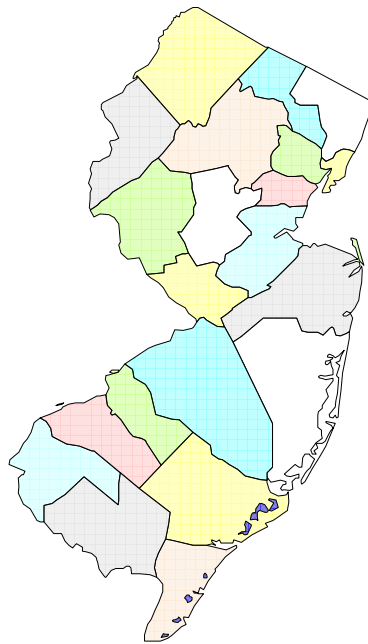
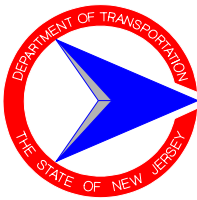


NEW JERSEY STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM



FISCAL YEARS 2010 - 2019

**GOVERNOR JON S. CORZINE
COMMISSIONER STEPHEN DILTS**

**OCTOBER 1, 2009
~ VOLUME II ~**

FY 2010 – 2019
Statewide Transportation Improvement Program

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Authority Projects

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Section II

Study and Development Projects

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Bergen Arches through Jersey City Palisades

DB # 98537

Funding is provided for a Needs Assessment/CMS/Concept Development Study/Feasibility Assessment of the Bergen Arches rail cut through the Jersey City Palisades for the provision of improved east-west transit and/or vehicular access to the Hudson County Waterfront.

The following special Federal appropriation was allocated to this project. TEA-21/Q92 \$28,190,236, ID #NJ 064.

COUNTY: Hudson

MUNICIPALITY: Jersey City

MILEPOSTS: N/A

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 31

SPONSOR: Jersey City

ASSET MANAGEMENT CATEGORY: Local System Support - Economic Development

MPO	Phase	Year
NJTPA	LFA	2010

Camden Waterfront South Study

DB # 05352

NJDOT will undertake a study to identify the transportation needs in the Camden Waterfront South community. The purpose of this study is to address the problems identified by the community and identify solutions to these problems. The study will include, but is not limited to, truck management, pedestrian/traffic calming, and pavement/resurfacing management.

COUNTY: Camden

MUNICIPALITY: Camden City

MILEPOSTS: N/A

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 5

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Capital Program Delivery - Corridor Studies

MPO	Phase	Year
DVRPC	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Camp Meeting Avenue Bridge over Trenton Line, CR 602

DB # 99405

This project will address the proposed replacement of this structure which is in critical condition. The proposed replacement of this structure will be designed so as not to preclude improvements needed to reintroduce passenger service to the West Trenton Line as well as increasing the height of the bridge to allow the current tracks to be raised to address ongoing railroad operational issues as identified in the NJTPA Grade Crossing Assessment Study. The bridge sufficiency rating is 6.2. It provides a single lane and has steep grades on the approaches. The vertical sight distance is substandard. The bridge needs widening to accommodate two traffic lanes.

COUNTY: Somerset

MUNICIPALITY: Montgomery Twp.

MILEPOSTS: N/A

STRUCTURE NO.: 1850160

LEGISLATIVE DISTRICT: 16

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - NJ TRANSIT Bridges

MPO	Phase	Year
NJTPA	CD	2010
NJTPA	FA	2011

Clove Road/Long Hill Road Improvements, CR 620/631

DB # NS0412

Clove Road/Long Hill Road connects Route 46 to Upper Mountain Avenue, which is a main access route to downtown Montclair. Despite the presence of several high volume driveways serving Montclair State University dorms, parking lots, and access routes, no dedicated turning lanes exist along this route. This lack of turning lanes has caused a large percentage of recorded accidents to be related to turning movements. Additionally, the lack of sidewalks has created safety issues for pedestrians accessing both the dorms and parking areas. The County will investigate alternatives for the improvement of this roadway.

COUNTY: Passaic

MUNICIPALITY: Little Falls Twp.

MILEPOSTS: 0 - 0.85

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 34 40

SPONSOR: Passaic County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

MPO	Phase	Year
NJTPA	LPD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

County Route 515, Vernon Township, Phases II, III, IV

DB # NS0002

The County will be making safety improvements to CR 515 in Vernon Township from State Highway 94 to CR 638. Proposed improvements include the addition of a 10' wide southbound shoulder to be utilized by slow moving traffic, the addition of 6' wide shoulder on the northbound side, an emergency escape ramp, modifications to the exiting roadway alignment, improving drainage, and modifications to the existing traffic signage.

COUNTY: Sussex

MUNICIPALITY: Vernon Twp.

