Analysis
- Traffic Control Plan / Work Zone Traffic Mgmt
- PIF– Proprietary items
- PIF – Publicly furnished materials
- Project Management and Financial plans
- ROW encroachments
- Other project reviews as per coordination between the FHWA and NJDOT responsible parties

- **Resource Needs**

2 full copies of Preliminary Design shall be submitted in 11x17 or 12x 18 formats. In addition, provide a copy of compact disc, in PDF format. Assistance from FHWA Office of Innovative Program Delivery, FHWA NJ Division office Work Zone, Bridge, Safety and Construction SME's may be needed.



Routes 295 & 42/I-76 Direct Connect, Contract 3 NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Routes 295 & 42/I-76 Direct Connect, Contract 3* Project, IM-2952(130). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**

The Rt. 295 & 42/I-76 Direct Connection Camden County Project was initiated due to the large volumes of traffic utilizing the Interchange, high accident rates, and through-traffic weaving movements. Volumes exceeding 392,000 vehicles per day are currently traveling through the Interchange. Presently, the Interchange does not provide the direct connection for I-295 through traffic. Motorists must reduce speeds in both directions on I-295 so they can utilize ramps to remain on the interstate. Exacerbating the problem is the fact that drivers traveling through the Interchange on I-295 must also contend with vehicles entering from Route 42, necessitating dangerous weaving movements.

The purpose of the Direct Connection Project is to relieve the bottleneck at the Interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. These improvements include a six lane mainline which continues through the Interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the Interchange. The planned improvements include 12 new or reconstructed bridges, 1 culvert extension, 1 boat section, 21 retaining walls and 11 noise walls. The limits of the Project are southerly on I-295 to Creek Road, northerly on I-295 to Route 168, southerly on Route 42 to Leaf Avenue and northerly on I-76 to Route 130. The Project also includes improvements to several local streets, including Browning Road, Bell Road and Creek Road. In addition, an Intelligent Transportation System (ITS) Contract will add a number of ITS devices on the four approaches to the interchange and add Adaptive Signal Control to the Route 130 and Route 168 corridors.

Contract 3 - Contract 3 construction will focus on completing the I-295 mainline direct connection, Browning Road and Ramp A. I-295 southbound will be partially opened at the end of Contract 3. Contract 3 is scheduled to begin in summer 2016 and finish in fall 2019. Contract 3 will also include the relocation of 12 units within the Bellmawr Park Mutual Housing Corporation. Contract 3 is currently in Final Design.

- Project Location
- Environmental Classification

- Traffic Impacts
 - ROW
 - Other
- **Federal Investment**
 - \$927.6M Estimated Total Project Cost
 - \$923.6M Federal Funds
 - \$4.0M State/other Funds
 - \$239.3M Estimated Total Contract Cost
 - \$6.2M Estimated Total Final Design Cost
- **Project Management Organization Structure**
 - FHWA Transportation Engineer – Nunzio Merla 609-637-4233
 - Executive Regional Manager – Tom Saylor 609-530-2739
 - Project Manager – John McCleerey 609-530-2466
 - Designer – Dewberry
 - Environmental – Brenna Fairfax
- **Schedule**
 - Final Design submission – 02/18/2016
 - Pre-PS&E submission – 07/05/2016
 - FMIS Project End Date – 07/01/2017

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Projects – The project is comprised of four contracts and one advanced ITS contract. Coordination between multiple ongoing construction contracts and possibly different contractors could be difficult.
 - Regionally Significant Project – The project is designed to reduce crashes and improve traffic flow along one of the busiest stretches of highway in the southern New Jersey region. The interchange continues to operate as a major artery for Philadelphia commuter traffic and as a connection to the Jersey Shore via Route 42, which connects to the Atlantic City Expressway. I-295 also serves as a major alternative to the nearby New Jersey Turnpike and carries traffic to many New Jersey destinations north and south of the interchange.
 - Interstate Construction greater than \$10M – \$236.2M - It is expected that the due to the magnitude of each contract, changes will exceed the \$1M threshold (10% of \$10M).
 - NHS Total Project Cost Greater than \$40M – \$927.6M - Value engineering analysis was performed on this project in 2006 as is the requirement for Bridge projects on the NHS receiving Federal assistance with an estimated total cost of \$40M.
 - Major ROW / Utility Impacts - A total of 29 properties require full or partial acquisitions and/or easements. A total of 15 residential displacements are required for the selected alternative. Of these 15 residential displacements, 12 are located within the Bellmawr Park Mutual Housing Corporation. Replacement housing for those 12 properties is to be located on vacant land within Bellmawr Park. The Bellmawr Park Mutual Housing Corporation acquisitions will be conducted in two stages - property needed for Construction Contract 1 and then property needed for Construction Contract 3. For Construction Contract 1, the

acquisition will be for improvements along Fir Place. All of the residential acquisition will occur in Construction Contract 3. One business acquisition (Seas Towing) and a Green Acres diversion on the Bellmawr Baseball property are necessary for the selected alternative. Utility facilities (including both aerial and underground) on local road bridges are to be relocated to the new bridges. A pump station for Bellmawr Sewer on Browning Road will be constructed. An 18 inch sanitary sewer that crosses Route 42 will also be relocated. As part of the selected alternative, water main extensions into the interchange for fire protection are proposed. For Bellmawr Park, utility facilities will be relocated to accommodate the new roadway pattern. Service disruptions are anticipated to be limited to a few hours when new tie-ins are made.

- Major Access Impact Interstate / NHS – The project will cause several access impacts throughout the life of the project. Not only will there be access issues during peak construction times but there may be construction access issues due to the constraints associated with the work zone.
- Complex Bridge/Tunnel – The project is designed to construct 10 new bridges, one bridge widening, one bridge rehabilitation and two temporary bridge structures. A total of 22 retaining walls, over 40 new sign structures and a total of over 15,000 feet of noise walls are proposed. Due to the locations of some of these structures, the designs can be considered complex.
- Major Traffic Impacts – A project as significant and extensive as the I-295/I-76/Route 42 Direct Connection project requires a carefully planned, designed and implemented construction traffic mitigation plan so that drivers experience safe traffic flow through the project area with minimal delay or disruption. It is important that the project's Traffic Mitigation (TM) Plan is consistent with the requirements called for under NJDOT's publication on Traffic Mitigation Guidelines for Work Zone Safety and Mobility (October 2007)
- Constructability – The work zone is among busiest stretches of highway in the southern New Jersey region. It will be difficult to coordinate construction activities within such work area constraints as any impact to the travel way will create major traffic issues.
- NEPA Classification EA or EIS – The NEPA Classification for this project is an Environmental Impact Statement approved 12/3/2008. The EIS explores Noise, Air Quality, Socioeconomics, Land Use, Environmental Justice, Natural Ecosystems, Phase I/II Archaeological Investigation, Historic Architectural Resources and Hazardous Waste Screening.
- High Community Interests - A comprehensive and proactive Public Involvement Action Plan (PIAP) is a pivotal element to the success of any project. The PIAP is designed to provide outreach that is early and continuing, timely in public notice, broadly disseminated, and responsive to stakeholder needs. Implementation of this plan is a crucial ingredient in gaining support from all key stakeholders such as the New St. Mary's Cemetery and the Camden Diocese, Bellmawr Park Mutual Housing Corporation's Board and Bellmawr Park Mutual Housing Corporation's potentially impacted residents, representatives from the Bellmawr Board of Education, Bellmawr Baseball, Mt. Ephraim Senior Housing and Annunciation Church.
- High Political Involvement – The Routes 295 & 42/I-76 Direct Connect project has one of the highest dollar values among active NJDOT's construction projects to date and their only FHWA classified Major Project. Extensive coordination efforts will be needed to satisfy the level of oversight that is required for a project of this magnitude. Representatives from

Federal, State and Local governments are all associated with the constructing of this project and their involvement is crucial to the success.

FHWA OVERSIGHT

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (Design) – This will include oversight of the following design elements that apply:

- Design Standards
- Design Exceptions
- Structural Design
- Consultant Management
- Environmental Mitigation and Commitments
- Pavement Design
- Utility Agreements/Utility Modifications
- Other project elements as per coordination between the FHWA and NJDOT responsible parties

The Reviews during this phase will include (but not limited to) the following:

- Constructability
- Final Design Submission
- Road Safety Audits
- Roadside Hardware
- Traffic Analysis
- Traffic Control Plan / Work Zone Traffic Mgmt
- PIF– Proprietary items
- PIF – Publicly furnished materials
- Project Management and Financial plans
- ROW encroachments
- Other project reviews as per coordination between the FHWA and NJDOT responsible parties

Preconstruction (PS&E Approval, Advertising, & Award) – This may include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications

- Railroad agreements
- Other project reviews as per coordination between FHWA and NJDOT responsible parties

- **Resource Needs**

2 full copies of Final Design, Pre-PS&E and PS&E plans shall be submitted in 11x17 or 12x18 formats. In addition, provide a copy of compact disc, in PDF format. Assistance from FHWA Office of Innovative Program Delivery, FHWA NJ Division office Work Zone, Bridge, Safety and Construction SME's may be needed.



Routes 295 & 42/I-76 Direct Connect, Contract 4 NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Routes 295 & 42/I-76 Direct Connect, Contract 4* Project, IM-2952(133). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**

The Rt. 295 & 42/I-76 Direct Connection Camden County Project was initiated due to the large volumes of traffic utilizing the Interchange, high accident rates, and through-traffic weaving movements. Volumes exceeding 392,000 vehicles per day are currently traveling through the Interchange. Presently, the Interchange does not provide the direct connection for I-295 through traffic. Motorists must reduce speeds in both directions on I-295 so they can utilize ramps to remain on the interstate. Exacerbating the problem is the fact that drivers traveling through the Interchange on I-295 must also contend with vehicles entering from Route 42, necessitating dangerous weaving movements.

The purpose of the Direct Connection Project is to relieve the bottleneck at the Interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. These improvements include a six lane mainline which continues through the Interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the Interchange. The planned improvements include 12 new or reconstructed bridges, 1 culvert extension, 1 boat section, 21 retaining walls and 11 noise walls. The limits of the Project are southerly on I-295 to Creek Road, northerly on I-295 to Route 168, southerly on Route 42 to Leaf Avenue and northerly on I-76 to Route 130. The Project also includes improvements to several local streets, including Browning Road, Bell Road and Creek Road. In addition, an Intelligent Transportation System (ITS) Contract will add a number of ITS devices on the four approaches to the interchange and add Adaptive Signal Control to the Route 130 and Route 168 corridors.

Contract 4 - Contract 4 construction will include the completion of work along I-76/Route 42, I-295 northbound, Ramp B and the remainder of Ramp C and Ramp F. Contract 4 is scheduled to begin in spring 2019 and finish in fall 2021. Contract 4 is currently in Final Design.

- Project Location
- Environmental Classification
- Unique Structure Types

- Traffic Impacts
- Other
- **Federal Investment**
 - \$927.6 million Estimated Total Project Cost
 - \$923.6 million Federal Funds
 - \$4.0 million State/other Funds
 - \$208.0 million Estimated Total Contract Cost
 - \$8 million Estimated Total Final Design Cost
- **Project Management Organization Structure**
 - FHWA Transportation Engineer – Nunzio Merla 609-637-4233
 - Executive Regional Manager – Tom Saylor 609-530-2739
 - Project Manager – John McCleerey 609-530-2466
 - Designer – Dewberry
 - Environmental – Brenna Fairfax
- **Schedule**
 - Final Design submission – March 2018
 - FMIS Project End Date – 07/31/2020

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Projects – The project is comprised of four contracts and one advanced ITS contract. Coordination between multiple ongoing construction contracts and possibly different contractors could be difficult.
 - Regionally Significant Project – The project is designed to reduce crashes and improve traffic flow along one of the busiest stretches of highway in the southern New Jersey region. The interchange continues to operate as a major artery for Philadelphia commuter traffic and as a connection to the Jersey Shore via Route 42, which connects to the Atlantic City Expressway. I-295 also serves as a major alternative to the nearby New Jersey Turnpike and carries traffic to many New Jersey destinations north and south of the interchange.
 - Interstate Construction greater than \$10M – \$208.0 - It is expected that the due to the magnitude of each contract, changes will exceed the \$1M threshold (10% of \$10M).
 - NHS Total Project Cost Greater than \$40M – \$927.6M - Value engineering analysis was performed on this project in 2006 as is the requirement for Bridge projects on the NHS receiving Federal assistance with an estimated total cost of \$40M.
 - Major ROW / Utility Impacts - A total of 29 properties require full or partial acquisitions and/or easements. A total of 15 residential displacements are required for the selected alternative. Of these 15 residential displacements, 12 are located within the Bellmawr Park Mutual Housing Corporation. Replacement housing for those 12 properties is to be located on vacant land within Bellmawr Park. The Bellmawr Park Mutual Housing Corporation acquisitions will be conducted in two stages - property needed for Construction Contract 1 and then property needed for Construction Contract 3. For Construction Contract 1, the acquisition will be for improvements along Fir Place. All of the residential acquisition will

occur in Construction Contract 3. One business acquisition (Seas Towing) and a Green Acres diversion on the Bellmawr Baseball property are necessary for the selected alternative. Utility facilities (including both aerial and underground) on local road bridges are to be relocated to the new bridges. A pump station for Bellmawr Sewer on Browning Road will be constructed. An 18 inch sanitary sewer that crosses Route 42 will also be relocated. As part of the selected alternative, water main extensions into the interchange for fire protection are proposed. For Bellmawr Park, utility facilities will be relocated to accommodate the new roadway pattern. Service disruptions are anticipated to be limited to a few hours when new tie-ins are made.

- Major Access Impact Interstate / NHS – The project will cause several access impacts throughout the life of the project. Not only will there be access issues during peak construction times but there may be construction access issues due to the constraints associated with the work zone.
- Complex Bridge/Tunnel – The project is designed to construct 10 new bridges, one bridge widening, one bridge rehabilitation and two temporary bridge structures. A total of 22 retaining walls, over 40 new sign structures and a total of over 15,000 feet of noise walls are proposed. Due to the locations of some of these structures, the designs can be considered complex.
- Major Traffic Impacts – A project as significant and extensive as the I-295/I-76/Route 42 Direct Connection project requires a carefully planned, designed and implemented construction traffic mitigation plan so that drivers experience safe traffic flow through the project area with minimal delay or disruption. It is important that the project's Traffic Mitigation (TM) Plan is consistent with the requirements called for under NJDOT's publication on Traffic Mitigation Guidelines for Work Zone Safety and Mobility (October 2007)
- Constructability – The work zone is among busiest stretches of highway in the southern New Jersey region. It will be difficult to coordinate construction activities within such work area constraints as any impact to the travel way will create major traffic issues.
- NEPA Classification EA or EIS – The NEPA Classification for this project is an Environmental Impact Statement approved 12/3/2008. The EIS explores Noise, Air Quality, Socioeconomics, Land Use, Environmental Justice, Natural Ecosystems, Phase I/II Archaeological Investigation, Historic Architectural Resources and Hazardous Waste Screening.
- High Community Interests - A comprehensive and proactive Public Involvement Action Plan (PIAP) is a pivotal element to the success of any project. The PIAP is designed to provide outreach that is early and continuing, timely in public notice, broadly disseminated, and responsive to stakeholder needs. Implementation of this plan is a crucial ingredient in gaining support from all key stakeholders such as the New St. Mary's Cemetery and the Camden Diocese, Bellmawr Park Mutual Housing Corporation's Board and Bellmawr Park Mutual Housing Corporation's potentially impacted residents, representatives from the Bellmawr Board of Education, Bellmawr Baseball, Mt. Ephraim Senior Housing and Annunciation Church.
- High Political Involvement – The Routes 295 & 42/I-76 Direct Connect project has one of the highest dollar values among active NJDOT's construction projects to date and their only FHWA classified Major Project. Extensive coordination efforts will be needed to satisfy the level of oversight that is required for a project of this magnitude. Representatives from

Federal, State and Local governments are all associated with the constructing of this project and their involvement is crucial to the success.

FHWA OVERSIGHT

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (Design) – This will include oversight of the following design elements that apply:

- Design Standards
- Design Exceptions
- Structural Design
- Consultant Management
- Environmental Mitigation and Commitments
- Pavement Design
- Utility Agreements/Utility Modifications
- Other project elements as per coordination between the FHWA and NJDOT responsible parties

The Reviews during this phase will include (but not limited to) the following:

- Constructability
- Final Design Submission
- Road Safety Audits
- Roadside Hardware
- Traffic Analysis
- Traffic Control Plan / Work Zone Traffic Mgmt
- PIF– Proprietary items
- PIF – Publicly furnished materials
- Project Management and Financial plans
- ROW encroachments
- Other project reviews as per coordination between the FHWA and NJDOT responsible parties

Preconstruction (PS&E Approval, Advertising, & Award) – This may include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications

- Railroad agreements
- Other project reviews as per coordination between FHWA and NJDOT responsible parties

- **Resource Needs**

2 full copies of Final Design, Pre-PS&E and PS&E plans shall be submitted in 11x17 or 12x18 formats. In addition, provide a copy of compact disc, in PDF format. Assistance from FHWA Office of Innovative Program Delivery, FHWA NJ Division office Work Zone, Bridge, Safety and Construction SME's may be needed.



Route 295/42 Missing Moves NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Route 295/42 Missing Moves* Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - This project will provide the missing moves of Rt. 42 NB to I-295 SB and I-295 NB to Rt. 42 SB. The preferred alternative (providing the missing moves through the construction of direct ramps connecting I-295 and Rt. 42) through three inactive landfills has been shifted northerly to minimize impacts to a proposed development. The project is currently in Final Design.
 - **Project Location**

The project is located in the Borough of Bellmawr, Township of Runnemede, Township of Deptford and Township of Westville; Counties of Camden and Gloucester. I-295 M.P. 25.07 to 26.35; Route 42 M.P. 12.57 to 13.90.
 - **ROW**

There are 16 fee parcels of which 4 parcels are total takes requiring relocation of six businesses. No residential relocations are required for the project. There are 6 permanent easements associated with the project.
 - **Project Coordination**

This project is classified as a PoDI project. In addition to the FHWA, coordination with the following will be required: US Coast Guard, NJDEP, US Army Corps of Engineers & Nation Marine Fisheries.
 - **Environmental Classification**

The project satisfies The Categorical Exclusion #CFR:771.117(d)(13) and was approved on January 28, 2016.
 - **Other**

- **Federal Investment**

- Estimated Total Project Cost

Design	\$10,250,000.00
ROW	\$6,272,000.00
Utility Relocation	\$2,000,000.00
Construction	\$139,000,000.00
Construction Engineering	\$20,000,000.00
	\$
Total	\$177,522,000.00

- **Project Management Organization Structure**

- Tom Saylor – Program Manager
 - John McCleerey – Project Manager
 - Designer – Dewberry
 - Environmental – Brenna Fairfax

- **Schedule**

- Final Design submission – December 2017
 - Construction – 2018

PROJECT RISKS

- **Division Interest Criteria (Risks)**

- Regionally Significant Project – This project will complete the interchange by providing the missing ramp connections between Rt. 42 NB to I-295 SB and I-295 NB to Rt. 42 SB.
- Interstate Construction greater than \$10M - \$150M - It is expected that due to the magnitude of this contract, changes will exceed the \$1M threshold (10% of \$10M).
- NHS Total Project Cost Greater than \$40M - \$166.8 - Value engineering analysis was performed on this project in 2012 as is the requirement for Bridge projects on the NHS receiving Federal assistance with an estimated total cost of \$40M.
- Major ROW / Utility Impacts – The design modification to move the roadway alignment to the north may have impacts on industrial and residential areas.
- Major Access Impact Interstate / NHS – Detours may be needed depending on the work zone locations. Access to certain areas may be prohibited during construction operations.
- Major Traffic Impacts – Several areas of the construction could impact the congested local roadway network. This may have impacts that reach back onto Rt. 42 and I-295 which could cause much greater traffic impacts. Coordination with the Direct Connect project is essential as it is anticipated both of these projects will be constructed at the same time.
- Constructability – The project was originally designed to construct the missing ramp through landfill area. The designer is currently modifying the design to reduce the risk associated with this plan. The modified design may have constructability issues depending on the new roadway alignment.
- High Community Interests – Coordination with the local community will be essential to the success of this project. The project will be constructed in close proximity to

industrial/commercial and residential areas. The local community could be impacted by detours and construction noise/debris.