MILEPOSTS: 6.00 - 8.00

STRUCTURE NO.: 1900V11 1900V12

LEGISLATIVE DISTRICT: 24

SPONSOR: Sussex County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

MPO	Phase	Year
NJTPA	LPD	2010

County Route 517, Route 23 to Route 94

DB # NS0505

This section of road has severe vertical and horizontal geometry. The roadway connects two main arteries in Sussex County and carries traffic to recreational facilities in the Crystal Springs complex in Hardyston Township and has frontage on and connects directly to the Mountain Creek Recreational Area in Vernon Township. The County is concerned with the ability of the roadway to carry the anticipated increased volumes of traffic to and from the identified recreational areas as well as the safety of those traveling this route.

COUNTY: Sussex

MUNICIPALITY: Hamburg Boro Hardyston Twp. Vernon Twp.

MILEPOSTS: 42.54 - 46.45

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 24

SPONSOR: Sussex County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

MPO	Phase	Year
NJTPA	LPD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road

DB # NS0403

CR 537 serves regional travel between Burlington, Ocean and Monmouth Counties. This roadway also serves as a link between rapidly developing areas of Mercer and Ocean to recreational and commercial activities within Monmouth County. As a result, traffic volumes along this corridor have significantly increased, resulting in high congestion along this section of CR 537. The County will investigate improvement alternatives resulting from the recent technical study prepared for this section of the corridor.

COUNTY: Monmouth

MUNICIPALITY: Freehold Boro Freehold Twp.

MILEPOSTS: 48.93 - 51.56

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 24

SPONSOR: Monmouth County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

MPO	Phase	Year
NJTPA	LPD	2010

County Route 653, Sussex County

DB # NS0202

The County will make operational and safety improvements to CR 653 along its entire length.

COUNTY: Sussex

MUNICIPALITY: Montague Twp.

MILEPOSTS: 0 - 7.22

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 24

SPONSOR: Sussex County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

MPO	Phase	Year
NJTPA	LPD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Davenport Street Extension

DB # 06378

A Problem Statement has been received which indicates state and local redevelopment plans in Somerville have focused on the eastern part of the borough's downtown and its landfill which has the potential to house a major new transit-oriented development. One of the key constraints is access over the railroad tracks since links between the landfill site and downtown is limited to the existing crossings at Somerset Street and South Bridge Street. A new grade-separated crossing at Davenport Street would provide the connectivity for the transit-oriented development plans to be a success. At the same time, the planned redevelopment of the downtown mall provides the opportunity to do this, through extending Davenport Street through the mall site and then under the railroad tracks into the landfill site. This route would also become the main corridor for pedestrians and bicyclists between downtown, the new civic center and other uses planned for the landfill as well as the Raritan River Greenway.

The rail tracks are already elevated, allowing a grade-separated crossing to be constructed without steep roadway gradients. Gradients could further be reduced for pedestrians and bicyclists since the side paths require less clearance and they should be wide enough for shared use.

COUNTY: Somerset

MUNICIPALITY: Somerville Boro

MILEPOSTS: N/A

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 16

SPONSOR: Local Lead

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

MPO	Phase	Year
NJTPA	LFA	2010

East Coast Greenway, Belleville Pike/Route 7

DB # 04327A

This project will include sidewalks and designated bike lanes on both sides of Route 7 (Belleville Pike) and a ramp connector. The project limits are from Newark Industrial Track railroad to the interchange of Route 1&9 to Newark Avenue; a distance of approximately 2.5 miles. This project is part of the East Coast Greenway effort along state-owned property.

COUNTY: Hudson

MUNICIPALITY: Jersey City Kearny Town

MILEPOSTS: 0 - 2.5

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 32

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Bicycle/Pedestrian

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Five Points Intersection Improvements, Mercerville, CR 533/535/618

DB # 04302C2

Feasibility Assessment will be undertaken to identify alternatives to improve safety and congestion. This intersection is considered one of the highest volume intersection in the township and is located close enough to the Route 33 corridor to impact it. Backups from that intersection usually spill onto Route 33.

Project transferred to Mercer County per CPC, 2/08.

COUNTY: Mercer

MUNICIPALITY: Hamilton Twp.

MILEPOSTS: 3.51

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 14

SPONSOR: Mercer County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

MPO	Phase	Year
DVRPC	LFA	2010
DVRPC	LFA	2011

George Washington Toll Plaza Bus Operations Study

DB # 06396

Fort Lee and surrounding areas were found, through NJTPA's Strategy Evaluation and Strategy Refinement studies, to have unmet needs in the area of transit mobility. Although multiple bus routes, including express services, stop in Fort Lee and then cross the bridge, operational issues exist that delay buses and contribute to overall congestion approaching the toll plaza. This study will include the New Jersey approaches to the George Washington Bridge and adjacent local street in Fort Lee and will develop recommendations primarily for operational improvements at the toll plaza approaches to benefit bus service efficiency and reliability.