- o High Political Involvement – Extensive coordination efforts will be needed to satisfy the level of oversight that is required for a project that will be constructed at the same time as the Direct Connect project. Representatives from Federal, State and Local governments are all associated with the constructing of this project and their involvement is crucial to the success.

FHWA OVERSIGHT

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (Design) – This will include oversight of the following design elements that apply:

- Design Standards
- Design Exceptions
- Structural Design
- Consultant Management
- Environmental Mitigation and Commitments
- Pavement Design
- Utility Agreements/Utility Agreement Modifications
- Other project reviews as per coordination between FHWA and NJDOT responsible parties

The Reviews during this phase will include (but not limited to) the following:

- Constructability
- Final Design Submission
- Road Safety Audits
- Roadside Hardware
- Traffic Analysis
- Traffic Control Plan / Work Zone Traffic Mgmt
- PIF- Proprietary items
- Project Management and Financial plans
- ROW encroachments
- Other project reviews as per coordination between FHWA and NJDOT responsible parties

Preconstruction (PS&E Approval, Advertising, & Award) – This may include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings

- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project reviews as per coordination between FHWA and NJDOT responsible parties

- **Resource Needs**

2 full copies of Final Design, Pre-PS&E and PS&E plans shall be submitted in 11x17 or 12x18 formats. In addition, provide a copy of compact disc, in PDF format. Assistance from FHWA NJ Division office Work Zone, Bridge, Safety, and Construction SME's may be needed.

Appendix B



Route 72 Manahawkin Bay Bridges – Contract 5A NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 72 Manahawkin Bay Bridges Contract 5A SAV Environmental Mitigation Final Design Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *The Route 72 Manahawkin Bay Bridges Project proposes to construct a new parallel structure adjacent to the existing Manahawkin Bay Bridge, replace the superstructure of the existing Bay Bridge, rehabilitate three trestle bridges over Hilliards Thorofare, East Thorofare, and West Thorofare, and will provide drainage and intersection improvements located in Stafford Township and Ship Bottom Borough, Ocean County, New Jersey. This project will be delivered through 5 separate contracts. Contract 5A includes SAV environmental mitigation improvements for the entire project.*
 - Project Location - Stafford Township and Ship Bottom Borough, Ocean County
 - Design - \$800,000
 - Utilities - \$0
 - ROW - \$0
 - Construction - \$5.1 million
 - Total NEPA Project Cost - \$350 million
 - Environmental Classification – Environmental Assessment (EA) with Finding of No Significant Impact (FONSI)
- **Primary PoDI Type**
 - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Project of Corporate Interest**
 - *No*
- **Federal Investment**
 - *Final Design* - \$800,000 (NHPP Funds) - included in Contract 2 Construction Engineering Cost
- **Project Management Organization Structure**
 - Area Engineer – Shaun O’Hanlan
 - Project Manager – Pankesh Patel
 - Program Manager – Tom Saylor

- Designer – PB Americas
- Environmental – Tina Shutz
- **Schedule**
 - FD Submission – TBD
 - PS&E – TBD
 - Construction Start – TBD
 - Construction Substantial Completion – TBD
 - Construction Final Completion – TBD
 - Project End Date – 12/31/2017

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Projects
 - Regionally Significant Project
 - NHS Total Project Cost Greater than \$40M
 - Multiple Federal Agencies
 - NEPA Classification EA or EIS
 - Other Significant Environmental Mitigation
 - Significant Natural/Cultural Resource Involvement
 - High Community Interests
- **Discretionary** – N/A

FHWA OVERSIGHT

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (Design) – This will include oversight of the following design elements that apply:

- Design Standards
- Design Exceptions
- Structural Design
- Consultant Management
- Context Sensitive Solutions (CSS)
- Environmental Mitigation and Commitments
- Pavement Design
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

The Reviews during this phase will include (but not limited to) the following:

- Constructability
- Final Design Submission
- Value Engineering (VE)
- PIF – Airspace clearance FAA (23 CFR 620.104)
- PIF– Proprietary items
- PIF – Publicly furnished materials

- Project Management and Financial plans
- ROW encroachments
- Experimental Features
- Utility Agreements/Utility Agreement Modifications
- Other project reviews as per coordination between FHWA and NJDOT responsible parties.

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

- Environmental Specialist
- Structural Engineer
- Civil Rights Specialist
- Finance Specialist

- **Additional Project Specific Oversight (if applicable)**

N/A



Job Order Contracting North 2014 *Federal Project No. STP-C00S(564)* NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Job Order Contracting North 2014 (Bridge Preventative Maintenance)* Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *The general scope of the JOC contracts will be for bridge preservation and preventive maintenance activities.*
 - *Project cost estimate is \$2,334,800.00.*
- **Project of Corporate Interest**
 - *The project is not classified as a project of corporate interest.*
- **Federal Investment**
 - *The project is a federal-aid construction project authorized with STP funds.*
 - *Federal Project No. STP-C00S(564)*
- **Project Management Organization Structure**
 - *The project management organization structure consists of the following:*
 - *NJDOT Operations Office*
 - *Gerald Oliveto, Project Manager*
 - *Parth Oza, Resident Engineer*
 - *FHWA Division Office*
 - *Nunzio Merla, Senior Transportation Engineer*
- **Schedule**
 - Construction Start – April 1, 2014
 - Construction Substantial Completion – N/A; individual JOC's will vary
 - Construction Final Completion – March 31, 2015
 - Project End Date - December 31, 2016

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Contract Administration

- Verification of the required contract provisions of the federal-aid construction contract.
- Innovative Contracting or Construction
 - This regional bridge preventative maintenance job order contracting project has been approved by FHWA under the SEP-14 (Special Experimental Procedures) Program. As such, the Division will include oversight during all phases of the project related to the execution and administration of each individual job order.

FHWA OVERSIGHT

Select One:

- a. *Federal Involvement* - FHWA-NJ DO will review and approve all applicable elements in each phase of the project.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Individual Job Order approval
- All elements associated with each Job Order (RFP's, Field Visits, etc.)
- Contractor claims
- Pay Estimate Reviews

- Time extensions/Suspensions of Work
 - Value Engineering Change Proposals
 - Liquidated damages
 - DBE commercial useful functions
 - Labor Compliance
 - Default/Termination of Contract
 - Final Acceptance
 - Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.
- **Resource Needs**
 - The Technical Services Teams will provide all federal oversight guidance on the contract provisions of the construction project. We will continue to utilize FHWA-HQ resources for any additional SEP-14 guidance and reporting.*
- **Additional Project Specific Oversight**
 - **Reporting in accordance with approved SEP14 Work Plan**
 - NJDOT Bureau of Bridge Maintenance Engineering and Operations will submit an annual status report to FHWA that addresses the schedule and cost efficiencies associated with this delivery method.
 - NJDOT Bureau of Bridge Maintenance Engineering and Operations will submit a final evaluation report to FHWA within four months after completion of the pilot program.



Job Order Contracting Central 2014
Federal Project No. STP-C00S(565)
NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Job Order Contracting Central 2014 (Bridge Preventative Maintenance)* Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *The general scope of the JOC contracts will be for bridge preservation and preventive maintenance activities.*
 - *Project cost estimate is \$1,834,800.00.*
- **Project of Corporate Interest**
 - *The project is not classified as a project of corporate interest.*
- **Federal Investment**
 - *The project is a federal-aid construction project authorized with STP funds.*
 - *Federal Project No. STP-C00S(565)*
- **Project Management Organization Structure**
 - *The project management organization structure consists of the following:*
 - *NJDOT Operations Office*
 - *Gerald Oliveto, Project Manager*
 - *Parth Oza, Resident Engineer*
 - *FHWA Division Office*
 - *Nunzio Merla, Senior Transportation Engineer*
- **Schedule**
 - *Construction Start – April 1, 2014*
 - *Construction Substantial Completion – N/A; individual JOC's will vary*
 - *Construction Final Completion – March 31, 2015*
 - *Project End Date - December 31, 2016*

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - *Contract Administration*

- Verification of the required contract provisions of the federal-aid construction contract.
- Innovative Contracting or Construction
 - This regional bridge preventative maintenance job order contracting project has been approved by FHWA under the SEP-14 (Special Experimental Procedures) Program. As such, the Division will include oversight during all phases of the project related to the execution and administration of each individual job order.

FHWA OVERSIGHT

Select One:

- a. *Federal Involvement* - FHWA-NJ DO will review and approve all applicable elements in each phase of the project.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Each Individual Job Order approval
- All elements associated with each Job Order (RFP's, Field Visits, etc.)
- Contractor claims
- Pay Estimate Reviews

- Time extensions/Suspensions of Work
 - Value Engineering Change Proposals
 - Liquidated damages
 - DBE commercial useful functions
 - Labor Compliance
 - Default/Termination of Contract
 - Final Acceptance
 - Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.
- **Resource Needs**
 - The Technical Services Teams will provide all federal oversight guidance on the contract provisions of the construction project. We will continue to utilize FHWA-HQ resources for any additional SEP-14 guidance and reporting.*
- **Additional Project Specific Oversight**
 - **Reporting in accordance with approved SEP14 Work Plan**
 - NJDOT Bureau of Bridge Maintenance Engineering and Operations will submit an annual status report to FHWA that addresses the schedule and cost efficiencies associated with this delivery method.
 - NJDOT Bureau of Bridge Maintenance Engineering and Operations will submit a final evaluation report to FHWA within four months after completion of the pilot program.



Job Order Contracting South 2014
Federal Project No. STP-C00S(566)
NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Job Order Contracting South 2014 (Bridge Preventative Maintenance)* Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *The general scope of the JOC contracts will be for bridge preservation and preventive maintenance activities.*
 - *Project cost estimate is \$1,338,800.00.*
- **Project of Corporate Interest**
 - *The project is not classified as a project of corporate interest.*
- **Federal Investment**
 - *The project is a federal-aid construction project authorized with STP funds.*
 - *Federal Project No. STP-C00S(566)*
- **Project Management Organization Structure**
 - *The project management organization structure consists of the following:*
 - *NJDOT Operations Office*
 - *Gerald Oliveto, Project Manager*
 - *Parth Oza, Resident Engineer*
 - *FHWA Division Office*
 - *Nunzio Merla, Senior Transportation Engineer*
- **Schedule**
 - *Construction Start – April 1, 2014*
 - *Construction Substantial Completion – N/A; individual JOC's will vary*
 - *Construction Final Completion – March 31, 2015*
 - *Project End Date - December 31, 2016*

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - *Contract Administration*

- Verification of the required contract provisions of the federal-aid construction contract.
- Innovative Contracting or Construction
 - This regional bridge preventative maintenance job order contracting project has been approved by FHWA under the SEP-14 (Special Experimental Procedures) Program. As such, the Division will include enhanced oversight during all phases of the project related to the execution and administration of each individual job order.

FHWA OVERSIGHT

Select One:

- a. *Federal Involvement* - FHWA-NJ DO will review and approve all applicable elements in each phase of the project.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders (Each individual Job Order)
- COPs (Each individual Job Order)
- Contractor claims

- Pay Estimate Reviews
 - Time extensions/Suspensions of Work
 - Value Engineering Change Proposals
 - Liquidated damages
 - DBE commercial useful functions
 - Labor Compliance
 - Default/Termination of Contract
 - Final Acceptance
 - Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.
- **Resource Needs**
 - The Technical Services Teams will provide all federal oversight guidance on the contract provisions of the construction project. We will continue to utilize FHWA-HQ resources for any additional SEP-14 guidance and reporting.*
- **Additional Project Specific Oversight**
 - **Reporting in accordance with approved SEP14 Work Plan**
 - NJDOT Bureau of Bridge Maintenance Engineering and Operations will submit an annual status report to FHWA that addresses the schedule and cost efficiencies associated with this delivery method.
 - NJDOT Bureau of Bridge Maintenance Engineering and Operations will submit a final evaluation report to FHWA within four months after completion of the pilot program.



Route 35 Emergency Restoration M.P. 0-4
Federal Project # ER-7044(103)
NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 35 Emergency Restoration M.P. 0-4 Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *Pavement Restoration and Drainage Improvements on Route 35 from mileposts 0-4.*
 - Design - \$6.5 million
 - Utilities - \$4.4 million
 - ROW - \$3.2 million
 - Construction - \$92.7 million
 - Total Project Cost - \$264 million
 - Environmental Classification – Categorical Exclusion (CED)
- **Project of Corporate Interest**
 - N/A
- **Federal Investment**
 - Construction - \$71.5 million ER funds (80%) plus 20% State matching funds
- **Project Management Organization Structure**
 - Area Engineer – Nunzio Merla
 - Resident Engineer – James Mesinger
 - Field Manager – Greg Maryak
 - Regional Construction Engineer – Snehal Patel
 - Project Manager – Ahmad Qureshi
 - Program Manager – Mark Rollo
 - Designer – McCormick Taylor
 - Contractor – Union Paving and Construction
- **Schedule**
 - Substantial Completion – 6/15/2015
 - Final Completion – 4/22/2016
 - Project End Date – 10/1/2018

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Project
 - Regionally Significant Project
 - NHS Total Project Cost Greater than \$40M
 - Major ROW and Utility Impacts
 - Multiple Federal Agencies
 - Major Traffic Impacts
 - Significant Natural/Cultural Resource Implications
 - Area of Specific Interest
 - High Community Interests
 - High Political Involvement
 - Civil Rights

- **Discretionary – N/A**

FHWA OVERSIGHT

Select One:

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**
 - ER Coordinator
 - Environmental Specialist
 - Civil Rights Specialist
 - ITS Specialist (Work Zone Safety SME)

- **Additional Project Specific Oversight (if applicable)**
N/A



Route 35 Emergency Restoration M.P. 4-9
Federal Project # ER-7044(104)
NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 35 Emergency Restoration M.P. 4-9 Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *Pavement Restoration and Drainage Improvements on Route 35 from mileposts 4-9.*
 - Design - \$4.7 million
 - Utilities - \$16.5 million
 - ROW - \$2.36 million
 - Construction - \$123.1 million
 - Total Project Cost - \$264 million
 - Environmental Classification – Categorical Exclusion (CED)
- **Project of Corporate Interest**
 - N/A
- **Federal Investment**
 - Construction - \$98.3 million ER funds (80%) plus 20% State matching funds
- **Project Management Organization Structure**
 - Area Engineer – Nunzio Merla
 - Resident Engineer – Jayesh P. Patel
 - Field Manager – Greg Maryak
 - Regional Construction Engineer – Snehal Patel
 - Project Manager – Ahmad Qureshi
 - Program Manager – Mark Rollo
 - Designer – RBA Group
 - Contractor – George Harms Construction Company
- **Schedule**
 - Substantial Completion – 5/15/2016
 - Final Completion – 6/24/2016
 - Project End Date – 6/24/2019

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Project
 - Regionally Significant Project
 - NHS Total Project Cost Greater than \$40M
 - Major ROW and Utility Impacts
 - Multiple Federal Agencies
 - Major Traffic Impacts
 - Significant Natural/Cultural Resource Implications
 - Area of Specific Interest
 - High Community Interests
 - High Political Involvement
 - Civil Rights

- **Discretionary – N/A**

FHWA OVERSIGHT

Select One:

- a. *Federal Involvement - FHWA-NJ will review and approve all applicable elements in each phase listed below.*

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**
 - ER Coordinator
 - Environmental Specialist
 - Civil Rights Specialist
 - ITS Specialist (Work Zone Safety SME)

- **Additional Project Specific Oversight (if applicable)**

N/A



Route 35 Emergency Restoration M.P. 9-12.5
Federal Project # ER-7051(114)
NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 35 Emergency Restoration M.P. 9-12.5 Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *Pavement Restoration and Drainage Improvements on Route 35 from mileposts 0-4.*
 - Design - \$4.7 million
 - Utilities - \$1.6 million
 - ROW - \$0.02 million
 - Construction - \$41.4 million
 - Total Project Cost - \$264 million
 - Environmental Classification – Categorical Exclusion (CED)
- **Project of Corporate Interest**
 - N/A
- **Federal Investment**
 - Construction - \$33.0 million ER funds (80%) plus 20% State matching funds
- **Project Management Organization Structure**
 - Area Engineer – Nunzio Merla
 - Resident Engineer – Michael Popiel
 - Field Manager – Greg Maryak
 - Regional Construction Engineer – Snehal Patel
 - Project Manager – Ahmad Qureshi
 - Program Manager – Mark Rollo
 - Designer – Parsons Transportation Group
 - Contractor – Agate Construction Company
- **Schedule**
 - Substantial Completion – 4/15/2015
 - Final Completion – 5/6/2016
 - Project End Date – 6/15/2018

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Project
 - Regionally Significant Project
 - NHS Total Project Cost Greater than \$40M
 - Major ROW and Utility Impacts
 - Multiple Federal Agencies
 - Major Traffic Impacts
 - Significant Natural/Cultural Resource Implications
 - Area of Specific Interest
 - High Community Interests
 - High Political Involvement
 - Civil Rights

- **Discretionary – N/A**

FHWA OVERSIGHT

Select One:

- a. *Federal Involvement - FHWA-NJ will review and approve all applicable elements in each phase listed below.*

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**
 - ER Coordinator
 - Environmental Specialist
 - Civil Rights Specialist
 - ITS Specialist (Work Zone Safety SME)

- **Additional Project Specific Oversight (if applicable)**

N/A



Rt 21 SB Viaduct & Chester Ave Bridge NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Rt 21 SB Viaduct & Chester Ave Bridge* Project, NHP-0045(133). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *Project Description* – This project has been down-sized from the original scope to only include southbound viaduct (structure # 0716-150) deck rehabilitation and deck replacement of structures (# 0716-151, 0716-152) over Chester Avenue . The southbound viaduct is above the northbound roadway. Southbound has three lanes with no shoulder.
 - *Project Cost Estimate:*
 - Construction – \$31,580,000
 - Construction Engineering – \$6,440,000
 - Utilities – \$600,000
 - ROW – \$423,000
- **Project of Corporate Interest**
 - *N/A*
- **Federal Investment**
 - *Construction - \$34,465,180 (NHPP Funds)*
- **Project Management Organization Structure**
 - *Transportation Engineer – Nunzio Merla (609) 637-4233*
 - *Program Manager – Atul Shah (609) 530-2745*
 - *Project Manager – Tom Sohn (609) 530-4448*
 - *Project Designer – NJDOT*
 - *Resident Engineer – Luis Antao*
 - *Field Manager – George Earle (201) 852-0581*
 - *Contractor – De Foe Corporation*
- **Schedule**
 - *Construction Start – 09/02/2013*
 - *Construction Substantial Completion – 11/04/2016*
 - *Construction Final Completion – 09/18/2017*
 - *Federal Project End Date – 01/03/2020*

PROJECT RISKS

- **Division Interest Criteria (Risks)**

- NHS Total Project Cost Greater than \$40M
 - Major Traffic Impacts
 - Civil Rights
 - Adequate Region Balance
- **Discretionary** – N/A

FHWA OVERSIGHT

Spot Check Construction Review – FHWA-NJ will conduct an initial spot check review during construction and pending findings will conduct subsequent follow up construction reviews on specific elements as necessary.