COUNTY: Bergen

MUNICIPALITY: Fort Lee Boro

MILEPOSTS: N/A

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 38

SPONSOR: NJTPA

ASSET MANAGEMENT CATEGORY: Local System Support - Reg Plng and Project Development

MPO	Phase	Year
NJTPA	LCD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Laurel Avenue Bridge Replacement

DB # 08379

Replacement of NJ Transit bridge (carrying NJ Coast Line) over Laurel Avenue.

The following special Federal appropriation was allocated to this project. FY06 SAFETEA LU/HPP \$800,000. (ID # NJ -118)

COUNTY: Monmouth

MUNICIPALITY: Holmdel Twp.

MILEPOSTS:

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 13

SPONSOR: Holmdel Twp.

ASSET MANAGEMENT CATEGORY: Bridge Assets - Railroad Overhead Bridges

MPO	Phase	Year
NJTPA	LPD	2010

Long Valley Safety Project

DB # NP0301

Long Valley Bypass is proposed to avoid the steep grade at Scholeys Mountain Road north of CR 513 and the narrow historic stone bridge. Construction is proposed for two miles of roadway, a bridge over the South Branch of the Raritan River, and replacement of existing culverts. The Bypass would begin at the top of Scholey's Mountain Road and Camp Washington Road and proceed downhill to the intersection with East Mill Road, CR 513, 1300 feet east of the intersection of Fairmount Road

The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, Section 189, ID #NJ 120, \$800,000 (available 20% per year).

COUNTY: Morris

MUNICIPALITY: Washington Twp.

MILEPOSTS: N/A

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 24

SPONSOR: Morris County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

MPO	Phase	Year
NJTPA	LPD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

McClellan Street Underpass

DB # NS9812

The City of Newark is proposing improvements to the McClellan Street Underpass. Improvement will include improved drainage and horizontal and vertical clearances.

COUNTY: Essex

MUNICIPALITY: Newark City

MILEPOSTS: N/A

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 29

SPONSOR: Newark City

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

MPO	Phase	Year
NJTPA	LPD	2010

Mercer County Signal Project, CR 533

DB # D0702

This project will include the development of operations plans and signal timing plans in an effort to improve traffic signal coordination for 21 existing signalized intersections on CR 533 in Mercer County from the Whitehorse Circle to Nassau Park Boulevard. The plans will address the management of traffic under both peak-period conditions as well as off-peak conditions and will be consistent with the Delaware Valley Regional ITS Architecture.

COUNTY: Mercer

MUNICIPALITY: Hamilton Twp. West Windsor Twp.

MILEPOSTS: 0.0 - 8.41

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 14

SPONSOR: Mercer County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

MPO	Phase	Year
DVRPC	LPD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Middle Thorofare, Mill Creek, Upper Thorofare Bridges, CR 621

DB # S0002

This project will provide for the proposed replacement of Ocean Drive over the existing Middle Thorofare, Mill Creek and Upper Thorofare on CR 621, as well as the improvement of Ocean Drive from Route 109 to the Upper Thorofare Bridge.

The following special Federal appropriation was allocated to this project. SAFETEA-LU FY 2005, Section 3224 \$1,600,000 (ID# NJ226) (available 20% per year).

COUNTY: Cape May

MUNICIPALITY: Lower Twp.

MILEPOSTS: 0 - 2.30

STRUCTURE NO.: 3100006 0500030 0500029

LEGISLATIVE DISTRICT: 1

SPONSOR: Cape May County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Bridges

MPO	Phase	Year
SJTPO	LPD	2010

Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A

DB # NS9603

Bridge S-31 carries CR 8A across the Navesink River between Middletown and Rumson. It is a primary access route to the densely populated areas north and south of the river. The structure is in poor condition and the major bridge components are deteriorating. The bridge is eligible for the National Register of Historic Places. Possible improvements such as rehabilitation or replacement of the structure will be studied.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$50,000,000.

COUNTY: Monmouth

MUNICIPALITY: Middletown Twp. Rumson Boro

MILEPOSTS: N/A

STRUCTURE NO.: 1300S31

LEGISLATIVE DISTRICT: 13 11

SPONSOR: Monmouth County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Bridges

MPO	Phase	Year
NJTPA	LPD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek

DB # NS9306

This project is comprised of the replacement of three existing deficient bridges, which carry Brielle Road over Glimmer Glass Creek and Green Avenue over Debbie's Creek. Due to its three-component perpendicular configuration, the project site is locally known as "Three Bridges." All three structures, whether movable or fixed, will be replaced in-kind with bridges meeting current design standards and thus improve roadway geometrics.

The following special Federal appropriation was allocated to this project. SAFETEA-LU FY 2005 High Priority, ID# NJ157, \$2,400,000 available at 20% per year.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$20,000,000.

COUNTY: Monmouth

MUNICIPALITY: Brielle Boro Manasquan Boro

MILEPOSTS: N/A

STRUCTURE NO.: 13000W7 13000W8 13000W9

LEGISLATIVE DISTRICT: 10 11 SPONSOR: Monmouth County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Bridges

MPO	Phase	Year
NJTPA	LPD	2010

Multi-modal Transportation Center, Hunterdon County

DB # 95052

It is proposed to develop park and ride facilities. The locations) for these facilities will be determined based on the results of the I-78 Transit Corridor Study (DB 06389).

COUNTY: Hunterdon

MUNICIPALITY: To be determined

MILEPOSTS: N/A

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 23 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Intermodal Connections

MPO	Phase	Year
NJTPA	CD	2010
NJTPA	CD	2011

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Oak Tree Road Bridge, CR 604

DB # 99316

The bridge is structurally deficient and functionally obsolete. It needs to be widened due to increased traffic volume and to meet wider approach roadway width. The bridge acts as a major link between South Plainfield and Woodbridge Townships.

COUNTY: Middlesex

MUNICIPALITY: Edison Twp.

MILEPOSTS: RR 24.81

STRUCTURE NO.: 1253164

LEGISLATIVE DISTRICT: 18

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Railroad Overhead Bridges

MPO	Phase	Year
NJTPA	FA	2010

Ocean Avenue, Monmouth, Streetscape

DB # 02361

This project will conduct feasibility assessment and preliminary design for streetscape improvements along the beachfront roadway in Monmouth County.

COUNTY: Monmouth

MUNICIPALITY: Bradley Beach Boro Spring Lake Boro Avon-by-the-Sea Boro Belmar Boro

MILEPOSTS: N/A

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 11

SPONSOR: Monmouth County

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Bicycle/Pedestrian

MPO	Phase	Year
NJTPA	LPD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Ocean View Operational Improvements

DB # S0312

This project will develop intermediate and long-term improvements for the traffic congestion associated with Route 9 intersections in Ocean View. Such possible improvements include extending Sea Isle Boulevard westward to Woodbine-Ocean View Road (CR 550) and a full interchange at the Garden State Parkway.

COUNTY: Cape May

MUNICIPALITY: Dennis Twp.

MILEPOSTS: N/A

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 1

SPONSOR: Cape May County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

MPO	Phase	Year
SJTP0	LPD	2010

Openaki Road Bridge

DB # NS9802

Openaki Road bridge over the Den Brook in Denville Township was built in 1924 and is now structurally deficient and functionally obsolete despite efforts by the county to save the structure. The existing bridge is a single-span thru truss with a wood plank deck. The bridge has narrow roadway width and low inventory and operating ratings. The county plans to widen the roadway to 32' consisting of high-strength weathering steel stringers with a composite reinforced concrete deck slab.

COUNTY: Morris

MUNICIPALITY: Denville Twp.

MILEPOSTS: N/A

STRUCTURE NO.: 1400779

LEGISLATIVE DISTRICT: 25

SPONSOR: Morris County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Bridges

MPO	Phase	Year
NJTPA	LPD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Orchard Road Connector

DB # 06381

In an attempt to improve traffic conditions at the Route 206/CR 518 intersection, the Montgomery Township Transportation Advisory Committee (TAC) has attempted to develop improvement plans for the intersection that would increase the capacity and safety of this location. Traditional methods of improving the intersection were explored and found to be unrealistic. Alternate solutions to relieving congestion were explored and a determination was made to explore the use of loop roadways. One of the Montgomery Township Master Plan roads is known as Orchard Road connector which would be a north/south connector roadway to connect Orchard Road and CR 518. In order to implement the construction of this connector road, a crossing of Bedens Brook is required.

NJDOT and the Somerset County Engineering Department have supported the concept of improving the Route 206/CR 518 intersection by construction of loop roads, such as the Orchard Road connector. The construction of loop roadways to alleviate traffic congestion at the Route 206/CR 518 intersection has been deemed the most feasible, cost-effective method of relieving traffic congestion at the intersection.

COUNTY: Somerset

MUNICIPALITY: Montgomery Twp.

MILEPOSTS: N/A

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 16

SPONSOR: Montgomery Township

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

MPO	Phase	Year
NJTPA	LFA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Portway, Fish House Road/Pennsylvania Avenue, CR 659

DB # 97005B

Pennsylvania Avenue/Fish House Road is a two-lane urban minor arterial that connects Central Avenue and Route 7. The roadway has an existing speed limit of 25 mph and has two travel lanes with no shoulders. Pennsylvania Avenue has an at-grade railroad crossing with Conrail located approximately 200 feet east of the Central Avenue/Pennsylvania Avenue signalized "T" intersection. The purpose of the project is to improve safety, mitigate the heavy truck congestion and improve the existing aging roadway to accommodate the growing demands. The project will improve safety by eliminating geometric substandard elements such as lack of shoulders and proper cross slope, as well as improve the Central Avenue/Pennsylvania Avenue signalized intersection to increase capacity and improve traffic movement. The at-grade rail crossing will be moved approximately 1200 feet from the intersection. The roadway will be designed specifically to provide superior regional connectivity and accommodate a heavily growing truck volume. Flooding problems will be addressed by providing a proper drainage system as well as improving the existing poor pavement condition.