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Initial Inspections
 - Intermediate Inspections
 - In-Depth Inspections, Final Inspections
 - Work Zone Inspections
 - Project Meetings
 - Buy America
 - Materials testing / certifications
 - Time extensions
 - Liquidated damages
 - DBE commercial useful functions
 - Final Acceptance
 - Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties
- **Resource Needs**
Support from HQ, Resource Center, and SMEs as necessary. Initial spot check inspection and subsequent follow up inspections.
 - **Additional Project Specific Oversight (if applicable)**
N/A



Route 72 Manahawkin Bay Bridges – Contract 2 *Federal Project # BR-0019(120)* NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 72 Manahawkin Bay Bridges Contract 2 Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *The Route 72 Manahawkin Bay Bridges Project proposes to construct a new parallel structure adjacent to the existing Manahawkin Bay Bridge, replace the superstructure of the existing Bay Bridge, rehabilitate three trestle bridges over Hilliards Thorofare, East Thorofare, and West Thorofare, and will provide drainage and intersection improvements located in Stratford Township and Ship Bottom Borough, Ocean County, New Jersey. This project will be delivered through 5 separate contracts. Contract 2 includes construction of a new parallel structure adjacent to the existing Bay Bridge.*
 - Design - \$6.99 million (FD Contract 2)
 - Utilities - \$3.875 million (Contract 2)
 - ROW - \$0
 - Construction - \$90 million
 - Contract 2 Total Cost - \$114.864 million
 - Total NEPA Project Cost - \$314.888 million
 - Environmental Classification – Environmental Assessment (EA) with Finding Of No Significant Impact (FONSI)
- **Project of Corporate Interest**
 - N/A
- **Federal Investment**
 - Construction - \$114.864 million (NHP Funds)
- **Project Management Organization Structure**
 - Area Engineer – Shaun O’Hanlan
 - Resident Engineer – Charlie Bassano
 - Field Manager – Greg Maryak
 - Regional Construction Engineer – Snehal Patel
 - Project Manager – Pankesh Patel
 - Program Manager – Tom Saylor
 - Designer – PB Americas
 - Contractor – Schiavone Construction Company

- **Schedule**
 - Interim Substantial Completion (ITS) – 5/14/2014
 - Substantial Completion – 5/16/2016
 - Final Completion – 7/25/2016
 - Project End Date – 5/31/2019

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Projects
 - Regionally Significant Project
 - NHS Total Project Cost Greater than \$40M
 - Multiple Federal Agencies
 - NEPA Classification EA or EIS
 - Significant Natural/Cultural Resource Involvement
 - High Community Interests
 - Civil Rights

- **Discretionary**
 - Other Significant Environmental Mitigation (Reference Contract 5)

FHWA OVERSIGHT

Select One:

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance

- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.
- **Resource Needs**
 - Structural Engineer
 - ITS Specialist
 - Work Zone Safety SME
 - Civil Rights Specialist
 - Environmental Specialist
 - Finance Specialist
- **Additional Project Specific Oversight (if applicable)**
N/A



I-287 South of South Street to Littleton Road and I-287 Deck Replacement over Eden Lane Project NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *I-287 South of South Street to Littleton Road and I-287 Deck Replacement over Eden Lane Project*, IM-2873(085). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *Project Description* - Pavement resurfacing NB from S. of South St (CR 601) to Littleton Rd. (CR 630), SB from S. of South St. (CR 601) to Littleton Rd. (CR 630) and Deck Replacement over Eden Lane. Pavement resurfacing Rank #14 on the 2008 Pavement Projects List. The bridges involve in this project are listed in the following: I-287 over Railroad and Eden Lane (Structure No. 1419188) I-287 over Whippany River (Structure No. 1419183)
 - *Project Cost Estimate:*
 - Construction - \$27,376,000.00
 - Construction Engineering – \$3,712,581.00
 - Utilities - \$100,000.00
- **Project of Corporate Interest**
 - *N/A*
- **Federal Investment**
 - *Construction - \$34,186,423 (IM Funds)*
- **Project Management Organization Structure**
 - *Transportation Engineer – Nunzio Merla (609) 637-4233*
 - *Executive Regional Manager – Bill Birch (609) 530-3003*
 - *Project Manager – Robert Lee (609) 530-3813*
 - *Project Designer – URS Corporation*
 - *Resident Engineer – Brigido Alvarez – (973) 299-2190*
 - *Field Manager – Frank Cole (973) 647-4987*
 - *Contractor – Tilcon of New York, Inc.*
- **Schedule**
 - Construction Start – 08/27/2012
 - Construction Substantial Completion – 10/31/2014
 - Construction Final Completion – 09/24/2015

- Federal Project End Date – 07/24/2018

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Regionally Significant Project – Project is regionally significant because the area is a major traffic generator in Morris County and is also adjacent to another active construction project. Coordination between the projects is critical to keep on schedule.
 - Interstate Construction Greater than 10M – The estimated project cost was 30M at time of construction authorization.
 - Constructability – Given the nature and location of the project constructability items such as traffic control and staging will be evaluated. Work zone safety will also be monitored.
 - Civil Rights - Is and will continue to be monitored programmatically as well as on a project-by-project basis. The project specifications include provisions for Disadvantaged Business Enterprises (DBE) and will be reviewed on this project.
- **Discretionary – N/A**

FHWA OVERSIGHT

Federal Involvement - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Intermediate Inspections
 - In-Depth Inspections, Final Inspections
 - Work Zone Inspections
 - Project Meetings
 - Buy America
 - Materials testing / certifications
 - Change orders
 - Contractor claims
 - Pay Estimate Reviews
 - Time extensions
 - Value Engineering Change Proposals
 - Liquidated damages
 - DBE commercial useful functions
 - Labor Compliance
 - Default/Termination of Contract
 - Final Acceptance
 - Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.
- **Resource Needs**

Resource needs may include(as needed) support from HQ, FHWA Resource Center, FHWA NJ Division SME's, or other specialize expertise.

All draft Change orders and Changes of Plans to be submitted for FHWA approval prior to authorization. Additionally, the use of Force Account should be coordinated with the Area Engineer with designated oversight of this project.

- **Additional Project Specific Oversight (if applicable)**

N/A



I-80 Parsippany-Troy Hills Roadway Improvements Project

NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *I-80 Parsippany-Troy Hills Roadway Improvements Project*, IM-0805(098). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *Project Description* - This project will improve traffic flow at the I-80 interchange with I-287. These improvements include ramp reconfiguration, acceleration/deceleration lanes and safety items. The project also includes the reconstruction of the pavement on I-80 for approximately 4 miles.
 - *Project Cost Estimate:*
 - Construction - \$73,584,416.00
 - Construction Engineering – \$7,200,000.00
 - Utilities - \$500,000.00

- **Project of Corporate Interest**
 - *N/A*

- **Federal Investment**
 - *Construction - \$89,827,200.00 (IM Funds)*

- **Project Management Organization Structure**
 - *Transportation Engineer – Nunzio Merla (609) 637-4233*
 - *Executive Regional Manager – Atul Shah (609) 530-3813*
 - *Project Manager – George Worth (609) 530-3800*
 - *Project Designer – Dewberry-Goodkind, Inc.*
 - *Resident Engineer – Alexander Borovskis – (973) 917-3996*
 - *Field Manager – Lynn Bartleson*
 - *Contractor – Union Paving & Construction Company, Inc.*

- **Schedule**
 - *Construction Start – 08/09/2012*
 - *Construction Substantial Completion – 12/04/2014*
 - *Construction Final Completion – 04/03/2015*

- FMIS Project End Date – 08/15/2018

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Regionally Significant Project – Project is regionally significant because the area is a major traffic generator in Morris County and is also adjacent to another active construction project. Coordination between the projects is critical to keep on schedule.
 - Interstate Construction Greater than 10M – The estimated project cost was 90M at time of construction authorization.
 - Constructability – Given the nature and location of the project constructability items such as traffic control and staging will be evaluated. Work zone safety will also be monitored.
 - Civil Rights - Is and will continue to be monitored programmatically as well as on a project-by-project basis. The project specifications include provisions for Disadvantaged Business Enterprises (DBE) and will be reviewed on this project.
- **Discretionary – N/A**

FHWA OVERSIGHT

Federal Involvement - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- Contractor claims
- Pay Estimate Reviews
- Time extensions
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

Resource needs may include(as needed) support from HQ, FHWA Resource Center, FHWA NJ Division SME's, or other specialized expertise.

All draft Change orders and Changes of Plans to be submitted for FHWA approval prior to authorization. Additionally, the use of Force Account should be coordinated with the Area Engineer with designated oversight of this project.

- **Additional Project Specific Oversight (if applicable)**



Route 7 Hackensack River Wittpenn Contract 3 NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 7 Hackensack River Wittpenn Contract 3 Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - Project Description – This Rt. 7 project (Contract 3 of 4) will provide for the new vertical lift span and Kearny approach up to Pier 6 over the Hackensack River. The new bridge will be located approximately 200 feet north of the existing bridge. Replaces the existing Wittpenn Bridge; which is structurally deficient and functionally obsolete. The Route 7 interchange with Fish House Road will also be reconstructed.
 - Project Cost Estimate:
 - Final Design – \$3,471,845
 - Construction – \$150,000,000
 - Construction Engineering – \$18,000,000
 - Utilities – \$500,000
 - ROW – \$5,000,000
- **Primary PoDI Type**
 - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Project of Corporate Interest (No)**
- **Federal Investment**
 - Final Design – \$3,471,845 (Federal Stimulus (ARRA) Funds)
- **Project Management Organization Structure**
 - Transportation Engineer – Nunzio Merla (609) 637-4233
 - Executive Regional Manager – Laine Rankin (609) 530-5577
 - Project Manager – Mahesh Patel (609) 530-5688
 - Resident Engineer – Felix Fuster (908) 715-7001
 - Field Manager – W. Eric Neu (609) 775-7066
 - Regional Construction Engineer – Chrissa Roessner (973) 601-6655
 - Project Designer – Jacobs Engineering Group, Inc. (732) 452-9200
 - Contractor – CCA Civil, Inc.
 - Environmental – Joseph Sweger (609) 530-5670
- **Schedule**
 - Construction Start – 02/27/2015
 - Construction Substantial Completion – 10/12/2017
 - Construction Final Completion – 01/19/2018

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Projects
 - Regionally Significant Project
 - NHS Total Project Cost Greater than \$40M
 - High Freight Traffic Volume
 - Major ROW / Utility Impacts
 - Multiple Federal Agencies
 - Complex Bridge/Tunnel (i.e., precast segmental, cable-stay, tunnels, suspension, movable)
 - Major Traffic Impacts
 - Constructability
 - NEPA Classification EA or EIS
 - High Community Interests

- **Discretionary – N/A**

FHWA OVERSIGHT

Element Specific Review – FHWA-NJ will review necessary contract documentation and/or conduct construction inspection/review explicit to an identified area of specific interest.

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Intermediate Inspections
- Buy America
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**
 - Support from HQ, Resource Center, and SMEs as necessary.

- **Additional Project Specific Oversight (if applicable)**
 - N/A



Route 23 Sussex Borough Realignment and Papakating Creek Bridge Replacement Project NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Route 23 Sussex Borough Realignment and Papakating Creek Bridge Replacement Project*, NHS-0054(206). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *Project Description* - This project consists of a one-way couple that will utilize the existing Route 23 and Walling Avenue in Sussex Borough and Wantage Township in Sussex County. Also, the replacement of the bridge (Structure Number 1904154) over the Papakating Creek and the construction of a new bridge on Route 23 SB over Wetlands (Structure Number 1904156).
 - *Project Cost Estimate:*
 - Construction - \$19,419,136.00
 - Construction Engineering – \$2,860,230.00
 - Utilities - \$1,265,227.00
 - Right of Way - \$6,500,000.00
- **Project of Corporate Interest**
 - N/A
- **Federal Investment**
 - *Construction* - \$24,802,820 (*STP and EB funds*)
- **Project Management Organization Structure**
 - *Transportation Engineer* – Nunzio Merla (609) 637-4233
 - *Executive Regional Manager* – Atul Shah (609) 530-2745
 - *Project Manager* – Robert Lee (609) 530-3813
 - *Project Designer* – PB Americas, Inc.
 - *Resident Engineer* – Luis Ulloa (973) 900-4224
 - *Field Manager* – Frank Sutter (973) 647-4989
 - *Contractor* – Ferreira Construction Company, Inc.
- **Schedule**
 - Construction Start – 04/01/2013
 - Construction Substantial Completion – 04/23/2015
 - Construction Final Completion – 06/22/2015

- Federal Project End Date – 07/17/2018

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Regionally Significant Project – Project is regionally significant because the area is a major traffic generator in Sussex County.
 - NHS Total Project Cost Greater than \$40M – Estimated project costs prior to construction were estimated at \$43M.
 - Major ROW / Utility Impacts – Project included 20 ROW acquisitions all partial takes. Utility costs are estimated at approximately 6% of the project construction cost.
 - Major Access Impact NHS
 - Major Traffic Impacts – Construction traffic control and staging on this project is critical to avoid major traffic impacts to this area.
 - Constructability –
 - NEPA Classification EA or EIS – This project had an EA FONSI Approved 12/16/2003 and Environmental Reevaluation Approved 8/30/2012.
 - Significant Natural/Cultural Resource Involvement – Given the geographical location of this project certain construction aspects will require careful attention to avoid impacts to the waterway (Papakating Creek) and surrounding environmental constraints such as wetlands.
 - High Community Interests – A lot of community interest was received on this project throughout its inception on through construction. The project as a whole was well received from the public and continues to be supported.
 - Civil Rights - Is and will continue to be monitored programmatically as well as on a project-by-project basis. The project specifications include provisions for Disadvantaged Business Enterprises (DBE) and will be reviewed on this project during the spot check inspection.
- **Discretionary** – N/A

FHWA OVERSIGHT

Spot Check Construction Review – FHWA-NJ will conduct an initial spot check review during construction and pending findings will conduct subsequent follow up construction reviews on specific elements as necessary.

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Initial Inspection
- Intermediate Inspections (as needed)
- In-Depth Inspections (as needed), Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Time extensions
- Liquidated damages
- DBE commercial useful functions
- Final Acceptance

- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

Resource needs may include(as needed) support from HQ, FHWA Resource Center, FHWA NJ Division SME's, or other specialized expertise.

Initial spot check inspection and subsequent follow-up inspections.

- **Additional Project Specific Oversight (if applicable)**

N/A



Rt. 295 & 42/I-76 Direct Connection, Advanced ITS NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Rt. 295 & 42/I-76 Direct Connect, Advanced ITS*, IM-2952(135). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**

The Rt. 295 & 42/I-76 Direct Connection Camden County Project was initiated due to the large volumes of traffic utilizing the Interchange, high accident rates, and through-traffic weaving movements. Volumes exceeding 392,000 vehicles per day are currently traveling through the Interchange. Presently, the Interchange does not provide the direct connection for I-295 through traffic. Motorists must reduce speeds in both directions on I-295 so they can utilize ramps to remain on the interstate. Exacerbating the problem is the fact that drivers traveling through the Interchange on I-295 must also contend with vehicles entering from Route 42, necessitating dangerous weaving movements.

The purpose of the Direct Connection Project is to relieve the bottleneck at the Interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. These improvements include a six lane mainline which continues through the Interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the Interchange. The planned improvements include 12 new or reconstructed bridges, 1 culvert extension, 1 boat section, 21 retaining walls and 11 noise walls. The limits of the Project are southerly on I-295 to Creek Road, northerly on I-295 to Route 168, southerly on Route 42 to Leaf Avenue and northerly on I-76 to Route 130. The Project also includes improvements to several local streets, including Browning Road, Bell Road and Creek Road. In addition, an Intelligent Transportation System (ITS) Contract will add a number of ITS devices on the four approaches to the interchange and add Adaptive Signal Control to the Route 130 and Route 168 corridors.

Advance ITS Contract - The ITS Contract will ensure communications of all existing ITS devices are maintained including Closed Circuit Television (CCTV) and travel time systems along each approach to the interchange. The ITS Contract began in fall 2012 and is scheduled to finish in summer 2014.

- Project Location
- Contract Delivery Method
- Environmental Classification

- Unique Intelligent Transportation System
- Other
- **Federal Investment**
 - 927.6M Estimated Total Project Cost
 - \$923.6M Federal Funds
 - \$4.0M State/other Funds
 - \$10.6M Estimated Total Contract Cost
 - \$1.1M Total Final Design Cost
- **Project Management Organization Structure**
 - FHWA Transportation Engineer – Nunzio Merla 609-637-4233
 - Executive Regional Manager – Tom Saylor 609-530-2739
 - Project Manager – John McCleerey 609-530-2466
 - Resident Engineer – Dhaval Patel
 - Designer – Dewberry
 - Environmental – Jo Ann Asadpour
- **Schedule**
 - Substantial completion – Spring 2014
 - Final completion – 10/14/2014
 - Federal Project End Date – 06/15/2018

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Projects – The project is comprised of four contracts and one advanced ITS contract. Coordination between multiple ongoing construction contracts and possibly different contractors could be difficult.
 - Regionally Significant Project – The project is designed to reduce crashes and improve traffic flow along one of the busiest stretches of highway in the southern New Jersey region. The interchange continues to operate as a major artery for Philadelphia commuter traffic and as a connection to the Jersey Shore via Route 42, which connects to the Atlantic City Expressway. I-295 also serves as a major alternative to the nearby New Jersey Turnpike and carries traffic to many New Jersey destinations north and south of the interchange.
 - Interstate Construction greater than \$10M – \$236.2M - It is expected that the due to the magnitude of each contract, changes will exceed the \$1M threshold (10% of \$10M).
 - NHS Total Project Cost Greater than \$40M – \$927.6M - Value engineering analysis was performed on this project in 2006 as is the requirement for Bridge projects on the NHS receiving Federal assistance with an estimated total cost of \$40M.
 - Major ROW / Utility Impacts - A total of 29 properties require full or partial acquisitions and/or easements. A total of 15 residential displacements are required for the selected alternative. Of these 15 residential displacements, 12 are located within the Bellmawr Park Mutual Housing Corporation. Replacement housing for those 12 properties is to be located on vacant land within Bellmawr Park. The Bellmawr Park Mutual Housing Corporation acquisitions will be conducted in two stages - property needed for Construction Contract 1

- and then property needed for Construction Contract 3. For Construction Contract 1, the acquisition will be for improvements along Fir Place. All of the residential acquisition will occur in Construction Contract 3. One business acquisition (Seas Towing) and a Green Acres diversion on the Bellmawr Baseball property are necessary for the selected alternative. Utility facilities (including both aerial and underground) on local road bridges are to be relocated to the new bridges. A pump station for Bellmawr Sewer on Browning Road will be constructed. An 18 inch sanitary sewer that crosses Route 42 will also be relocated. As part of the selected alternative, water main extensions into the interchange for fire protection are proposed. For Bellmawr Park, utility facilities will be relocated to accommodate the new roadway pattern. Service disruptions are anticipated to be limited to a few hours when new tie-ins are made. This particular contract has very little ROW and utility impacts and the risk should be considerably less than the rest of the contracts.
- Major Traffic Impacts – A project as significant and extensive as the I-295/I-76/Route 42 Direct Connection project requires a carefully planned, designed and implemented construction traffic mitigation plan so that drivers experience safe traffic flow through the project area with minimal delay or disruption. It is important that the project's Traffic Mitigation (TM) Plan is consistent with the requirements called for under NJDOT's publication on Traffic Mitigation Guidelines for Work Zone Safety and Mobility (October 2007)
 - Constructability – The work zone is among busiest stretches of highway in the southern New Jersey region. It will be difficult to coordinate construction activities within such work area constraints as any impact to the travel way will create major traffic issues.
 - NEPA Classification EA or EIS – The NEPA Classification for this project is an Environmental Impact Statement approved 12/3/2008. The EIS explores Noise, Air Quality, Socioeconomics, Land Use, Environmental Justice, Natural Ecosystems, Phase I/II Archaeological Investigation, Historic Architectural Resources and Hazardous Waste Screening.
 - ITS project – This contract is comprised mostly of ITS construction and involves the installation of a unique Intelligent Transportation System (Adaptive Signal System). NJDOT's familiarity with this system could pose issues during construction and in the future.
 - High Community Interests - A comprehensive and proactive Public Involvement Action Plan (PIAP) is a pivotal element to the success of any project. The PIAP is designed to provide outreach that is early and continuing, timely in public notice, broadly disseminated, and responsive to stakeholder needs.
 - High Political Involvement – The Routes 295 & 42/I-76 Direct Connect project has one of the highest dollar values among active NJDOT's construction projects to date and their only FHWA classified Major Project. Extensive coordination efforts will be needed to satisfy the level of oversight that is required for a project of this magnitude. Representatives from Federal, State and Local governments are all associated with the constructing of this project and their involvement is crucial to the success.
 - Civil Rights - Is and will continue to be monitored programmatically as well as on a project-by-project basis. The project specifications will include provisions for Disadvantaged Business Enterprises (DBE).

FHWA OVERSIGHT

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- Contractor claims
- Pay Estimate Reviews
- Time extensions
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Final Acceptance
- Suspensions of work
- Labor compliance
- Default/termination of contract
- Other project elements as per coordination between FHWA and NJDOT responsible parties

- **Resource Needs**

Proposed Changes of Plan, Change Orders and use of Force Account should be coordinated with the Area Engineer with designated oversight of this project. Assistance from FHWA Office of Innovative Program Delivery, FHWA NJ Division office Work Zone, Bridge, Safety, Construction and Civil Rights SME's may be needed.



Rt. 295 & 42/I-76 Direct Connection, Contract 1 NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Rt. 295 & 42/I-76 Direct Connect, Contract 1*, IM-2952(136). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**

The Rt. 295 & 42/I-76 Direct Connection Camden County Project was initiated due to the large volumes of traffic utilizing the Interchange, high accident rates, and through-traffic weaving movements. Volumes exceeding 392,000 vehicles per day are currently traveling through the Interchange. Presently, the Interchange does not provide the direct connection for I-295 through traffic. Motorists must reduce speeds in both directions on I-295 so they can utilize ramps to remain on the interstate. Exacerbating the problem is the fact that drivers traveling through the Interchange on I-295 must also contend with vehicles entering from Route 42, necessitating dangerous weaving movements.

The purpose of the Direct Connection Project is to relieve the bottleneck at the Interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. These improvements include a six lane mainline which continues through the Interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the Interchange. The planned improvements include 12 new or reconstructed bridges, 1 culvert extension, 1 boat section, 21 retaining walls and 11 noise walls. The limits of the Project are southerly on I-295 to Creek Road, northerly on I-295 to Route 168, southerly on Route 42 to Leaf Avenue and northerly on I-76 to Route 130. The Project also includes improvements to several local streets, including Browning Road, Bell Road and Creek Road. In addition, an Intelligent Transportation System (ITS) Contract will add a number of ITS devices on the four approaches to the interchange and add Adaptive Signal Control to the Route 130 and Route 168 corridors.

Contract 1 - Construction includes work along I-295 south of Essex Avenue and along I-76 and Route 42, Ramp E and Ramp F. It replaces the Creek Road and Bell Road bridges and constructs a temporary widening that is needed for the stage construction of the interchange. Contract 1 began in March 2013 and is scheduled to finish in fall 2015.

- Project Location
- Schedule
- Environmental Classification

- Unique Structure Type(s)
 - Other
- **Federal Investment**
 - 927.6M Estimated Total Project Cost
 - \$923.6M Federal Funds
 - \$4.0M State/other Funds
 - \$200.5 Estimated Total Contract Cost
 - \$9.6M Total Final Design Cost
- **Project Management Organization Structure**
 - FHWA Transportation Engineer – Nunzio Merla 609-637-4233
 - Executive Regional Manager – Tom Saylor 609-530-2739
 - Project Manager – John McCleerey 609-530-2466
 - Resident Engineer – Bill Gaus
 - Designer – Dewberry
 - Environmental – Jo Ann Asadpour
- **Schedule**
 - Substantial Completion – 8/19/2015
 - Final Completion – 11/16/2016
 - Federal Project End Date – 11/15/2019

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Projects – The project is comprised of four contracts and one advanced ITS contract. Coordination between multiple ongoing construction contracts and possibly different contractors could be difficult.
 - Regionally Significant Project – The project is designed to reduce crashes and improve traffic flow along one of the busiest stretches of highway in the southern New Jersey region. The interchange continues to operate as a major artery for Philadelphia commuter traffic and as a connection to the Jersey Shore via Route 42, which connects to the Atlantic City Expressway. I-295 also serves as a major alternative to the nearby New Jersey Turnpike and carries traffic to many New Jersey destinations north and south of the interchange.
 - Interstate Construction greater than \$10M – \$200.5M - It is expected that the due to the magnitude of each contract, changes will exceed the \$1M threshold (10% of \$10M).
 - NHS Total Project Cost Greater than \$40M – \$927.6M - Value engineering analysis was performed on this project in 2006 as is the requirement for Bridge projects on the NHS receiving Federal assistance with an estimated total cost of \$40M.
 - Major ROW / Utility Impacts - A total of 29 properties require full or partial acquisitions and/or easements. A total of 15 residential displacements are required for the selected alternative. Of these 15 residential displacements, 12 are located within the Bellmawr Park Mutual Housing Corporation. Replacement housing for those 12 properties is to be located on vacant land within Bellmawr Park. The Bellmawr Park Mutual Housing Corporation acquisitions will be conducted in two stages - property needed for Construction Contract 1 and then property needed for Construction Contract 3. For Construction Contract 1, the

acquisition will be for improvements along Fir Place. All of the residential acquisition will occur in Construction Contract 3. One business acquisition (Seas Towing) and a Green Acres diversion on the Bellmawr Baseball property are necessary for the selected alternative. Utility facilities (including both aerial and underground) on local road bridges are to be relocated to the new bridges. A pump station for Bellmawr Sewer on Browning Road will be constructed. An 18 inch sanitary sewer that crosses Route 42 will also be relocated. As part of the selected alternative, water main extensions into the interchange for fire protection are proposed. For Bellmawr Park, utility facilities will be relocated to accommodate the new roadway pattern. Service disruptions are anticipated to be limited to a few hours when new tie-ins are made.

- Major Access Impact Interstate / NHS – The project will cause several access impacts throughout the life of the project. Not only will there be access issues during peak construction times but there may be construction access issues due to the constraints associated with the work zone.
- Complex Bridge/Tunnel – The project is designed to construct 10 new bridges, one bridge widening, one bridge rehabilitation and two temporary bridge structures. A total of 22 retaining walls, over 40 new sign structures and a total of over 15,000 feet of noise walls are proposed. Due to the locations of some of these structures, the designs can be considered complex.
- Major Traffic Impacts – A project as significant and extensive as the I-295/I-76/Route 42 Direct Connection project requires a carefully planned, designed and implemented construction traffic mitigation plan so that drivers experience safe traffic flow through the project area with minimal delay or disruption. It is important that the project's Traffic Mitigation (TM) Plan is consistent with the requirements called for under NJDOT's publication on Traffic Mitigation Guidelines for Work Zone Safety and Mobility (October 2007)
- Constructability – The work zone is among busiest stretches of highway in the southern New Jersey region. It will be difficult to coordinate construction activities within such work area constraints as any impact to the travel way will create major traffic issues.
- NEPA Classification EA or EIS – The NEPA Classification for this project is an Environmental Impact Statement approved 12/3/2008. The EIS explores Noise, Air Quality, Socioeconomics, Land Use, Environmental Justice, Natural Ecosystems, Phase I/II Archaeological Investigation, Historic Architectural Resources and Hazardous Waste Screening.
- High Community Interests - A comprehensive and proactive Public Involvement Action Plan (PIAP) is a pivotal element to the success of any project. The PIAP is designed to provide outreach that is early and continuing, timely in public notice, broadly disseminated, and responsive to stakeholder needs. Implementation of this plan is a crucial ingredient in gaining support from all key stakeholders such as the New St. Mary's Cemetery and the Camden Diocese, Bellmawr Park Mutual Housing Corporation's Board and Bellmawr Park Mutual Housing Corporation's potentially impacted residents, representatives from the Bellmawr Board of Education, Bellmawr Baseball, Mt. Ephraim Senior Housing and Annunciation Church.
- High Political Involvement – The Routes 295 & 42/I-76 Direct Connect project has one of the highest dollar values among active NJDOT's construction projects to date and their only FHWA classified Major Project. Extensive coordination efforts will be needed to satisfy the level of oversight that is required for a project of this magnitude. Representatives from

Federal, State and Local governments are all associated with the constructing of this project and their involvement is crucial to the success.

- Civil Rights - Is and will continue to be monitored programmatically as well as on a project-by-project basis. The project specifications will include provisions for Disadvantaged Business Enterprises (DBE).

FHWA OVERSIGHT

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Intermediate Inspections
 - In-Depth Inspections, Final Inspections
 - Work Zone Inspections
 - Project Meetings
 - Buy America
 - Materials testing / certifications
 - Change orders
 - Contractor claims
 - Pay Estimate Reviews
 - Time extensions
 - Value Engineering Change Proposals
 - Liquidated damages
 - DBE commercial useful functions
 - Suspensions of work
 - Labor compliance
 - Final Acceptance
 - Default/termination of contract
 - Other project elements as per coordination between FHWA and NJDOT responsible parties
- **Resource Needs**

Proposed Changes of Plan, Change Orders and use of Force Account should be coordinated with the Area Engineer with designated oversight of this project. Assistance from FHWA Office of Innovative Program Delivery, FHWA NJ Division office Work Zone, Bridge, Safety, Construction and Civil Rights SME's may be needed.



Rt. 295 & 42/I-76 Direct Connection, Contract 2 NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Rt. 295 & 42/I-76 Direct Connect, Contract 2*, IM-2952(137). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**

The Rt. 295 & 42/I-76 Direct Connection Camden County Project was initiated due to the large volumes of traffic utilizing the Interchange, high accident rates, and through-traffic weaving movements. Volumes exceeding 392,000 vehicles per day are currently traveling through the Interchange. Presently, the Interchange does not provide the direct connection for I-295 through traffic. Motorists must reduce speeds in both directions on I-295 so they can utilize ramps to remain on the interstate. Exacerbating the problem is the fact that drivers traveling through the Interchange on I-295 must also contend with vehicles entering from Route 42, necessitating dangerous weaving movements.

The purpose of the Direct Connection Project is to relieve the bottleneck at the Interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. These improvements include a six lane mainline which continues through the Interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the Interchange. The planned improvements include 12 new or reconstructed bridges, 1 culvert extension, 1 boat section, 21 retaining walls and 11 noise walls. The limits of the Project are southerly on I-295 to Creek Road, northerly on I-295 to Route 168, southerly on Route 42 to Leaf Avenue and northerly on I-76 to Route 130. The Project also includes improvements to several local streets, including Browning Road, Bell Road and Creek Road. In addition, an Intelligent Transportation System (ITS) Contract will add a number of ITS devices on the four approaches to the interchange and add Adaptive Signal Control to the Route 130 and Route 168 corridors.

Contract 2 - Construction will include work along I-295, north of Browning Road, a portion of Ramp C and Ramp D. Contract 2 has been advertised for construction and is scheduled to begin in summer 2014 and finish in fall 2017.

- Project Location
- Schedule
- Environmental Classification

- Unique Structure Type(s)
- Other
- **Federal Investment**
 - 927.6M Estimated Total Project Cost
 - \$923.6M Federal Funds
 - \$4.0M State/other Funds
 - \$223.8 Estimated Total Contract Cost
 - \$8.3M Total Final Design Cost
- **Project Management Organization Structure**
 - FHWA Transportation Engineer – Nunzio Merla 609-637-4233
 - Executive Regional Manager – Tom Saylor 609-530-2739
 - Project Manager – John McCleerey 609-530-2466
 - Resident Engineer – Toby Morello 484-767-0676
 - Designer – Dewberry
 - Environmental – Jo Ann Asadpour
- **Schedule**
 - Substantial Completion – 10/16/2017
 - Final Completion – 12/15/2017
 - Federal Project End Date – 12/15/2020

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Projects – The project is comprised of four contracts and one advanced ITS contract. Coordination between multiple ongoing construction contracts and possibly different contractors could be difficult.
 - Regionally Significant Project – The project is designed to reduce crashes and improve traffic flow along one of the busiest stretches of highway in the southern New Jersey region. The interchange continues to operate as a major artery for Philadelphia commuter traffic and as a connection to the Jersey Shore via Route 42, which connects to the Atlantic City Expressway. I-295 also serves as a major alternative to the nearby New Jersey Turnpike and carries traffic to many New Jersey destinations north and south of the interchange.
 - Interstate Construction greater than \$10M – \$223.8M - It is expected that the due to the magnitude of each contract, changes will exceed the \$1M threshold (10% of \$10M).
 - NHS Total Project Cost Greater than \$40M – \$927.6M - Value engineering analysis was performed on this project in 2006 as is the requirement for Bridge projects on the NHS receiving Federal assistance with an estimated total cost of \$40M.
 - Major ROW / Utility Impacts - A total of 29 properties require full or partial acquisitions and/or easements. A total of 15 residential displacements are required for the selected alternative. Of these 15 residential displacements, 12 are located within the Bellmawr Park Mutual Housing Corporation. Replacement housing for those 12 properties is to be located on vacant land within Bellmawr Park. The Bellmawr Park Mutual Housing Corporation acquisitions will be conducted in two stages - property needed for Construction Contract 1 and then property needed for Construction Contract 3. For Construction Contract 1, the

acquisition will be for improvements along Fir Place. All of the residential acquisition will occur in Construction Contract 3. One business acquisition (Seas Towing) and a Green Acres diversion on the Bellmawr Baseball property are necessary for the selected alternative. Utility facilities (including both aerial and underground) on local road bridges are to be relocated to the new bridges. A pump station for Bellmawr Sewer on Browning Road will be constructed. An 18 inch sanitary sewer that crosses Route 42 will also be relocated. As part of the selected alternative, water main extensions into the interchange for fire protection are proposed. For Bellmawr Park, utility facilities will be relocated to accommodate the new roadway pattern. Service disruptions are anticipated to be limited to a few hours when new tie-ins are made.

- Major Access Impact Interstate / NHS – The project will cause several access impacts throughout the life of the project. Not only will there be access issues during peak construction times but there may be construction access issues due to the constraints associated with the work zone.
- Complex Bridge/Tunnel – The project is designed to construct 10 new bridges, one bridge widening, one bridge rehabilitation and two temporary bridge structures. A total of 22 retaining walls, over 40 new sign structures and a total of over 15,000 feet of noise walls are proposed. Due to the locations of some of these structures, the designs can be considered complex.
- Major Traffic Impacts – A project as significant and extensive as the I-295/I-76/Route 42 Direct Connection project requires a carefully planned, designed and implemented construction traffic mitigation plan so that drivers experience safe traffic flow through the project area with minimal delay or disruption. It is important that the project's Traffic Mitigation (TM) Plan is consistent with the requirements called for under NJDOT's publication on Traffic Mitigation Guidelines for Work Zone Safety and Mobility (October 2007)
- Constructability – The work zone is among busiest stretches of highway in the southern New Jersey region. It will be difficult to coordinate construction activities within such work area constraints as any impact to the travel way will create major traffic issues.
- NEPA Classification EA or EIS – The NEPA Classification for this project is an Environmental Impact Statement approved 12/3/2008. The EIS explores Noise, Air Quality, Socioeconomics, Land Use, Environmental Justice, Natural Ecosystems, Phase I/II Archaeological Investigation, Historic Architectural Resources and Hazardous Waste Screening.
- High Community Interests - A comprehensive and proactive Public Involvement Action Plan (PIAP) is a pivotal element to the success of any project. The PIAP is designed to provide outreach that is early and continuing, timely in public notice, broadly disseminated, and responsive to stakeholder needs. Implementation of this plan is a crucial ingredient in gaining support from all key stakeholders such as the New St. Mary's Cemetery and the Camden Diocese, Bellmawr Park Mutual Housing Corporation's Board and Bellmawr Park Mutual Housing Corporation's potentially impacted residents, representatives from the Bellmawr Board of Education, Bellmawr Baseball, Mt. Ephraim Senior Housing and Annunciation Church.
- High Political Involvement – The Routes 295 & 42/I-76 Direct Connect project has one of the highest dollar values among active NJDOT's construction projects to date and their only FHWA classified Major Project. Extensive coordination efforts will be needed to satisfy the level of oversight that is required for a project of this magnitude. Representatives from

Federal, State and Local governments are all associated with the constructing of this project and their involvement is crucial to the success.

- Civil Rights - Is and will continue to be monitored programmatically as well as on a project-by-project basis. The project specifications will include provisions for Disadvantaged Business Enterprises (DBE).

FHWA OVERSIGHT

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- Contractor claims
- Pay Estimate Reviews
- Time extensions
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Suspensions of work
- Final Acceptance
- Labor compliance
- Default/termination of contract
- Other project elements as per coordination between FHWA and NJDOT responsible parties

- **Resource Needs**

Proposed Changes of Plan, Change Orders and use of Force Account should be coordinated with the Area Engineer with designated oversight of this project. Assistance from FHWA Office of Innovative Program Delivery, FHWA NJ Division office Work Zone, Bridge, Safety, Construction and Civil Rights SME's may be needed.



Route 52 Causeway, Contract B NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Route 52 Causeway, Contract B*. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**

The New Jersey Department of Transportation (NJDOT) began in Summer 2006 the first part of its \$500 million project to replace the Route 52 Causeway bridges and the roadway section between Somers Point and Ocean City, including the elimination of the Somers Point Circle. Construction has been substantially completed. This is one of NJDOT's largest projects and is critical because it is the emergency evacuation route for Ocean City.

The Route 52 Causeway Contract B project replaces the two bridges located closest to Somers Point and Ocean City at Ship Channel and Beach Thorofare, respectively, with high level (55' clearance) bridges, eliminates the Somers Point Circle and includes roadway improvements to MacArthur Boulevard in Somers Point. The project is also providing a new visitor's center, multi-use sidewalks for bicyclists and pedestrians and several fishing piers as part of the project in Atlantic and Cape May Counties.

- Project Location
- Environmental Classification
- Unique Structure Type(s)
- Other

- **Federal Investment**

- Total Project Cost – \$503.3M
 - GARVEE
 - Total Contract B Cost - \$311M
 - ARRA Funds

- **Project Management Organization Structure**

- Hadi Pezeshki – FHWA Area Engineer

- Tom Saylor – Program Manager
 - Frank Inverso – Project Manager
 - Tony Guerrieri – Field Manager
 - Robert Hartman – Consultant Resident Engineer
- **Schedule**
 - Final completion – Spring 2014

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Projects – This project is comprised of two contracts. Contract A was completed in 2009. Construction of Contract B is in the final stages with final acceptance reviews being performed.
 - Regionally Significant Project - The old causeway had no walkway and no shoulders to accommodate disabled or emergency vehicles. The causeway provides two travel lanes in each direction and serves as a critical evacuation route. Construction on the causeway portion of the project between the two bridges began in late 2006 and was completed in 2009. A project feature that represents a significant improvement is the elimination of two lift bridges. Those moveable bridges, at either end of the old causeway, were a chronic source of traffic congestion when they were opened to allow boats to pass, especially in the busy summer season when the causeway accommodates as many as 40,000 cars daily. The new fixed spans that have replaced the lift bridges provide 55 feet of vertical clearance and allow marine traffic to pass with no disruption to the flow of automobile traffic.
 - NHS Total Project Cost Greater than \$40M – 503.3M - Value engineering analysis was performed on this project as is the requirement for Bridge projects on the NHS receiving Federal assistance with an estimated total cost of \$40M.
 - Major ROW / Utility Impacts – The project consists of several acquisitions that have required extensive negotiations. Utilities are impacted heavily and required extensive relocations due to the major roadway widening.
 - Major Access Impact Interstate / NHS – Due to the widening of the roadway, access was limited during parts of the contract. Through the project, access was improved throughout the project area. As this structure is a main coastal evacuation route, the project created reliable access out of Ocean City should the need arise.
 - Multiple Federal Agencies – ACOE, FHWA, NMFS
 - Complex Bridge – The causeway was replaced from Elbow Island to Garrets Island, a distance of 1.2 miles. Also included was the demolition of two lift bridges and their replacement with fixed spans over Ship Channel near Somers Point and Beach Thorofare near Ocean City.
 - Major Traffic Impacts – This is a major route for summer shore traffic. Traffic congestion in this area was a problem due to the impacts of the moveable bridge openings.
 - Constructability - Location of the project and environmental restrictions has impacted constructability.