COUNTY: Hudson

MUNICIPALITY: Kearny Town

MILEPOSTS: N/A

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 32

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Local System Support - Economic Development

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Portway, Passaic River Crossing

DB # 97005D

This project will study Doremus Avenue, Passaic River Crossing and Central Avenue over Route 1&9T as one project because of their connectivity. The areas of the project service industrial and commercial facilities in a section of Newark and the southern section of Kearny. The purpose of the proposed improvement is to create a connection with NJ Turnpike at Interchange 15E and Route 1&9T, and/or another variation of the two. The improved section will serve to improve access to/from trucking distribution facilities along Doremus Avenue and the NJ Turnpike and will help reduce truck traffic on Route 1&9T. It will range from replacing the existing Route 1&9T bridge to providing dual bridge structures. The reconfiguration of Central Avenue/Route 1&9T interchange may provide four 12-foot travel lanes and two 12-foot shoulders to improve flow and safety. The proposed geometry will primarily follow the existing alignment except at the interchange. Sidewalks could be provided within the proposed berm. A rail crossing on the same facility will also be investigated as part of this project.

COUNTY: Hudson Essex

MUNICIPALITY: Kearny Town Newark City

MILEPOSTS: N/A

STRUCTURE NO.: 0705151

LEGISLATIVE DISTRICT: 32 29

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Local System Support - Economic Development

MPO	Phase	Year
NJTPA	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Raritan Industrial Railroad Track

DB # 06394

A Problem Statement has been received which indicates that the Division of Intermodal Services has been investigating the viability of supporting the creation of the Raritan Express Corridor. This corridor will be the first step toward enhancing the ability of the Raritan Center Complex to play a much needed role in improving freight movement and port operations in New Jersey.

A critical component of the Raritan Express Corridor will be moving freight from Port Newark and Port Elizabeth to Raritan Center by rail. If successful, the new service will help reduce dockside congestion in the port areas and allow better utilization of existing infrastructure. It will shift the movement of freight away from the state and county roadways.

The track connections to support this corridor already exist; however, during construction of I-287 and Route 440 and the construction of the interchange between Route 9 and the Garden State Parkway, a major section of the corridor was relocated and replaced with adverse railroad geometry. An engineering analysis is required to determine whether the adverse geometry will be a fatal flaw to the cost-effective operation of the rail corridor connection.

COUNTY: Middlesex

MUNICIPALITY: Edison Twp.

MILEPOSTS: N/A

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 18

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Intermodal Connections

MPO	Phase	Year
NJTPA	FA	2010

Rockaway River Greenway

DB # 03348

It is proposed to create a linear greenway along the banks of the Rockaway River from Richboynton Road, Dover to Rockaway Road, Rockaway Township. This project will study alternatives which would relocate the railroad interchange to allow for the conversion of the rail line into a liner greenway, as well as the elimination of 12 grade crossings and a state highway bridge.

COUNTY: Morris

MUNICIPALITY: Dover Town Rockaway Twp.

MILEPOSTS: N/A

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 25

SPONSOR: Morris County

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Bicycle/Pedestrian

MPO	Phase	Year
NJTPA	LCD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Rumson Road over the Shrewsbury River, CR 520

DB # NS9706

Bridge S-32 carries CR 520, Rumson Road, across the Shrewsbury River between the Boroughs of Rumson and Sea Bright. This bridge serves as one of two evacuation and emergency routes in times of tidal flooding and coastal storms. The existing structure is in poor condition, with deterioration of major bridge components. Possible improvements such as rehabilitation or reconstruction of the structure will be studied.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$45,000,000.

COUNTY: Monmouth
 MUNICIPALITY: Rumson Boro Sea Bright Boro
 MILEPOSTS: 22.31
 STRUCTURE NO.: 1300S32
 LEGISLATIVE DISTRICT: 11 SPONSOR: Monmouth County
 ASSET MANAGEMENT CATEGORY: Local System Support - Local Bridges

MPO	Phase	Year
NJTPA	LPD	2010

Secaucus Connector

DB # 98552

This project will provide for a highway connector between Route 1&9 (Tonnelle Avenue) and New Jersey Turnpike at Secaucus Intermodal Transfer Rail Station and Trans-Hudson Corridor at Bergen Arches. Work will not be initiated on this project until a decision has been made regarding the Bergen Arches study. Any action taken on this project must be coordinated with the NJ Department of Transportation.

The following special Federal appropriations were allocated to this project. TEA-21-Q92 \$3,587,847 (ID# NJ055).

COUNTY: Hudson
 MUNICIPALITY: Secaucus Town
 MILEPOSTS: N/A
 STRUCTURE NO.: N/A
 LEGISLATIVE DISTRICT: 32 SPONSOR: Jersey City
 ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

MPO	Phase	Year
NJTPA	LFA	2010
NJTPA	LFA	2011

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Sussex County Route 605 Connector

DB # NS9911

The county will investigate alternatives for connecting CR 605 to Route 206/183.

The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, \$800,000 (available 20% per year), (ID# NJ153).

COUNTY: Sussex

MUNICIPALITY: Byram Twp. Stanhope Boro Hopatcong Boro

MILEPOSTS: N/A

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 24 SPONSOR: Sussex County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

MPO	Phase	Year
NJTPA	LPD	2010

Tuckahoe Road, Dennisville-Petersburg Road to Butter Road

DB # S0325

This project will provide for the reconstruction of Tuckahoe Road from Dennisville-Petersburg Road to Butter Road in Upper Township (1.6 miles). The work will consist of raising the roadway above the 100-year flood elevation, resurfacing the roadway and replacing the bridge over Cedar Swamp Creek. The bridge was constructed in 1968, and its deck condition should be reviewed. The guide rail along this section of Tuckahoe Road, particularly approaching the bridge, does not meet current standards. The guide rail will be updated as part of the project. At the intersection with Tyler Road, Tyler Road has limited sight distance in looking to the left along Tuckahoe Road and should be adjusted as part of the improvements.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded construction project.

COUNTY: Cape May

MUNICIPALITY: Upper Twp.

MILEPOSTS: 1.18 - 2.73

STRUCTURE NO.: 0500018

LEGISLATIVE DISTRICT: 1 SPONSOR: Cape May County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Bridges

MPO	Phase	Year
SJTPA	LPD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Washington Crossing-Pennington Road Bridge over Conrail, CR 546

DB # D9906

The existing structure will be replaced, including improving the vertical geometry.

COUNTY: Mercer

MUNICIPALITY: Hopewell Twp.

MILEPOSTS: 4.05

STRUCTURE NO.: 1150159

LEGISLATIVE DISTRICT: 15

SPONSOR: Mercer County

ASSET MANAGEMENT CATEGORY: Bridge Assets - Railroad Overhead Bridges

MPO	Phase	Year
DVRPC	LPD	2010

Washington Crossing-Pennington Road over Woolsey's Brook, CR 546

DB # D9907

The existing structure will be replaced, including improving the alignment of the Jacob Creek Road intersection.

COUNTY: Mercer

MUNICIPALITY: Hopewell Twp.

MILEPOSTS: 2.53

STRUCTURE NO.: 1100063

LEGISLATIVE DISTRICT: 15

SPONSOR: Mercer County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Bridges

MPO	Phase	Year
DVRPC	LPD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Waterloo Road over Musconetcong River

DB # NS0107

Bridge No. 1401038 is in overall critical condition and is classified as both structurally deficient and functionally obsolete. The structure suffers from deformed bottom chord members with section losses and cracked welds at the chord connections. The bridge is posted for a gross load carrying capacity of 11 tons. The County will replace the existing bridge with a new two lane bridge, with two shoulders and a sidewalk.

COUNTY: Morris

MUNICIPALITY: Netcong Boro Stanhope Boro

MILEPOSTS: N/A

STRUCTURE NO.: 1401038

LEGISLATIVE DISTRICT: 24

SPONSOR: Morris County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Bridges

MPO	Phase	Year
NJTPA	LPD	2010

Route 1, Forrestal Road to Aaron Road

DB # 08417

Widening of Rt. 1 to provide six lanes of through traffic within the project limits. The project will provide at-grade intersections at all major road crossings.

Structure Numbers: 1201152, 1201153, 1201154, 1201155, 1201156, 1201160, 1201159, 1201157

The following special Federal appropriations were allocated to this project. FY06 SAFETEA-LU, \$2,500,000 (available 20% per year, ID# NJ266); \$3,500,000 (available 20% per year, ID# NJ251) and \$800,000 (available 20% per year, ID# NJ151).

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$250,000,000.

COUNTY: Middlesex

MUNICIPALITY: Plainsboro Twp. South Brunswick Twp. North Brunswick Twp.

MILEPOSTS: 12.80 - 21.50

STRUCTURE NO.: Various (See Descript.)

LEGISLATIVE DISTRICT: 14 17

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Bottleneck Widening

MPO	Phase	Year
NJTPA	CD	2010
NJTPA	FA	2011

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 1, Franklin Corner Road

DB # 027

This project will provide for proposed intersection improvements at Franklin Corner Road which may include widening of Franklin Corner Road, widening of Route 1, revisions to the forward ramps, and signalization of those ramps at Franklin Corner Road.

COUNTY: Mercer

MUNICIPALITY: Lawrence Twp.