- NEPA Classification EA or EIS – FEIS 7/1/2002
- High Community Interests – Somers Point and Ocean City local and business communities depend on the causeway for various reasons and coordination with them is essential to the success of the project.
- High Political Involvement - Extensive coordination efforts were needed to satisfy the level of oversight that was required for a project of this magnitude. Representatives from Federal, State and Local governments are all associated with the constructing of this project and their involvement was crucial to the success.
- Civil Rights - Is and will continue to be monitored programmatically as well as on a project-by-project basis. The project specifications will include provisions for Disadvantaged Business Enterprises (DBE).

FHWA OVERSIGHT

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- In-Depth Inspections, Final Inspections
- Project Meetings
- Change orders
- Suspensions of work
- Labor compliance
- Default/termination of contract
- Contractor claims
- Time extensions
- Liquidated damages
- DBE commercial useful functions
- Final Acceptance
- Other project elements as per coordination between FHWA and NJDOT responsible parties
- **Resource Needs**

Coordination of final inspection corrective action item resolution is needed. Review of COP for Route 9 and MacArthur Blvd intersection upgrades is needed. ADA SME assistance is needed for compliance review.



Rt 46 Little Ferry Circle Elimination & Bridge over Hackensack River

Federal Project # HPP-STP-8112(144) NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Route 46 Little Ferry Circle Elimination & Bridge over Hackensack River* Project, STP-8112(144). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *Project Description* – This combined project will: (1) eliminate the Little Ferry Circle and (2) replace the deck on the 17 span bridge (Structure # 0221-155) over the Hackensack River. The Little Ferry Circle elimination includes the construction of four legs intersection with a traffic signal light and the installation of a levee and pump station in the eastern section of the project.
 - Project Location – Ridgefield Park Village & Little Ferry Borough, Bergen County. Mileposts 69.79-70.8
 - Contract Delivery Method – Design-Bid-Build
 - Environmental Classification – CED
 - Unique Structure Type(s) – N/A
 - Other – N/A
- **Primary PoDI Type (Select One)**
 - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Project of Corporate Interest** – No
- **Federal Investment**
 - *Construction* - \$19,584,934
- **Project Management Organization Structure**
 - *Area Engineer* – Brett Steinberg (609) 637-4233
 - *Executive Regional Manager* – Atul Shah (609) 530-2745
 - *Project Manager* – Shan Sundaram (609) 530-5595
 - *Project Designer* – PB Americas, Inc.
 - *Resident Engineer* – Shawn Rabban
 - *Field Manager* – John Harder (973) 647-5669
 - *Contractor* – Conti Enterprises

- **Schedule**
 - *Construction Start – 03/17/2014*
 - *Construction Substantial Completion – 07/06/2016*
 - *Construction Final Completion – 07/30/2016*
 - *Federal Project End Date – 04/15/2019*

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - NHS Total Project Cost Greater than \$40M
 - Civil Rights
 - ADA
- **Discretionary – N/A**

FHWA OVERSIGHT

Spot Check Construction Review – FHWA-NJ will conduct an initial spot check review during construction and pending findings will conduct subsequent follow up construction reviews on specific elements as necessary.

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections (as needed)
- In-Depth Inspections, (as needed) Final Inspections
- Project Meetings
- Pay Estimate Reviews
- Value Engineering Change Proposals – including incorporation of Design Phase Value Engineering recommendations
- DBE commercial useful functions
- Labor Compliance
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

Resource Needs

- *Resource needs may include(as needed) support from HQ, FHWA Resource Center, FHWA NJ Division SME's, or other specialized expertise.*
- **Additional Project Specific Oversight (if applicable)**
Not Applicable.



I-280/Rt 21 Interchange Improvement NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *I-280/Rt 21 Interchange Improvement Project*, NHP-2806(111). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *Project Description* – Replacement/ rehabilitation of structures in need of attention. Consolidating access points to I-280 to improve safety. Providing full movement to and from I-280 to Route 21. I-280 /Rt. 21 Interchange Improvements. Includes replacement/rehabilitation of six structures within the project limits. Also includes reconfiguration of the interchange to provide full movements and consolidate entrance points. This project is also known as I-280 Nesbitt Street to Harrison Avenue (excludes Stickel Bridge which has been rehabilitated in 2008). M.P. 14.0 - M.P. 14.5.
 - *Project Cost Estimate:*
 - Final Design – \$14,680,679
 - Construction – \$104,970,005
 - Construction Engineering – \$14,000,000
 - Utilities – \$5,000,000
 - ROW – \$6,100,000
- **Project of Corporate Interest**
 - N/A
- **Federal Investment**
 - *Final Design* - \$14,680,679 (*Interstate Maintenance Funds*)
 - *Construction* - \$109,030,769
- **Project Management Organization Structure**
 - *Transportation Engineer* – Nunzio Merla (609) 637-4233
 - *Executive Regional Manager* – Atul Shah (609) 530-2774
 - *Project Manager* – Tom Sohn (609) 530-4448
 - *Project Designer* – Michael Baker, Jr., Inc.
 - *Environmental* – David Mudge (609) 530-2987
 - *Resident Engineer* – Billy Ricci (973) 518-6571
 - *Field Manager* – Phil Petrowski
 - *Contractor* – George Harms Construction Co, Inc.
- **Schedule**
 - *Final Design* – 12/19/2013
 - *PS&E* – 01/22/2015

- *Construction Start* – 08/22/2015
- *Construction Substantial Completion* – 12/13/2018
- *Construction Final Completion* – 02/11/2019
- *Federal Project End Date* – 12/11/2021

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Regionally Significant Project
 - Interstate Construction greater than \$10M
 - Major ROW / Utility Impacts
 - Major Access Impact Interstate / NHS
 - Major Traffic Impacts
 - Constructability
 - NEPA Classification EA or EIS
 - Contract Administration
 - ADA Compliance
 - High Community Interests

- **Discretionary** – N/A

FHWA OVERSIGHT

Federal Involvement - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

- Support from HQ, Resource Center, and SMEs as necessary.*

- **Additional Project Specific Oversight (if applicable)**

- N/A*

Appendix B



Route 72 Manahawkin Bay Bridges – Contract 3 NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 72 Manahawkin Bay Bridges Contract 3 Construction Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *The Route 72 Manahawkin Bay Bridges Project proposes to construct a new parallel structure adjacent to the existing Manahawkin Bay Bridge, replace the superstructure of the existing Bay Bridge, rehabilitate three trestle bridges over Hilliard's Thorofare, East Thorofare, and West Thorofare, and will provide drainage and intersection improvements located in Stratford Township and Ship Bottom Borough, Ocean County New Jersey. This project will be delivered through 5 separate contracts. Contract 3 includes rehabilitation of the two structures over West Thorofare and East Thorofare.*
 - Project Location – Stafford Township and Ship Bottom Borough, Ocean County
 - Design – \$2.4 million
 - Utilities - \$0
 - ROW - \$0
 - Construction - \$18.4 million
 - Total NEPA Project Cost - \$350 million
 - Environmental Classification - Environmental Assessment (EA) with Finding Of No Significant Impact (FONSI)
- **Primary PoDI Type**
 - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Project of Corporate Interest (Yes/No)**
 - *No*
- **Federal Investment**
 - Construction - \$18.4 million (NHP Funds) anticipated
- **Project Management Organization Structure**
 - Area Engineer – Shaun O'Hanlan
 - Project Manager – Pankesh Patel
 - Program Manager – Tom Saylor
 - Designer – PB Americas
 - Resident Engineer – Jeff Bassano

- Field Manager – Stan Pierzhanowski
- Environmental – Tina Shutz
- **Schedule**
 - Construction Start – 2/23/2015
 - Construction Substantial Completion – 5/16/2017
 - Construction Final Completion – 7/15/2017
 - Project End Date – 5/31/2019

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Projects
 - Regionally Significant Project
 - NHS Total Project Cost Greater than \$40M
 - Multiple Federal Agencies
 - NEPA Classification EA or EIS
 - Other Significant Environmental Mitigation
 - Significant Natural/Cultural Resource Involvement
 - High Community Interests
 - Civil Rights
- **Discretionary** – N/A

FHWA OVERSIGHT

Select One:

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages

- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

- Structural Engineer
- ITS Specialist
- Work Zone Safety SME
- Civil Rights Specialist
- Environmental Specialist
- Finance Specialist

- **Additional Project Specific Oversight (if applicable)**

N/A

Appendix B



Route 72 Manahawkin Bay Bridges – Contract 5 NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 72 Manahawkin Bay Bridges Contract 5 Environmental Mitigation Construction Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *The Route 72 Manahawkin Bay Bridges Project proposes to construct a new parallel structure adjacent to the existing Manahawkin Bay Bridge, replace the superstructure of the existing Bay Bridge, rehabilitate three trestle bridges over Hilliard's Thorofare, East Thorofare, and West Thorofare, and will provide drainage and intersection improvements located in Stratford Township and Ship Bottom Borough, Ocean County New Jersey. This project will be delivered through 5 separate contracts. Contract 5 includes environmental mitigation improvements for the entire project.*
 - Project Location – Stafford Township and Ship Bottom Borough, Ocean County
 - Design – \$2 million
 - Utilities - \$0.05
 - ROW - \$0
 - Construction - \$10 million
 - Total NEPA Project Cost - \$350 million
 - Environmental Classification - Environmental Assessment (EA) with Finding Of No Significant Impact (FONSI)
- **Primary PoDI Type**
 - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Project of Corporate Interest (Yes/No)**
 - *No*
- **Federal Investment**
 - Construction - \$10 million (NHP Funds) anticipated
- **Project Management Organization Structure**
 - Area Engineer – Shaun O'Hanlan
 - Project Manager – Pankesh Patel
 - Program Manager – Tom Saylor
 - Resident Engineer – Steve Tracy

- Field Manager – Stan Pierzhanowski
- Designer – PB Americas
- Environmental – Tina Shutz
- **Schedule**
 - Construction Start – 1/20/2015
 - Construction Substantial Completion – 9/21/2017
 - Construction Final Completion – 12/15/2017
 - Project End Date – 9/31/2019

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Projects
 - Regionally Significant Project
 - NHS Total Project Cost Greater than \$40M
 - Multiple Federal Agencies
 - NEPA Classification EA or EIS
 - Other Significant Environmental Mitigation
 - Significant Natural/Cultural Resource Involvement
 - High Community Interests
 - Civil Rights
- **Discretionary** – N/A

FHWA OVERSIGHT

Select One:

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals

- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

- Structural Engineer
- ITS Specialist
- Work Zone Safety SME
- Civil Rights Specialist
- Environmental Specialist
- Finance Specialist

- **Additional Project Specific Oversight (if applicable)**

N/A

Appendix B



Route 37 Mathis Bridge NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 37 Mathis Bridge Construction Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - The rehabilitation (deck replacement) of the existing 4,877 ft. EB (low-level) Mathis Bridge over Barnegat Bay including the double-leaf bascule section. Traffic will not be affected during the summer season - May thru October. No traffic will be allowed on Mathis Bridge from November thru April and will be diverted to a reconfigured Tunney Bridge - 1 lane eastbound and two lanes westbound during construction activities.
 - Project Location – Toms River and Berkley Township, Ocean County
 - Design – \$4.3 million
 - Utilities - \$2 million
 - ROW - \$1.7 million
 - Construction - \$70 million
 - Total NEPA Project Cost - \$82 million
 - Environmental Classification – Categorical Exclusion Document (CED)
- **Primary PoDI Type**
 - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Project of Corporate Interest (Yes/No)**
 - *No*
- **Federal Investment**
 - Construction - \$80 million (NHPP Funds) anticipated
- **Project Management Organization Structure**
 - Area Engineer – Shaun O’Hanlan
 - Project Manager – George Kuhn
 - Program Manager – Mark Rollo
 - Resident Engineer - TBD
 - Field Manager - TBD
 - Designer – PB Americas
 - Environmental – Tina Shutz

- **Schedule**
 - Construction Start – 7/30/2014
 - Construction Substantial Completion – 5/3/2018
 - Construction Final Completion – 5/18/2018
 - Project End Date – 9/7/2020

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - NHS Total Project Cost Greater than \$40M
 - Major Traffic Impacts
 - Constructability
 - Civil Rights
- **Discretionary – N/A**

FHWA OVERSIGHT

Select One:

- a. *Spot Check Construction Review* – FHWA-NJ will conduct an initial spot check review during construction and pending findings will conduct subsequent follow up construction reviews on specific elements as necessary.

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.
- **Resource Needs**
 - Structural Engineer
 - ITS Specialist
 - Work Zone Safety SME
 - Civil Rights Specialist
 - Finance Specialist
- **Additional Project Specific Oversight (if applicable)**
N/A



Route 3/Route 46 Valley & Notch/Rifle Camp Road Interchange Contract "A" NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Route 3/Route 46 Valley & Notch/Rifle Camp Road Interchange Contract "A"* Project, NHP-0054(210). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *Project Description* – Contract "A": From Notch/Rifle Camp Road to just west of Valley Road, a new two-way service road will be constructed along westbound Route 46 to remove local traffic from the State Highway. Construction of the two-way service road will include three new signalized intersections and two single-lane urban roundabouts. The superstructure of the Notch Road/Rifle Camp Road will be replaced and raised to improve vertical underclearance to 15 feet 6 inches. A new bridge structure and interchange ramps will be constructed at Clove Road to provide access to/from Route 46 westbound. The new bridge structure at Clove Road will be designed to provide a minimum vertical underclearance of 16 feet 6 inches. Two new Third River Culverts will be constructed as well. Existing Bridge Structures to be replaced: 1606-167 Superstructure Replacement.
 - *Project Cost Estimate* – Contract "A" is estimated to have the following costs associated with design and construction:
 - Design – \$12,400,000.00
 - Construction - \$42,893,203
 - Construction Engineering - \$4,581,214
 - Utilities - \$12,000,000.00
 - ROW - \$9,000,000.00
- **Project of Corporate Interest**
 - *Not Applicable*
- **Federal Investment**
 - *Final Design* – \$8,500,000
 - *Construction* - \$48,415,758
- **Project Management Organization Structure**
 - *Transportation Engineer* – Nunzio Merla (609) 637-4233
 - *Executive Regional Manager* – Atul Shah (609) 530-2745
 - *Project Manager* – Shan Sundaram (609) 530-5595
 - *Project Designer* – Stantec Consulting, LTD

- *Environmental – Zak Asadpour (609) 530-2727*
- *Resident Engineer – Mike Everett (973) 928-3525*
- *Field Manager – Phil Petrowski*
- *Contractor – TBD*
- **Schedule**
 - *FD – 04/15/2014*
 - *PS&E – 06/20/2014*
 - *Construction Start – 10/30/2015*
 - *Construction Substantial Completion – 03/29/2019*
 - *Construction Final Completion – 07/23/2019*
 - *Federal Project End Date – 05/29/2020*

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Projects – The construction project will be administered under two (2) contracts. Contract “A” and Contract “B”.
 - NHS Total Project Cost Greater than \$40M – Total project cost is estimated at \$175M
 - Major ROW / Utility Impacts
 - The CE document indicates the following needed for ROW:
 - Total Area Needed – 14.7 Acres
 - Est. Number of Parcels: In Fee – 78
 - Easements – 15
 - Est. Number of Relocations – Residence – 1
 - Business – 7
 - Parking Spaces 128 (1)
 - Constructability – Given the nature and location of the project constructability items such as traffic control and staging will be evaluated.
 - Significant Natural/Cultural Resource Involvement – The CE document indicates that the project area contains natural features such as wetlands, watercourses, wildlife and their habitat. NJDEP Freshwater Wetlands Individual Permit and NJDEP Flood Hazard Area Major Permit will be required.
 - High Community Interests – This project has community interest but has been well received to date during Public Information Center hearings.
 - Civil Rights – Is and will continue to be monitored programmatically as well as on a project-by-project basis. The project specifications will include provisions for Disadvantaged Business Enterprises (DBE).
- **Discretionary – Not Applicable**

FHWA OVERSIGHT

Federal Involvement - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility Agreements/Utility Agreement Modifications
- Railroad agreements
- Other project reviews as per coordination between FHWA and NJDOT responsible parties

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

Resource needs may include(as needed) support from HQ, FHWA Resource Center, FHWA NJ Division SME's, or other specialized expertise.

- **Additional Project Specific Oversight (if applicable)**

Not Applicable



Job Order Contracting North 2015
Federal Project No. STP-C00S(734)
NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Job Order Contracting North 2015 (Bridge Preventative Maintenance)* Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *The general scope of the JOC contracts will be for bridge preservation and preventive maintenance activities.*
 - *Project cost estimate is \$2,709,000.00*
- **Project of Corporate Interest**
 - *The project is not classified as a project of corporate interest.*
- **Federal Investment**
 - *The project is a federal-aid construction project authorized with STP funds.*
 - *Federal Project No. STP-C00S(734)*
- **Project Management Organization Structure**
 - *The project management organization structure consists of the following:*
 - *NJDOT Operations Office*
 - *Gerald Oliveto, Project Manager*
 - *Parth Oza, Resident Engineer*
 - *FHWA Division Office*
 - *Nunzio Merla, Senior Transportation Engineer*
- **Schedule**
 - *Construction Start – April 1, 2015*
 - *Construction Substantial Completion – N/A; individual JOC's will vary*
 - *Construction Final Completion – March 31, 2016*
 - *Project End Date – March 31, 2017*

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - *Contract Administration*

- Verification of the required contract provisions of the federal-aid construction contract.
- Innovative Contracting or Construction
 - This regional bridge preventative maintenance job order contracting project has been approved by FHWA under the SEP-14 (Special Experimental Procedures) Program. As such, the Division will include oversight during all phases of the project related to the execution and administration of each individual job order.

FHWA OVERSIGHT

Select One:

- d. *Element Specific Review* – FHWA-NJ will review necessary contract documentation and/or conduct construction inspection/review explicit to an identified area of specific interest.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements:

- Preconstruction Meetings
 - Intermediate Inspections
 - Work Zone Inspections
 - Contractor claims
 - Time extensions/Suspensions of Work
 - Liquidated damages
 - Default/Termination of Contract
 - Final Acceptance
 - Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.
- **Resource Needs**

The Technical Services Teams will provide all federal oversight guidance on the contract provisions of the construction project. We will continue to utilize FHWA-HQ resources for any additional SEP-14 guidance and reporting.

- **Additional Project Specific Oversight**

- **Reporting in accordance with approved SEP14 Work Plan**

- NJDOT Bureau of Bridge Maintenance Engineering and Operations will submit an annual status report to FHWA that addresses the schedule and cost efficiencies associated with this delivery method.
 - NJDOT Bureau of Bridge Maintenance Engineering and Operations will submit a final evaluation report to FHWA within four months after completion of the pilot program.



Job Order Contracting South 2015
Federal Project No. STP-C00S (735)
NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Job Order Contracting South 2015 (Bridge Preventative Maintenance)* Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *The general scope of the JOC contracts will be for bridge preservation and preventive maintenance activities.*
 - *Project cost estimate is \$2,207,000.00*
- **Project of Corporate Interest**
 - *The project is not classified as a project of corporate interest.*
- **Federal Investment**
 - *The project is a federal-aid construction project authorized with STP funds.*
 - *Federal Project No. STP-C00S(735)*
- **Project Management Organization Structure**
 - *The project management organization structure consists of the following:*
 - *NJDOT Operations Office*
 - *Gerald Oliveto, Project Manager*
 - *Parth Oza, Resident Engineer*
 - *FHWA Division Office*
 - *Nunzio Merla, Senior Transportation Engineer*
- **Schedule**
 - *Construction Start – April 1, 2015*
 - *Construction Substantial Completion – N/A; individual JOC's will vary*
 - *Construction Final Completion – March 31, 2016*
 - *Project End Date – March 31, 2017*

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - **Contract Administration**
 - **Verification of the required contract provisions of the federal-aid construction contract.**

- Innovative Contracting or Construction
 - This regional bridge preventative maintenance job order contracting project has been approved by FHWA under the SEP-14 (Special Experimental Procedures) Program. As such, the Division will include enhanced oversight during all phases of the project related to the execution and administration of each individual job order.

FHWA OVERSIGHT

Select One:

- d. *Element Specific Review* – FHWA-NJ will review necessary contract documentation and/or conduct construction inspection/review explicit to an identified area of specific interest.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements:

- Preconstruction Meetings
- Intermediate Inspections
- Work Zone Inspections
- Contractor claims
- Time extensions/Suspensions of Work
- Liquidated damages
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

The Technical Services Teams will provide all federal oversight guidance on the contract provisions of the construction project. We will continue to utilize FHWA-HQ resources for any additional SEP-14 guidance and reporting.

- **Additional Project Specific Oversight**
 - **Reporting in accordance with approved SEP14 Work Plan**
 - NJDOT Bureau of Bridge Maintenance Engineering and Operations will submit an annual status report to FHWA that addresses the schedule and cost efficiencies associated with this delivery method.
 - NJDOT Bureau of Bridge Maintenance Engineering and Operations will submit a final evaluation report to FHWA within four months after completion of the pilot program.



Route I-287/I-78 and I-287/US Route 202/206 Interchange Improvements

NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Route I-287/I-78 and I-287/US Route 202/206 Interchange Improvements* Project, NHP-2873(095). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *Project Description* – The project involves the relocation of Ramp ‘H’ from I-78 Eastbound to a right side entry onto I-287 Northbound to eliminate the downstream weave condition and reduce vehicle conflicts and driver decisions on I-287 Northbound through the I-78 Interchange. In addition, the project includes ramp design geometrics and termini improvements to promote a smoother diverge from I-287 Northbound to US Route 202/206 Southbound ramp for motorists and also to provide continuous flow of ramp traffic onto US Route 202/206 Southbound. This will also reduce potential queuing of traffic on the ramp and onto I-287 and reduce vehicle conflicts and maneuvering upon joining the US Route 202/206 Southbound traffic stream.
 - *The project consists of the following:*
 - A new flyover ramp from I-78 Eastbound via Ramp ‘B’ which connects with a right side entry to I-287 Northbound by means of a new loop ramp with a larger radius than the old Ramp ‘H’ (the existing presently closed loop ramp). This new ramp will eliminate the present Ramp ‘H’ along with its left side entry to I-287 Northbound.
 - The new flyover will require construction of two (2) new bridges spanning over the existing I-287 Northbound to I-78 Westbound ramp and over the I-287 Southbound roadway.
 - Ramp ‘E’ (I-287 Northbound to I-78 Eastbound) will be shifted further to the south to provide room for the new loop ramp.
 - The mainline lanes of Route 287 Northbound will be realigned within the existing highway footprint such that the fourth Northbound through lane originates on the right side of the roadway at the new loop ramp entry (as opposed to the left side entry that currently exists).
 - Realignment of the I-287 Northbound exit ramp to US Route 202 and 206 Southbound and the provision of an auxiliary lane along US Route 202/206 Southbound.

- *Project Cost Estimate* – The project is estimated to have the following costs associated with design and construction:
 - Design – \$4,800,000
 - Construction – \$30,902,957
 - Construction Engineering – \$3,770,000
 - Utilities – \$355,245
 - ROW – \$1,100,400
- **Federal Investment**
 - *Construction - \$34.9M*
- **Project Management Organization Structure**
 - *Transportation Engineer – Nunzio Merla (609) 637-4233*
 - *Executive Regional Manager – Bill Birch (609) 530-3003*
 - *Project Manager – Zoila Mejia-Aragona (609) 530-3743*
 - *Project Designer – WSP / PB Americas, Inc.*
 - *Environmental – Tina Shutz (609) 530-2543*
- **Schedule**
 - Construction Start – 09/26/2016
 - Construction Substantial Completion – 09/24/2019
 - Construction Final Completion – 12/24/2019
 - Federal Project End Date – 10/24/2022

PROJECT RISKS

<This section of the document identifies the risks associated with the project and what are the critical activities to the successful completion of the project. For each risk that was previously identified for this project, provide a synopsis of that risk element and how it applies to this project>

- **Division Interest Criteria (Risks)**
 - Interstate Construction greater than \$10M
 - Contract Administration
 - Civil Rights

FHWA OVERSIGHT

Federal Involvement - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements that apply (*delete or add design elements for the list below as specifically applicable to this PoDI*):

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering

- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply (*delete or add construction elements for the list below as specifically applicable to this PoDI*):

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

Resource needs may include(as needed) support from HQ, FHWA Resource Center, FHWA NJ Division SME's, or other specialized expertise.



Route 50 Tuckahoe Bridge Cape May/Atlantic County

NJ Division PODI Project Oversight Plan

Federal Project # STP-BR-0005(116)

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 50 Bridge over Tuckahoe River project in Atlantic & Cape May under Federal Project number STP-BR-0005(116). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope**
 - Replacement of the Route 50 Bridge over Tuckahoe River. The Bridge replacement includes the replacement of the existing three (3) span single leaf bascule bridge with a single span fixed bridge over the Tuckahoe River. Reconstruction of approaches, including intersection of Rt. 49 & 50. A left-turn lane will be added to Rt. 50 North at Marshall Avenue and a left-turn lane will be added to Rt. 50 North at Rt. 49. Sidewalks, curb and drainage to be replaced. Context sensitive treatments and historic-look lighting are proposed in historic district. The construction contract cost is estimated at \$11,676,863.00 and revised Contract Amount due to Change of Plan is \$17,733,765.00.
- **Project of Corporate Interest**
 - N/A
- **Federal Investment**
 - The project design cost is estimated at \$5,043,265.90
 - The project construction cost is estimated at \$19,793,726.00
- **Project Management Organization Structure**
 - FHWA Engineer: Hadi Pezeshki 609-637-4232
 - NJDOT Project Manager: Mike Kasbekar 609-530-6627
 - NJDOT Executive Regional Manager: Thomas Saylor 609-530-2739
 - NJDOT Resident Engineer : Thomas Gallagher 856-498-8780
 - NJDOT Environmental Team Leader: Brenna Fairfax 609-530-2501
 - South State Inc. Project Manager: Nick Lambert 609-501-8544
 - Designer PM Bridge: Joe Romano 609-807-9585
 - Designer PM Roadway: Frank Lopatosky 1-862-242-7277

- **Schedule**
 - *Construction Start: 8/1/2013*
 - *Construction Substantial Completion: 5/25/2017*
 - *Construction Final Completion: 6/21/2017*
 - *Federal End Date: 5/24/2019*

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Area of Specific Interest Contract Administration as pertain to scope
 - Environmental Mitigation

FHWA OVERSIGHT

Element Specific Review – FHWA-NJ will review necessary contract documentation and/or conduct construction inspection/review explicit to an identified area of specific interest.

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements:

- Contract Changes/Scope
- NJDOT Inspections
- Environmental Mitigation
- Other project elements as per coordination between FHWA and NJDOT responsible parties
- **Resource Needs**
 - *FHWA Environmental Specialist – Tony Sabidussi 609-637-4221*
- **Additional Project Specific Oversight (if applicable)**
 - *N/A*



*Job Order Contracting
For
ITS Maintenance (South Region)
Federal Project No. TBD
NJ Division PODI Project Oversight Plan*

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Job Order Contracting for ITS Maintenance – South Region* Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *The general scope of the JOC contracts will be for ITS Maintenance - South Region activities.*
 - *Project cost estimate is \$2,500,000*
- **Primary PoDI Type (Select One)**
 - *Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)*
- **Project of Corporate Interest**
 - *The project is not classified as a project of corporate interest.*
- **Federal Investment**
 - *The project is a federal-aid construction project authorized with TBD funds.*
 - *Federal Project No. TBD*
- **Project Management Organization Structure**
 - *The project management organization structure consists of the following:*
 - *NJDOT Transportation Systems Management Office*
 - *TBD, Project Manager*
 - *TBD, Resident Engineer*
 - *FHWA Division Office*
 - *TBD*
- **Schedule**
 - *Construction Start – TBD*
 - *Construction Substantial Completion – N/A; individual JOC's will vary*
 - *Construction Final Completion – TBD*
 - *Project End Date – TBD*

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Contract Administration
 - Verification of the required contract provisions of the federal-aid construction contract.
 - Innovative Contracting or Construction
 - The NJDOT regional ITS maintenance job order contracting project proposal is currently under reviewed by FHWA under the SEP-14 (Special Experimental Procedures) Program. As such and once the work plan are approved, the Division will include enhanced oversight during all phases of the project related to the execution and administration of each individual job order.

FHWA OVERSIGHT

- a. *Federal Involvement* - FHWA-NJ DO will review and approve all applicable elements in each phase of the project.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Each Individual Job Order approval
- All elements associated with each Job Order (RFP's, Field Visits, etc.)

- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

Once the work plan proposal is approved, the Technical Services Teams will provide all federal oversight guidance on the contract provisions of the construction project. We will continue to utilize FHWA-HQ resources for any additional SEP-14 guidance and reporting.

- **Additional Project Specific Oversight**

- **Reporting in accordance with approved SEP14 Work Plan**

- NJDOT Transportation Systems Management (Bureau of Mobility and Systems Engineering) will submit an annual status report to FHWA that addresses the schedule and cost efficiencies associated with this delivery method.
- NJDOT Transportation Systems Management (Bureau of Mobility and Systems Engineering) will submit a final evaluation report to FHWA within four months after completion of the pilot program.



*Job Order Contracting
For
ITS Maintenance (North Region)
Federal Project No. TBD
NJ Division PODI Project Oversight Plan*

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Job Order Contracting for ITS Maintenance – North Region* Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *The general scope of the JOC contracts will be for ITS Maintenance - North Region activities.*
 - *Project cost estimate is TBD*
- **Primary PoDI Type (Select One)**
 - *Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)*
- **Project of Corporate Interest**
 - *The project is not classified as a project of corporate interest.*
- **Federal Investment**
 - *The project is a federal-aid construction project authorized with TBD funds.*
 - *Federal Project No. TBD*
- **Project Management Organization Structure**
 - *The project management organization structure consists of the following:*
 - *NJDOT Transportation Systems Management Office*
 - *TBD, Project Manager*
 - *TBD, Resident Engineer*
 - *FHWA Division Office*
 - *TBD*
- **Schedule**
 - *Construction Start – TBD*
 - *Construction Substantial Completion – N/A; individual JOC's will vary*
 - *Construction Final Completion – TBD*
 - *Project End Date – TBD*

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Contract Administration
 - Verification of the required contract provisions of the federal-aid construction contract.
 - Innovative Contracting or Construction
 - The NJDOT regional ITS maintenance job order contracting project proposal is currently under reviewed by FHWA under the SEP-14 (Special Experimental Procedures) Program. As such and once the work plan are approved, the Division will include enhanced oversight during all phases of the project related to the execution and administration of each individual job order.

FHWA OVERSIGHT

- a. *Federal Involvement* - FHWA-NJ DO will review and approve all applicable elements in each phase of the project.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Each Individual Job Order approval
- All elements associated with each Job Order (RFP's, Field Visits, etc.)

- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

Once the work plan proposal is approved, the Technical Services Teams will provide all federal oversight guidance on the contract provisions of the construction project. We will continue to utilize FHWA-HQ resources for any additional SEP-14 guidance and reporting.

- **Additional Project Specific Oversight**

- **Reporting in accordance with approved SEP14 Work Plan**

- NJDOT Transportation Systems Management (Bureau of Mobility and Systems Engineering) will submit an annual status report to FHWA that addresses the schedule and cost efficiencies associated with this delivery method.
- NJDOT Transportation Systems Management (Bureau of Mobility and Systems Engineering) will submit a final evaluation report to FHWA within four months after completion of the pilot program.



I-195, Route 9, and Route 138 ITS Facilities NJ Division PODI Project Oversight Plan NHP-C00S(803)

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *I-195, Route 9, and Route 138 ITS Facilities* Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *Installation of five Dynamic Message Signs (DMS), fourteen surveillance cameras, and thirteen Travel Time System (TTS) detectors. All ITS facilities will be connected to Traffic Operations Center South (TOCS) Cherry Hill and Statewide Traffic Management Center in Woodbridge for central control and monitoring.*
 - *The proposed DMS sign locations are at the following Routes and mile posts:*
 1. EB Interstate 195 at 28.65 – Ground Mounted
 2. WB Interstate 195 at 28.72 – Cantilever
 3. EB Interstate 195 at 32.65 – Cantilever
 4. EB Route 138 at 0.85 – Cantilever
 5. WB Route 138 at 1.90 – Ground Mounted
 - *The proposed TTS locations are at the following Routes and mile posts:*
 1. EB Interstate 195 at 25.90 – 75' Standard
 2. SB Route 9 at 107.20 – 75' Standard
 3. WB Interstate 195 at 27.38 – 75' Standard
 4. EB Interstate 195 at 28.65 – Ground Mounted
 5. WB Interstate 195 at 28.72 – Cantilever
 6. WB Interstate 195 at 30.40 – 75' Standard
 7. WB Interstate 195 at 31.57 – 75' Standard
 8. EB Interstate 195 at 32.65 – Cantilever
 9. WB Route 138 at 0.28 – 55' Standard
 10. EB Route 138 at 0.85 – Cantilever
 11. EB Route 138 at 1.75 – 75' Standard
 12. WB Route 138 at 1.90 – Ground Mounted
 13. WB Route 138 at 3.37 – 75' Standard
 - *The proposed CCTV locations are at the following Routes and mile posts:*
 1. EB Interstate 195 at 25.90 – 75' Standard
 2. SB Route 9 at 107.20 – 75' Standard
 3. WB Interstate 195 at 27.38 – 75' Standard
 4. EB Interstate 195 at 28.65 – Ground Mounted
 5. WB Interstate at 28.72 – Cantilever
 6. WB Interstate at 30.40 – 75' Standard
 7. WB Interstate at 31.57 – 75' Standard
 8. EB Interstate 195 at 32.65 – Cantilever
 9. WB Route 138 at 0.28 – 55' Standard (2 CCTVs)

10. EB Route 138 at 0.85 – Cantilever
11. EB Route 138 at 1.75 – 75’ Standard
12. WB Route 138 at 1.90 – Ground Mounted
13. WB Route 138 at 3.37 – 75’ Standard

- **Primary PoDI Type (Select One)**
 - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Project of Corporate Interest**
 - N/A
- **Federal Investment**
 - Federal Project Number : NHP-C00S(803)
 - Federal Funding Source : NHP
 - Project cost - \$8,500,000

No.	Task	Federal	State	Total Amount
1	Actual Construction Engineering Cost	\$453,084	\$168,164	\$621,248
2	Actual Design Cost		\$672,760	\$672,760
3	Estimated Construction Cost	7,750,775	20,600	7,771,375
4	Construction Inspection Cost	\$1,043,523		\$1,043,523

Project Management Organization Structure

- Susan Catlett (609)-530-3194- Program Manager (Regional Exec. Manager)
- Frank Prezioso (609)-530-8340 – Project Manager
- Khalid Troumi (609)-530-4569 – Assistant Project Manager
- Designer – Advantage Engineering Associates P.C.(AEA)
- Environmental – Dewberry-Goodkind, Inc
- **Schedule**
 - Advertise Date: 6/30/2016
 - Bids Received Date: 8/4/2016
 - Contract Awarded Date: 9/16/2016(Tentative)
 - Construction Started Date: 10/31/2016(Tentative)
 - Substantial Completion Date: 12/29/2017
 - Construction Completion Date: 6/27/2018
 - FHWA Project End Date: 1/31/2019

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Contract Administration
 - Verification of the required contract provisions of the federal-aid construction contract.
 - Area of Specific Interest
 - Review of the systems engineering analysis and process.
 - ITS project (as determined by criteria defined in the Stewardship and Oversight Agreement)
 - Utilization of the systems engineering analysis and process for managing the ITS project, applicable ITS standards, and testing procedures.

FHWA OVERSIGHT

Federal Involvement - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

- FHWA ITS Specialist -. Ekaraj Phomsavath 609-637-4231

The division office ITS Engineer will utilize the Area Engineers if needed for federal oversight guidance on the contract provisions of the ITS construction project.



Job Order Contracting North 2017 *Federal Project No. STP-C00S(971)* NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Job Order Contracting North 2017 (Bridge Preventative Maintenance)* Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *The general scope of the JOC contracts will be for bridge preservation and preventive maintenance activities.*
 - *Project cost estimate is \$6,610,741*
- **Federal Investment**
 - *The project is a federal-aid construction project authorized with STP funds.*
 - *Federal Project No. STP-C00S(971)*
- **Project Management Organization Structure**
 - *The project management organization structure consists of the following:*
 - *NJDOT Operations Office*
 - *John Miller, Project Manager*
 - *Nick Colangelo, Resident Engineer*
 - *FHWA Division Office*
 - *Nunzio Merla, Senior Transportation Engineer*
- **Schedule**
 - *Construction Start – July 1, 2017*
 - *Construction Substantial Completion – N/A; individual JOC's will vary*
 - *Construction Final Completion – June 30, 2018*
 - *Project End Date – December 31, 2020*

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - *Contract Administration*
 - *Verification of the required contract provisions of the federal-aid construction contract.*
 - *Innovative Contracting or Construction*

- This regional bridge preventative maintenance job order contracting project has been approved by FHWA under the SEP-14 (Special Experimental Procedures) Program. As such, the Division will include oversight during all phases of the project related to the execution and administration of each individual job order.

FHWA OVERSIGHT

Select One:

- d. *Element Specific Review* – FHWA-NJ will review necessary contract documentation and/or conduct construction inspection/review explicit to an identified area of specific interest.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements:

- Preconstruction Meetings
- Intermediate Inspections
- Work Zone Inspections
- Contractor claims
- Time extensions/Suspensions of Work
- Liquidated damages
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

The Technical Services Teams will provide all federal oversight guidance on the contract provisions of the construction project. We will continue to utilize FHWA-HQ resources for any additional SEP-14 guidance and reporting.

- **Additional Project Specific Oversight**
 - **Reporting in accordance with approved SEP14 Work Plan**
 - NJDOT Bureau of Bridge Maintenance Engineering and Operations will submit an annual status report to FHWA that addresses the schedule and cost efficiencies associated with this delivery method.
 - NJDOT Bureau of Bridge Maintenance Engineering and Operations will submit a final evaluation report to FHWA within four months after completion of the pilot program.



Job Order Contracting South 2017 *Federal Project No. STP-D00S(042)* NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Job Order Contracting South 2017 (Bridge Preventative Maintenance)* Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *The general scope of the JOC contracts will be for bridge preservation and preventive maintenance activities.*
 - *Project cost estimate is \$6,610,741*
- **Federal Investment**
 - *The project is a federal-aid construction project authorized with STP funds.*
 - *Federal Project No. STP-D00S(042)*
- **Project Management Organization Structure**
 - *The project management organization structure consists of the following:*
 - *NJDOT Operations Office*
 - *John Miller, Project Manager*
 - *Nick Colangelo, Resident Engineer*
 - *FHWA Division Office*
 - *Nunzio Merla, Senior Transportation Engineer*
- **Schedule**
 - Construction Start – July 1, 2017
 - Construction Substantial Completion – N/A; individual JOC's will vary
 - Construction Final Completion – June 30, 2018
 - Project End Date – December 31, 2020

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Contract Administration
 - Verification of the required contract provisions of the federal-aid construction contract.
 - Innovative Contracting or Construction

- This regional bridge preventative maintenance job order contracting project has been approved by FHWA under the SEP-14 (Special Experimental Procedures) Program. As such, the Division will include oversight during all phases of the project related to the execution and administration of each individual job order.

FHWA OVERSIGHT

Select One:

- d. *Element Specific Review* – FHWA-NJ will review necessary contract documentation and/or conduct construction inspection/review explicit to an identified area of specific interest.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements:

- Preconstruction Meetings
- Intermediate Inspections
- Work Zone Inspections
- Contractor claims
- Time extensions/Suspensions of Work
- Liquidated damages
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

The Technical Services Teams will provide all federal oversight guidance on the contract provisions of the construction project. We will continue to utilize FHWA-HQ resources for any additional SEP-14 guidance and reporting.