MILEPOSTS: 5.50-6.40

STRUCTURE NO.: 1103150 1103151

LEGISLATIVE DISTRICT: 15

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
DVRPC	CD	2010
DVRPC	FA	2011

Route 1, Harrison Street, Operational Improvements

DB # 08385

Potential improvements would be made to Harrison Street (CR 629) at its intersection with Rt. 1. DPD is providing assistance to Princeton Hospital which will be the co-lead with Mercer County for this project.

COUNTY: Mercer

MUNICIPALITY: West Windsor Twp.

MILEPOSTS: 11.83

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 14

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
DVRPC	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 1, Mercer County Congestion Management & Concept Development Study

DB # 01330

Concept Development will encompass the area between the I-95/295 Interchange and Alexander Road. The study will evaluate the entire range of congestion management strategies, from trip reduction to highway operations to general-purpose capacity increases. This may include selected widening, collector-distributor lanes, interchange improvements, intersection improvements/signal removals, and possible grade separations. Congestion Management Strategies (CMS) for the Route 1 Corridor through Mercer County will also be addressed.

The corridor covered by this study in Lawrence and West Windsor Townships is also being studied as part of the NJDOT Route 1 Regional Smart Growth Study (covering 15 towns in Mercer and Middlesex Counties) and the NJDOT Bus Rapid Transit Study (covering six towns in those counties). Those two studies are expected to produce findings that would then be incorporated into the Route 1, Mercer County Congestion Management and Concept Development Study, as will any breakout projects from those efforts. Other capacity adding projects along the Route 1 corridor in this area are affected as well and must be coordinated by NJDOT.

COUNTY: Mercer

MUNICIPALITY: Lawrence Twp. West Windsor Twp.

MILEPOSTS: 6.76 - 10.86

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 15 14

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Capital Program Delivery - Planning Programs and Studies

MPO	Phase	Year
DVRPC	CD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 1, Middlesex County Operational Improvements

DB # 93146

A Smart Growth Study is underway by Planning to identify a strategy for Rt. 1. The section of Rte. 1 through South Brunswick is only 4 lanes whereas the sections to the north and south of this section are 6 lanes. This causes a bottleneck effect and congestion.

The following special Federal appropriations were allocated to this project. FY06 SAFETEA-LU, \$2,500,000 (available 20% per year, ID# NJ266); \$3,500,000 (available 20% per year, ID# NJ251) and \$800,000 (available 20% per year, ID# NJ151).

COUNTY: Middlesex

MUNICIPALITY: South Brunswick Twp. North Brunswick Twp.

MILEPOSTS: 13.93 - 22.5

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 14 17 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Capital Program Delivery - Corridor Studies

MPO	Phase	Year
NJTPA	CD	2010

Route 1, New Brunswick Pedestrian Crossing

DB # 06383

A Problem Statement has been received which indicates there is a lack of facilities for pedestrians and bicyclists to cross Route 1 safely in the vicinity of the Morris Goodkind Bridge over the Raritan River. It is proposed to construct sidewalks on the east and west sides of Route 1 which would provide a link to an existing pedestrian underpass at the Morris Goodkind Bridge. It would also be necessary to construct stairs or ramps leading to the underpass as well as provide safety lighting.

COUNTY: Middlesex

MUNICIPALITY: New Brunswick City Edison Twp.

MILEPOSTS: 27.20 - 28.10

STRUCTURE NO.: 1203156

LEGISLATIVE DISTRICT: 17 18 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Bicycle/Pedestrian

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 1, South Brunswick, Drainage Improvements

DB # 93253

Frequent flooding along Route 1 southbound at the intersection of Ridge Road (MP 14.6) and within the vicinity of the Solar Motel property has been reported. The flooding is due to inadequate capacity of drainage network and outfall pipe to the nearby creek. Also, the southbound jug handle to Raymond Road at Route 1 (MP 15.9) floods during heavy rainfall. Flooding is caused by backwater and build-up of sediment and debris in a ditch that runs along the east side of the jug handle to the upstream face of the concrete box culvert that carries Heathcote Brook Branch under Route 1, causing frequent closure to the jug handle. Frequent ponding is reported on both sides of Route 1 at this location. DMS Rank 7.

COUNTY: Middlesex

MUNICIPALITY: South Brunswick Twp.

MILEPOSTS: 14.60 - 15.90

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 14

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
NJTPA	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements

DB # 01330A

This is a safety and operational improvement project which has already "broken out" two independent projects:

1-Improvements to the Rt. 1 & 95/295 Interchange have already been constructed.

2-Rt. 1 Southbound at Quaker Bridge Mall Overpass (DB# 01330A1) has been advanced to design. This project will provide improved acceleration lane onto Rt. 1 SB from the Quaker Bridge Mall ramp and an auxiliary lane on Rt. 1.

A third break-out from this "mother project" is expected in the Fall '09. This project will consist of shifting the existing Collector-Distributor (CD) road barrier curb resulting in 3 "express" lanes and 1 "local" CD Lane, plus a 10-foot shoulder from north of the Quaker Bridge Road interchange to the Quaker Bridge Mall overpass. The project will also close 5 driveways, providing alternate access through shared access agreements.