- **Additional Project Specific Oversight**
 - **Reporting in accordance with approved SEP14 Work Plan**
 - NJDOT Bureau of Bridge Maintenance Engineering and Operations will submit an annual status report to FHWA that addresses the schedule and cost efficiencies associated with this delivery method.
 - NJDOT Bureau of Bridge Maintenance Engineering and Operations will submit a final evaluation report to FHWA within four months after completion of the pilot program.



Job Order Contracting North 2017 *Federal Project No. NHP-C00S(814)* NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Job Order Contracting North 2017 (ITS Maintenance)* Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *The general scope of the JOC contracts will be for ITS maintenance activities.*
 - *Project cost estimate is \$3,078,540.*
- **Federal Investment**
 - *The project is a federal-aid construction project authorized with NHP and STP funds.*
 - *Federal Project No. NHP-C00S(814)*
- **Project Management Organization Structure**
 - *The project management organization structure consists of the following:*
 - *NJDOT TSM Office*
 - *Tim Bourne, NJDOT Project Manager, 856-486-6702*
 - *Howard Donovan, Consultant (AEA) Resident Engineer, 732-570-8926*
 - *FHWA Division Office*
 - *Nunzio Merla, Senior Transportation Engineer*
- **Schedule**
 - Construction Start – March 1, 2018
 - Construction Substantial Completion – N/A; individual JOC's will vary
 - Construction Final Completion – March 1, 2019
 - Project End Date – January 1, 2021

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Contract Administration
 - Verification of the required contract provisions of the federal-aid construction contract.
 - Innovative Contracting or Construction
 - This regional ITS maintenance job order contracting project has been approved by FHWA under the SEP-14 (Special Experimental Procedures) Program. As such,

the Division will include oversight during all phases of the project related to the execution and administration of each individual job order.

FHWA OVERSIGHT

Federal Involvement - FHWA-NJ DO will review and approve all applicable elements in each phase of the project.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Individual Job Order approval
- All elements associated with each Job Order (RFP's, Field Visits, etc.)
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance

- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.
- **Resource Needs**
 - The Project and Program Delivery will provide all federal oversight guidance on the contract provisions of the construction project with assistance from the Team Technical Services Team. We will continue to utilize FHWA-HQ resources for any additional SEP-14 guidance and reporting.*
- **Additional Project Specific Oversight**
 - **Reporting in accordance with approved SEP14 Work Plan**
 - NJDOT Bureau of Mobility and Systems Engineering will submit an annual status report to FHWA that addresses the schedule and cost efficiencies associated with this delivery method.
 - NJDOT Bureau of Mobility and Systems Engineering will submit a final evaluation report to FHWA within four months after completion of the pilot program.



Job Order Contracting South 2017 *Federal Project No. NHP-C00S(815)* NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Job Order Contracting South 2017 (ITS Maintenance)* Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *The general scope of the JOC contracts will be for ITS maintenance activities.*
 - *Project cost estimate is \$3,188,835.*
- **Federal Investment**
 - *The project is a federal-aid construction project authorized with NHP and STP funds.*
 - *Federal Project No. NHP-C00S(815)*
- **Project Management Organization Structure**
 - *The project management organization structure consists of the following:*
 - *NJDOT TSM Office*
 - *Tim Bourne, NJDOT Project Manager, 856-486-6702*
 - *Abdul Muqtadir, Consultant (M&J) Resident Engineer, 732-996-0980*
 - *FHWA Division Office*
 - *Nunzio Merla, Senior Transportation Engineer*
- **Schedule**
 - Construction Start – March 1, 2018
 - Construction Substantial Completion – N/A; individual JOC's will vary
 - Construction Final Completion – March 1, 2019
 - Project End Date – January 1, 2021

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Contract Administration
 - Verification of the required contract provisions of the federal-aid construction contract.
 - Innovative Contracting or Construction
 - This regional ITS maintenance job order contracting project has been approved by FHWA under the SEP-14 (Special Experimental Procedures) Program. As such,

the Division will include oversight during all phases of the project related to the execution and administration of each individual job order.

FHWA OVERSIGHT

Federal Involvement - FHWA-NJ DO will review and approve all applicable elements in each phase of the project.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Individual Job Order approval
- All elements associated with each Job Order (RFP's, Field Visits, etc.)
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance

- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.
- **Resource Needs**

The Project and Program Delivery will provide all federal oversight guidance on the contract provisions of the construction project with assistance from the Team Technical Services Team. We will continue to utilize FHWA-HQ resources for any additional SEP-14 guidance and reporting.
- **Additional Project Specific Oversight**
 - **Reporting in accordance with approved SEP14 Work Plan**
 - NJDOT Bureau of Mobility and Systems Engineering will submit an annual status report to FHWA that addresses the schedule and cost efficiencies associated with this delivery method.
 - NJDOT Bureau of Mobility and Systems Engineering will submit a final evaluation report to FHWA within four months after completion of the pilot program.



I-80 WB, McBride Ave to Polify Rd Preliminary Engineering NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the I-80 WB, McBride Ave to Polify Rd Project, NHP-0080(320). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - Project Description – This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition, there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5. The project limits are from McBride Ave in Woodland Park Borough, Passaic County to Polify Rd (CR 55) Interchange in the City of Hackensack, Bergen County.
 - Project Cost Estimate:
 - Design – \$13,918,512 (PE)
 - Construction – \$278,000,000
 - Construction Engineering – \$19,700,000
 - Utilities – \$3,500,000
 - ROW – \$3,000,000
- **Primary PoDI Type**
 - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Federal Investment**
 - Design Funds Authorized - \$13,918,512
- **Project Management Organization Structure**
 - Transportation Engineer – Nunzio Merla
 - Executive Regional Manager – Atul Shah 609-530-2774
 - Project Manager – Chris Manz 609-530-2511
 - Project Designer – Louis Berger & Associates
- **Schedule**
 - PE – 12/02/2020
 - FD – 05/20/2022
 - PS&E – 12/06/2022
 - Construction Start – 05/04/2023
 - Construction Substantial Completion – TBD

- Construction Final Completion – TBD
- FMIS Project End Date – 12/21/2021

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Multiple Contract Projects – It is anticipated that FD and Construction will be broken into multiple contracts
 - Interstate Construction greater than \$10M
 - Major ROW / Utility Impacts
 - Major Traffic Impacts
 - Contract Administration

FHWA OVERSIGHT

Federal Involvement - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (Design) – This will include oversight of the following design elements that apply:

- Design Standards
- Design Exceptions
- Structural Design
- Consultant Management
- Context Sensitive Solutions (CSS)
- Environmental Mitigation and Commitments
- ITS Project development Standards & Systems Engineering
- Interstate Access Requests/Interstate Justification Reports
- Pavement Design
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

The Reviews during this phase will include (but not limited to) the following:

- Constructability
- Preliminary Design Submission
- Final Design Submission
- Road Safety Audits
- Roadside Hardware
- Traffic Analysis,
- Traffic Control Plan / Work Zone Traffic Mgmt
- Value Engineering (VE)
- PIF – Airspace clearance FAA (23 CFR 620.104)
- PIF– Proprietary items
- PIF – Publicly furnished materials
- Project Management and Financial plans
- ROW encroachments
- Experimental Features
- Utility Agreements/Utility Agreement Modifications
- Other project reviews as per coordination between FHWA and NJDOT responsible parties.

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

Resource needs may include (as needed) support from HQ, FHWA Resource Center, FHWA NJ Division SME's, or other specialized expertise.

Preliminary Design Plans, Final Design Plans, Pre-PS&E and PS&E shall be submitted in 11x17 or 12x18 format. In addition, provide a CD copy of the plans and specifications in PDF format.



Route 206 Bypass Contract B
NHP-0206(321)
NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 206 Bypass Sections 14A & 15A Contract B project, NHP-0206(321). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - *Project Description* – The project will construct the remaining portion of the Route 206 Bypass on a limited access, new alignment located east of the existing Route 206 between the Mountain View Road and Hillsborough Road intersections as well as between the Amwell Road (CR 514) and Old Somerville Road intersections in Hillsborough Township, Somerset County.

The Contract B bypass sections will be one travel lane in each direction south of the Hillsborough Road intersection and two travel lanes in each direction north of the Amwell Road (CR 514) intersection.

- *Project Cost Estimate* – The project is estimated to have the following costs associated with design and construction:
 - Design – \$5.1 M
 - Construction – \$42.6 M
 - Construction Engineering – \$7.2 M
 - Utilities – \$3.5 M
 - ROW – \$28.4 M for both contract A & B
- **Federal Investment**
 - *Construction* - \$47.3 M
- **Project Management Organization Structure**
 - *Transportation Engineer* – Mamun Rashid (609) 637-4237
 - *Executive Regional Manager* – Atul Shah (609) 530-2745
 - *Project Manager* – George Worth (609) 530-3800
 - *Resident Engineer* – Irfan Ahmad (732) 735-8789
 - *Project Designer* – Dewberry Engineers, Inc. – H. Ali Vaezi (973) 780-9359
 - *Environmental* – Brenna Fairfax (609) 530-2501
 - *Contractor* – Konkus Corporation (908) 725-3301

- **Schedule**
 - Construction Start – March 6, 2018
 - Construction Substantial Completion – August 21, 2020
 - Construction Final Completion – November 19, 2020
 - Federal Project End Date – September 19, 2023

PROJECT RISKS

This section of the document identifies the risks associated with the project and what are the critical activities to the successful completion of the project. For each risk that was previously identified for this project, provide a synopsis of that risk element and how it applies to this project>

- **Division Interest Criteria (Risks)**
 - Contract Administration
 - Civil Rights

FHWA OVERSIGHT

Federal Involvement - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements as they apply.

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply.

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections

- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

Resource needs may include(as needed) support from HQ, FHWA Resource Center, FHWA NJ Division SME's, or other specialized expertise.



New Jersey Weather Savvy Roads ITS NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the New Jersey Weather Savvy Roads Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope**
 - Project Description - Procure, install, test, and deploy video camera dashboard and weather sensors on NJDOT maintenance trucks and emergency service patrol vehicles to collect and transmit streaming video and weather information to support road weather management.
 - Project Cost Estimate:
 - Implementation / Deployment – \$414,474.11
- **Primary PoDI Type**
 - Project Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Federal Investment**
 - ITS – \$414,474.11
- **Project Management Organization Structure**
 - FHWA ITS / ROW Specialist – Ekaraj Phomsavath 609-637-4231
 - NJDOT Transportation Systems Operations and Support Project Manager – Sue Catlett 609-530-3194
- **Schedule**
 - January 1st, 2019 – Project Start
 - June 1st, 2019 – Procure and install the video camera systems and sensors.
 - July 1st, 2019 – Initial testing of the sensors and streaming videos on all vehicles.
 - October 1st, 2019 – Integration of the video feed into the NJDOT's central video control software and wireless communication network.
 - October 1st, 2020 – Project Completion
 - January 1st, 2021 – Administrative and contractual project close-outs.
 - July 1st, 2021 – Submit Final report documenting the process, benefits, and lessons learned.
 - FMIS Project End Date – 12/31/2021

PROJECT RISK

- **Division Interest Criteria (Risk)**
 - ITS project (as determined by criteria defined in the Stewardship and Oversight Agreement)

FHWA OVERSIGHT

Element Specific Review – FHWA-NJ will review necessary contract documentation and / or conduct construction inspection / review explicit to an identified area of specific interest.

OVERSIGHT ELEMENTS

Preconstruction (Design) – This will include oversight of the following design element that apply:

ITS Project development Standards & Systems Engineering:

- Partnering
- Project authorization and project agreements
- ITS project development standards & systems engineering
- Project, coordination, and information meetings
- Initial / intermediate inspections
- Final acceptance
- Warranties
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

The Reviews during this phase will include (but not limited to) the following:

- Other project reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

The Technical Services Team will provide all federal oversight guidance for the planning, design, integration testing, and deployment of the ITS project. If needed, we will utilize the Office of Operations - Road Weather Management technical assistance.

- **Additional Project Specific Oversight**

- NJDOT will submit a final report within 6 months of project completion.
- FHWA New Jersey Division office will notify the Center for Acceleration Innovation office of the project close out and deallocation of funds.



I-295/Rt 42 Missing Moves NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *I-295/Rt 42 Missing Moves* Project NHP-0295(330). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
 - This project will provide the missing moves of Rt. 42 NB to I-295 SB and I-295 NB to Rt. 42 SB. The preferred alternative (providing the missing moves through the construction of direct ramps connecting I-295 and Rt. 42) through three inactive landfills has been shifted northerly to minimize impacts to a proposed development. The project is currently in Final Design.
 - **Project Location**

The project is located in the Borough of Bellmawr, Township of Runnemede, Township of Deptford and Township of Westville; Counties of Camden and Gloucester. I-295 M.P. 25.07 to 26.35; Route 42 M.P. 12.57 to 13.90.
 - **ROW**

There are 16 fee parcels of which 4 parcels are total takes requiring relocation of six businesses. No residential relocations are required for the project. There are 6 permanent easements associated with the project.
 - **Project Coordination**

This project is classified as a PoDI project. In addition to the FHWA, coordination with the following will be required: US Coast Guard, NJDEP, US Army Corps of Engineers & Nation Marine Fisheries.
 - **Environmental Classification**

The project satisfies The Categorical Exclusion #CFR:771.117(d)(13) and was approved on January 28, 2016.
 - **Other**
- **Federal Investment**
 - Estimated Total Project Cost

Design	\$11,600,000
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ROW	\$6,272,000
Utility Relocation	\$3,000,000
Construction	\$171,000,000
Construction Engineering	\$24,000,000
Total	\$215,872,000

- **Project Management Organization Structure**

- Tom Saylor – Program Manager
- John McCleerey – Project Manager
- Designer – Dewberry
- Environmental – Brenna Fairfax

- **Schedule**

- PS&E – 09/05/2019
- Construction Start – 03/24/2020
- Construction Substantial Completion – 11/29/2023
- Construction Final Completion – 05/13/2024
- FMIS Project End Date – 03/13/2027

PROJECT RISKS

- **Division Interest Criteria (Risks)**

- Regionally Significant Project – This project will complete the interchange by providing the missing ramp connections between Rt. 42 NB to I-295 SB and I-295 NB to Rt. 42 SB.
- Interstate Construction greater than \$10M - \$150M - It is expected that the due to the magnitude of this contract, changes will exceed the \$1M threshold (10% of \$10M).
- NHS Total Project Cost Greater than \$40M - \$166.8 - Value engineering analysis was performed on this project in 2012 as is the requirement for Bridge projects on the NHS receiving Federal assistance with an estimated total cost of \$40M.
- Major ROW / Utility Impacts – The design modification to move the roadway alignment to the north may have impacts on industrial and residential areas.
- Major Access Impact Interstate / NHS – Detours may be needed depending on the work zone locations. Access to certain areas may be prohibited during construction operations.
- Major Traffic Impacts – Several areas of the construction could impact the congested local roadway network. This may have impacts that reach back onto Rt. 42 and I-295 which could cause much greater traffic impacts. Coordination with the Direct Connect project is essential as it is anticipated both of these projects will be constructed at the same time.
- Constructability – The project was originally designed to construct the missing ramp through landfill area. The designer is currently modifying the design to reduce the risk associated with this plan. The modified design may have constructability issues depending on the new roadway alignment.

- High Community Interests – Coordination with the local community will be essential to the success of this project. The project will be constructed in close proximity to industrial/commercial and residential areas. The local community could be impacted by detours and construction noise/debris.
 - a. High Political Involvement – Extensive coordination efforts will be needed to satisfy the level of oversight that is required for a project that will be constructed at the same time as the Direct Connect project. Representatives from Federal, State and Local governments are all associated with the constructing of this project and their involvement is crucial to the success.

FHWA OVERSIGHT

Federal Involvement - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims

- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.



Route 3 Ramp A and Bridge over Rail Line NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Route 3 Bridge over Northern Secondary & Ramp A* Project (Federal Project#0003334). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope**
 - *The project will replace the existing, structurally deficient Route 3 bridge over two rail lines and the nearby Ramp A adjacent the North Bergen Park and Ride Facility. The new bridge will accommodate two travel lanes, a right shoulder and left shoulder, and a wide sidewalk on the north side. The sidewalk will extend west of the bridge to the park and ride facility*
 - *Project cost estimate is \$32,921,101 (including PE, FD, ROW & Construction)*

- **Primary PoDI Type**
 - TIGER Discretionary Grant Project

- **Federal Investment**
 - The project is a federal-aid construction project awarded TIGER funds in the amount of \$18,260,000.00 and other Federal funds in the amount of \$4,381,101

- **Project Management Organization Structure**
 - *The project management organization structure consists of the following:*
 - *NJDOT*
 - *Shukri Abuhuzeima, Exec. Region Manager, 609.963.1092*
 - *Nirmin Nasef, Project Manager, 609.963.1052*
 - *Dhananjay Rana, Asst. Project Manager, 609.963.1040*
 - *FHWA Division Office*
 - *Mac Rashid, Transportation Engineer*

- **Schedule**
 - NEPA Completion – 12/18/2014
 - PE Completion – 07/26//2016
 - NEPA Re-Evaluation - 01/29/2019

- FD Completion - 02/01/2019
- PS&E Approval - 08/22/2019
- Grant Agreement Execution - 08/22/2019
- Planned Construction Start – 12/19/2019
- Planned Construction Substantial Completion – 08/15/2023
- Planned Construction Final Completion – 02/15/2024
- FMIS Project End Date – 05/15/2025

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - TIGER
 - Contract Administration
 - ADA Compliance
 - Timely Reporting
 - Performance measurements and reporting

FHWA OVERSIGHT

- **Federal Involvement** - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements:

- Plans, Specifications, and Estimates (PS&E) approval
- ROW and Utility Clearances
- Project Authorization
- Advertisement
- Bid Analysis and Award Concurrence
- Railroad agreements
- Grant Agreement execution between US DOT and NJDOT
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

Project Construction & Contract Administration – This will include oversight of the following construction elements:

- Preconstruction Meetings
- In-Depth Inspections, Final Inspections
- Buy America
- ADA compliance
- Change orders
- COPs
- Contractor claims
- Time extensions/Suspensions of Work
- Liquidated damages

- Default/Termination of Contract
 - Final Acceptance - NJDOT & their contractor(s)
 - Reporting – quarterly, annual, and cost incurred but not invoiced
 - Performance measures baseline and buildout reporting
 - Invoicing reviews prior to reimbursements
 - Final Acceptance
 - Project closeout
 - Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.
- **Resource Needs**
 - *FHWA NJ Division Senior Structural Engineer*
 - *FHWA NJ Project & Program Development Manager*
 - *FHWA NJ Safety Engineer*
 - *FHWA TIGER Program Office*

Route 71, Bridge over Shark River NJ Division Stewardship and Oversight Plan 0071(308)

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 71, Bridge over Shark River. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**

Project Cost Estimate – The project is estimated to have the following costs associated with design and construction:

- Design \$5.0 M (PE) - November 2022
\$7.0 M (FD) - April 2024
- ROW \$2.0 M - April 2023
- Construction \$114.0 M - April 2027
- Construction Engineering \$10.0 M - April 2027
- Construction Inspection \$12.0 M - April 2027
- Utilities \$5.0 M - April 2027

Project Complexity

The Route 71 Shark River Bridge consists of a double leaf, riveted steel bascule span and nine (9) concrete encased riveted steel girder-floor beam approach spans supported on a reinforced concrete substructure.

The Preliminary Preferred Alternative (PPA) will replace the existing movable structure over Shark River on the same basin alignment and raise the vertical under-clearance with Mean High Water no more than 5-feet. The existing roadway consists of 2-travel lanes in each direction with a sidewalk on each side of the structure. The improvement will:

- Upgrade bridge and approach roadway conditions to meet AASHTO and NJDOT safety standards including new parapets and guide rail
- Provide bicycle compatibility and connectivity to the approach roadways
- Provide ADA compliant pedestrian facilities and crossings as well as connectivity to the approach roadways
- Correct the controlling substandard design elements

- Avoid or minimize social, economic, and environmental impacts
- Provide for earthquake resistance of the structure to meet current design standards
- Provide scour critical countermeasures
- Provide flood resiliency for critical bridge components
- Reduce the frequency of major bridge maintenance activities that result in detours and/or disruption of traffic flow
- Maintain traffic operations and volume with minimum disruption and delay during construction; maintain pedestrian and vehicular access to properties at all times during construction and minimize detours
- Provide accommodations for current and future users of the Shark River in accordance with the Navigation Impact Report
- Address the high rate of vehicular & bicycle/pedestrian crashes occurring on Route 71 in the project vicinity

Project Location

The Bridge replacement of the existing movable structure on Route 71 (Main Street) over Shark River (Structure No. 1321-150), from Eight Avenue (MP 5.50) in the Borough of Belmar to Walling Place (MP 6.50) in the Borough of Avon-By-The-Sea, Monmouth County.

Contract Delivery Method

Cost plus Fixed Fee Consultant Agreement (PE Design)

Environmental Classification

Categorical Exclusion Document (CED), Environmental Screening (11/2/2017), CED (TBD)

Unique Structure Type(s)

Double-leaf Bascule

• Primary PoDI Type

NHS Projects with Retained FHWA Project Approval; 23 USC 106(c)(1)

Federal Investment

- *Construction* - \$ 155.0 M Total- STIP federally funded UPC#163160, funds for the project.

NJTPA PE BFP	\$5.000
NJTPA DES BFP	\$7.000
NJTPA ROW BFP	\$2.000
NJTPA CON BFP	\$0.000
NJTPA CON NHPP	\$66.814 \$74.186

Project Management Organization Structure

- Transportation Engineer – Hadi Pezeshki (609) 637-4232
- NJDOT, Executive Regional Manager, Team B – Pankesh Patel (609) 963-1008
- NJDOT, Project Manager, Team B - George R. Kuhn (609) 963-1068

Schedule

- Construction Start October 2027
- Construction Substantial Completion January 2029
- Construction Final Completion April 2029
- Federal Project End Date December 31, 2029
- PE - Start December 2022
- FD - Start December 2024
- PS&E - Submitted Spring 2026

SCREENING CRITERIA:

NJ Division SOP - Identifying Risk Based Project Involvement to comply with 23 USC 106

- STEP#1 - NJ Projects with Federal Involvement Screening Risk Criteria
- STEP#2 - Risk Based Project Assessment Criteria

RISK BASED PROJECT ASSESSMENT:

Step 1 and Step 2 Screening identified Risks – Unusual Bridge (Moveable) on the NHS with State DOT elevated project risks - potential condemnations; potential utility relocation delays.

PROJECT ELEMENTS OF REVIEW - Provide a specific description of the elements that will be reviewed and the element’s linkage to the risk area identified through the project risk assessment (per Appendix A and B):

Preconstruction (Design) – This will include oversight of the following design elements that apply *(Delete or add specific oversight elements in the list below as specifically applicable to this PoDI) (see bolded):*

- **Design Standards**
- Design Exceptions
- **Structural Design**
- Consultant Management
- Context Sensitive Solutions (CSS)
- Environmental Mitigation and Commitments / NEPA Clearances
- ITS Project development Standards & Systems Engineering

- Interstate Access Requests/Interstate Justification Reports
- Pavement Design
- **Other project elements as per coordination between FHWA and NJDOT responsible parties.**

The Reviews during this phase will include (but not limited to) the following, *(delete or add specific reviews for the list below as specifically applicable to this PoDI) (see bolded):*

- Constructability
 - **Preliminary Design Submission – Preliminary Plans for unusual/complex bridge.**
 - Final Design Submission
 - Road Safety Audits
 - Roadside Hardware
 - Traffic Analysis,
 - Traffic Control Plan / Work Zone Traffic Mgmts.
 - Value Engineering (VE)
 - PIF – Airspace clearance FAA (23 CFR 620.104)
 - PIF– Proprietary items
 - PIF – Publicly furnished materials
 - Project Management and Financial plans
 - **ROW encroachments**
 - Experimental Features
 - **Utility Agreements/Utility Agreement Modifications**
- **Other project reviews as per coordination between FHWA and NJDOT responsible parties. Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements that apply (delete or add design elements for the list below as specifically applicable to this PoDI) (see bolded):**
- Plans, Specifications, and Estimates (PS&E)
 - DBE
 - OJT
 - Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
 - Partnering
 - Warranties
 - **ROW Clearances**
 - Project Authorization and Project Agreements
 - Advertisement
 - Addenda
 - Pre-bid meetings
 - Bid Analysis and Award Concurrence
 - Innovative contracting
 - State contracting procedures
 - **Utility agreements/Utility Agreement Modifications**
 - Railroad agreements
 - **Other project elements as per coordination between FHWA and NJDOT responsible parties.**

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply *(delete or add construction elements for the list below as specifically applicable to this PoDI) (TBD after Final Design Submission):*

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance

Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- Project Authorization and Project Agreement
- Project Planning and Programming
- Project Financing

FHWA S&O ACTIVITIES

What are the general S&O activities (include project inspections, compliance reviews, opportunities for innovation, technical assistance and guidance, or post-approval reviews) that the Division will conduct in response to risk. Ensure to include a specific description and scope for planned risk response activities; describe the relationship of each planned activity to the risks:

Detailed Design/Contract Document Review and Approval only – FHWA-NJ will only review the applicable elements in the Preconstruction Design and Preconstruction- (PS&E Approval, Advertising, & Award) as listed above.

- **Resource Needs**
Division Bridge SME, (Paul Cardie), HQ Bridge Division/Resource Center as needed.
- **Additional Project Specific Oversight (if applicable)**
None

PROJECT RISK MITIGATION / CLOSE OUT

1. What were the results of the Division’s involvement in the project?
2. Were the risks associated with this project mitigated and if so how?
3. If the Risks were not mitigated, should they be carried to the Annual PY Risk mitigation meeting for possible inclusion in next year’s PY Risk

Appendix C

Atlantic City Corridor Revitalization & Safety Project NJ Division Stewardship and Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Atlantic City Corridor Revitalization & Safety Project. This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**
This project will implement complete streets improvements on approximately 2.7 miles of Atlantic Avenue in downtown Atlantic City, from Albany Avenue to Tennessee Avenue including implementing a road diet between Missouri Avenue and Albany Avenue; adding ADA accessible sidewalks, drainage facilities, new bike paths; improving clear sight lines; adding intersection synchronized signalization, way-finding, LED street lighting and upgrading accessibility to transit stops. The project also includes improvements on the paralleling Pacific Avenue.
- **Primary PoDI Type**
 - RAISE Discretionary Grant Project
- **Federal Investment**
 - *RAISE Grant \$10,349,444*
 - *Other Federal Fund: \$1,200,000*
- **Project Management Organization Structure**
 - FHWA Discretionary Grants Manager – Mac Rashid 609-637-4237
 - NJDOT District Manager – Thomas Berryman 856-414-8413
 - NJDOT Project Manager – Vijesh Darji 856-414-8495
 - Atlantic City Engineer: Uzo Ahirakwe 609-347-5366
- **Schedule**
 - Construction Substantial Completion: September 30, 2027
 - FMIS Project End Date: September 30, 2028

SCREENING CRITERIA:

- **Division Involvement Criteria (Risks)**
 - RAISE Discretionary Grant

RISK BASED PROJECT ASSESSMENT:

- Grant Agreement Execution and amendments (if any)
- OST Reporting

PROJECT ELEMENTS OF REVIEW

Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- Grant Agreement Execution and Future Amendments (If necessary)
- Quarterly Reports
- Annual Budget Layout Reports
- Quarterly Cost incurred but not invoiced Reports
- Performance Measure Report

FHWA S&O ACTIVITIES

- a. *Element Specific Review* – FHWA-NJ will review necessary contract documentation explicit to an identified area of specific interest.
- **Resource Needs**
FHWA RAISE Program Office Transportation Specialist



Route 295 and Route 38 Interchange Operational Improvements

NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Route 295 and Route 38 Interchange Operational Improvements* Project, FPN NHP-0295(342). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity)**

The purpose of this project is to reduce congestion and improve safety along Route 38 from the vicinity of the I-295 Interchange extending through the Route 38 and Marter Avenue intersection to Duffy Drive in Mount Laurel, Burlington County, NJ.

I-295 is an interstate freeway with three travel lanes in each direction and Route 38 has two travel lanes in each direction with additional auxiliary lanes at the Marter Avenue intersection and I-295 interchange. The I-295/Route 38 Interchange is missing direct connections between I-295 southbound and Route 38 eastbound and between Route 38 westbound and I-295 northbound. The missing southbound to eastbound connection requires traffic to exit I-295 southbound, enter onto Route 38 westbound and exit Route 38 westbound at the jughandle for Marter Avenue and "U-Turn" to access Route 38 eastbound. The missing westbound to northbound connection requires a similar "U-Turn" pattern at Marter Avenue. As a result, the interchange, and segments of I-295 and Route 38, experience operational and safety issues that have led to congested conditions and a high occurrence of crashes.

The Preliminary Preferred Alternative (PPA) has five objectives: 1 – To add the missing southbound to westbound movement, a new ramp is proposed from I-295 southbound. The new ramp will begin north of the interchange, cross over Route 38 and I-295, and connect into the reconstructed ramp from I-295 northbound to Route 38 eastbound to create a new two-lane entrance to Route 38 eastbound. 2 – To add the missing westbound to northbound movement, a new ramp is proposed from Route 38 westbound, The new ramp will begin east of the New Jersey Turnpike. A bridge structure will carry the new ramp over the New Jersey Turnpike right-of-way before connecting into I-295 northbound. 3 – At the existing Marter Avenue entrance to I-295 southbound, a new exit ramp will connect I-295 southbound to Marter Avenue northbound to help better distribute traffic destined for Marter Avenue, Midlantic Drive, and Duffy Drive. Marter Avenue will be reconstructed and the existing traffic signal at the Marter Avenue and Midlantic Drive intersection will be replaced. 4 – At the Route 38 and Marter Avenue intersection, the existing two-lane jughandle from Route 38 westbound to Marter Avenue will be modified to provide a single lane right turn only to Marter Avenue northbound. The existing traffic signal will be replaced, and Route 38 westbound will be widened west of Marter Avenue to extend the existing third lane to a point west of the U-Haul. Additional improvements along Route 38 include roadway widening and reprofiling, and the existing bridges over I-295 and the New Jersey Turnpike will be replaced. 5 – To accommodate cyclists and pedestrians, a continuous shared use path will be provided along Route 38 eastbound

from Marter Avenue to Briggs Road. Existing intersections will be modified as needed to provide new curb ramps and crosswalks for compliance with the Americans with Disabilities Act Accessibility Guidelines.

ROW and Access Impacts: The PPA will require partial ROW acquisition from 13 properties. Access adjustments or modifications are anticipated at 7 properties. No driveway revocations are proposed.

Environmental: The Study Area contains several large environmentally sensitive areas associated with an unnamed tributary to the North Branch of the Pennsauken Creek, including Flood Hazard Areas, riparian zones, freshwater wetlands, and transition areas. However, no major environmental impacts are anticipated. The project is expected to qualify for a Categorical Exclusion Document (CED).

- **Primary PoDI Type**
 - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Federal Investment**
 - *\$8,457,578.59 Authorized for Preliminary Engineering*
 - *\$285M Estimated Total Project Cost*
 - *\$268M Federal Funds*
 - *\$17M State/Other Funds for Utility Work*
- **Project Management Organization Structure**
 - FHWA Transportation Engineer – Steven Squibb 609-637-4203
 - Executive Regional Manager – Hardev Dave 609-963-1037
 - Project Manager – Amy Kennard 609-963-1024
 - Designer – Stantec Consulting Services, Inc
 - Environmental – Robert Bird 609-963-1129
 - Utilities – Andres Vanegas
- **Schedule**
 - PE – FY 2024
 - FD – FY 2026
 - PS&E – FY 2028
 - Construction Start – FY 2032
 - Construction Substantial Completion – TBD
 - Construction Final Completion – TBD
 - FMIS Project End Date – 04/11/2028

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - Interstate Construction greater than \$10M - \$268M
 - NHS Total Project Cost Greater than \$40M - \$285M – A draft final value engineering report was prepared in May 2024 and being evaluated
 - High Freight Traffic Volume – This portion of I-295 is on the Primary Highway Freight System (PHFS) and a top 50 priority Freight Management System (FMS) segment in the DVRPC region.
 - Major ROW / Utility Impacts – There is an estimated \$17M in Utility Work. The project will include a structure crossing the New Jersey Turnpike, a non-DOT toll road. Will require partial ROW acquisition from 13 properties. Access adjustments or modifications are anticipated at 7 properties.
 - Major Access Impact Interstate / NHS – The project will construct new access via missing moves onto I-295 at Interchange 40.
 - Constructability – The work zone will be in a popular interchange where movements are

currently missing, so care will need to be taken to ensure the traffic issues are not further exacerbated.

FHWA OVERSIGHT

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

OVERSIGHT ELEMENTS

Preconstruction (Design) – This will include oversight of the following design elements that apply:

- Design Standards
- Design Exceptions
- Structural Design
- Consultant Management
- Context Sensitive Solutions (CSS)
- Environmental Mitigation and Commitments
- ITS Project development Standards & Systems Engineering
- Interstate Access Requests/Interstate Justification Reports
- Pavement Design
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

The Reviews during this phase will include (but not limited to) the following:

- Constructability
- Preliminary Design Submission
- Final Design Submission
- Road Safety Audits
- Roadside Hardware
- Traffic Analysis,
- Traffic Control Plan / Work Zone Traffic Mgmt
- Value Engineering (VE)
- PIF– Proprietary items
- PIF – Publicly furnished materials
- Project Management and Financial plans
- ROW encroachments
- Experimental Features
- Utility Agreements/Utility Agreement Modifications
- Other project reviews as per coordination between FHWA and NJDOT responsible parties.

Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings

- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

Full copies of Final Design, Pre-PS&E and PS&E plans shall be submitted in electronic format. Assistance from FHWA NJ Division office Work Zone, Bridge, Safety and Construction SME's may be needed



Route 7 Kearny Drainage Improvements NJ Division PODI Project Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Route 7 Kearny Drainage Improvements* Project (Federal Project # NHP-0007(332)). This is a living document and will be modified as needed as the project is progressed.

PROJECT BACKGROUND

- **Project Scope**
 - *The project proposes to address existing drainage deficiencies and mitigate the flooding issues that result in roadway closures by raising the roadway profile where practicable, installing a new drainage network with appropriately sized pipes, inlet structures and new outfalls along with extending existing outfalls, installing flood walls, and constructing three pump stations at the vulnerable low points. The pump stations are sized for a 50-year design storm and are located at low points near Mileposts 2.20, 2.72, and 3.66. The roadway profile will be raised up to 3.5 feet above existing elevations where practicable, including converting the approach areas of one bridge from structure to roadway on fill. Most of the profile raise will be accomplished through overlaying asphalt pavement on top of the existing wearing surface. The new thick asphalt layer will be constructed in subsequent lifts in order to perform proper compaction and will result in a more resilient pavement structure that will act as an encasement to the subsurface drainage pipes and reduce pavement deterioration. In addition, modifications to the 2 roadway profile will improve existing substandard vertical geometry and proposed minor realignments to short portions of the roadway will also improve sight distance that results in an overall improvement to the road user safety on Route 7.*
 - *Project cost estimate is \$128.98 Million (including PE, FD, ROW, Utilities & Construction)*
- **Primary PoDI Type**
 - INFRA 22 Discretionary Grant Project
- **Federal Investment**
 - The project is a federal-aid construction project awarded INFRA funds in the amount of \$26,000,000 and other Federal funds in the amount of \$91.49 Million
- **Project Management Organization Structure**

- *The project management organization structure consists of the following:*
 - *NJDOT*
 - *Girish Patel, Exec. Region Manager, 609.963.1073*
 - *Nina Chivulescu, Project Manager, 609.963.127*
 - *FHWA Division Office*
 - *Shaun O’Hanlan, Competitive Grants Manager*
- **Schedule**
 - NEPA Completion – Approved CED - 2/16/2018
 - PE Completion – March 2018
 - NEPA Re-Evaluation – 3/8/2023
 - FD Completion - December 13, 2022
 - PS&E Approval – 5/1/2023
 - Grant Agreement Execution – 10/28/2024
 - Construction Authorization – 5/15/2023
 - Construction Substantial Completion – May 16, 2028
 - Construction Final Completion – September 19, 2028
 - FMIS Project End Date – May 25, 2032

PROJECT RISKS

- **Division Interest Criteria (Risks)**
 - INFRA Grant
 - Timely Reporting
 - Performance measurements and reporting

FHWA OVERSIGHT

- **Element Specific Review** - FHWA-NJ will review necessary contract documentation explicit to an identified area of specific interest.

OVERSIGHT ELEMENTS

Project Construction & Contract Administration – This will include oversight of the following construction elements:

- Grant Agreement Amendments or modifications (if necessary)
- Quarterly Reports
- Annual Budget Layout Reports
- Quarterly Cost incurred but not invoiced reports
- Performance Measure Report
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.
- **Resource Needs**
 - *FHWA NJ Project & Program Development Manager*
 - *FHWA NJ Division Environmental SME*

- *FHWA NJ Division Finance Team*
- *FHWA INFRA Program Office*

2026 World Cup ITS Improvements NJ Division Stewardship and Oversight Plan

PURPOSE

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the 2026 World Cup ITS Improvements Project, NHPP-F00S(005). This is a living document and will be modified as needed as the project progresses.

PROJECT BACKGROUND

- **Project Scope (Project Cost Estimate, Project Complexity):**

The NJDOT has initiated efforts to deploy ITS field devices and communications infrastructure to support traffic monitoring and incident management along State Route 3 (MP 0.25 – 10.25), State Route 120 (MP 0.15 – 2.60), portions of State Route 17 (MP 1.66 – 11.80), and I-280 (MP 13.20 – 16.80) near the vicinity of the Meadowlands Sports Complex in preparation for the 2026 World Cup planned special events. The proposed ITS improvements include the installation of connected vehicle roadside units (RSU), CCTV systems, Dynamic Messaging Systems (DMS), and LiDAR Sensors.

After evaluating the risk, it has been determined that the 2026 World Cup ITS Improvements Project will be classified as an “element-based PoDI” project. The level of oversight will be conducted in accordance with the stewardship and oversight plan and its defined elements.

- **Primary PoDI Type:**

Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
“Element-based PoDI” project

- **Federal Investment:**

Total costs: \$32,793,769.71

- **Project Management Organization Structure:**

FHWA ITS Specialist – Ek Phomsavath
NJDOT Project Engineer – Jose Romero
Director (Mobility Engineering) – Jack Longworth
Senior Director (Transportation Mobility) – Sal Cowan

- **Schedule:**

Notice to Proceed – May 14th, 2025
Construction Start – May 14th, 2025
Construction Substantial Completion – June 1st, 2026
Construction Final Completion – November 30th, 2026
FMIS Project End Date – December 31st, 2028

SCREENING CRITERIA

Risk screening criteria based on “regionally significant project”.

RISK BASED PROJECT ASSESSMENT

Assessment based on national and regional significance.

On March 7th, 2025, the President signed an executive order (EO) establishing a White House Task Force on the FIFA World Cup 2026. The EO creates a task force to oversee preparations for the FIFA events, comprising members of the President’s Cabinet and key government agencies.

PROJECT ELEMENTS OF REVIEW

Project Construction & Contract Administration – This will include oversight of the following construction elements as they apply:

- Pre-construction meeting
- NJDOT/FHWA monthly ITS status meetings
- NJDOT FIFA monthly coordination meetings
- FIFA organizer committee meetings

FHWA S&O ACTIVITIES

Other – Attending project, coordination, and status meetings, among others, for situational awareness and to provide federal guidance as needed on construction, contract administration, and ITS.

Resource Needs

NJ Division office area engineer and project/program development program manager