COUNTY: Mercer

MUNICIPALITY: Lawrence Twp. West Windsor Twp.

MILEPOSTS: 6.67 - 8.50

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 15 14 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

MPO	Phase	Year
DVRPC	PD	2010

Route 1&9, Pulaski Skyway

DB # 03356

This study will investigate the long term needs and implications of improving this historic structure.

COUNTY: Hudson Essex

MUNICIPALITY: Jersey City Kearny Town Newark City

MILEPOSTS: 51.5 - 55.9

STRUCTURE NO.: 0704150 0901150

LEGISLATIVE DISTRICT: 29 31 32 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 1&9, Woodbridge/Rahway Drainage

DB # 08374

NJDOT Operations reports multiple closures due to flooding in this area. Hydrology and hydraulics studies are needed to identify the stormwater drainage needs to reduce future flooding. The current stormwater pipes are inadequate to drain the stormwater causing flooding in the roadway. The past flood closure occurrences and daily vehicular traffic at this location results in a high probability that motorists will be significantly impacted during the next major storm event.

COUNTY: Middlesex Union
 MUNICIPALITY: Woodbridge Twp. Rahway City
 MILEPOSTS: 36.8 - 38.9
 STRUCTURE NO.:
 LEGISLATIVE DISTRICT: 19 22 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
NJTPA	FA	2010

Route 1&9T, Extension

DB # 97005C

As part of the Portway project, a new roadway is proposed parallel to Routes 1 and 9, along the railroad right of way in Jersey City. The proposed roadway, with new connections to the intermodal rail yards including Croxton Yards Intermodal Rail Facility, will improve access efficiency and help trucks avoid hot spots such as Tonelle Avenue Circle and congested segments of Routes 1&9 (Tonelle Avenue). Within the project area west of Route 1&9T is a developed industrial area that requires truck service from Ports Elizabeth and Newark. To the east of Route 1&9T is a mix of light-density residential developments with predominant commercial and industrial businesses. The proposed roadway would include one 12-foot travel lane and one 12-foot shoulder in each direction. (This project was formerly known as New Road)

COUNTY: Hudson
 MUNICIPALITY: Jersey City
 MILEPOSTS: N/A
 STRUCTURE NO.: N/A
 LEGISLATIVE DISTRICT: 32 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Local System Support - Local Bridges

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 1&9T, Secaucus Road to Little Ferry

DB # 97005E

This project, formerly known as New Road Extension, is the proposed extension of New Road north of Secaucus Road to the CSX facility at Little Ferry and/or a connection to the NJ Turnpike. New Road extension will create a direct connection to Croxton Yard and its vicinity, thereby reducing port-generated truck traffic on the parallel section of Route 1 & 9. This will reduce congestion on Route 1 & 9, especially during peak hours.

COUNTY: Hudson

MUNICIPALITY: Jersey City

MILEPOSTS:

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 31

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Local System Support - Economic Development

MPO	Phase	Year
NJTPA	FA	2010
NJTPA	FA	2011

Route 3 over Northern Secondary & Ramp A

DB # 08346

The bridge is located in North Bergen Township, Hudson County. The bridge is functionally obsolete with sufficiency rating of 48. Based on latest inspection report condition of deck, superstructure and substructure is listed as in fair condition. The bridge is classified as "Functionally Obsolete" due to inadequate lateral underclearance and the substandard deck geometry. Currently, the bridge is listed as Priority 2 in the ranking of Bridge Management System. The bridge needs major rehabilitation/replacement including improvements to substandard geometric features to address its marginal structural condition and functional obsolescence.

COUNTY: Hudson

MUNICIPALITY: North Bergen Twp.

MILEPOSTS: 10.74

STRUCTURE NO.: 0908153

LEGISLATIVE DISTRICT: 32

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad

DB # 065C

This is a breakout of the Rt. 4 Corridor Multi-Bridges and Roadway Improvement project. The scope is to replace the existing bridge and improvements to the Rt. 4 roadway within the project limits, including Belle Avenue intersection improvements.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$44,200,000.

COUNTY: Bergen

MUNICIPALITY: Teaneck Twp.

MILEPOSTS: 6.80 - 7.20

STRUCTURE NO.: 0206-169

LEGISLATIVE DISTRICT: 37

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	PD	2010

Route 4, Flat Rock Brook Bridge

DB # 93136

This project will provide for the proposed replacement of the existing bridge (Structure #0206-181).

COUNTY: Bergen

MUNICIPALITY: Englewood City

MILEPOSTS: 9.55

STRUCTURE NO.: 0206181

LEGISLATIVE DISTRICT: 37

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 4, Grand Avenue Bridge

DB # 08410

This project will replace the deck of structure 0206-179 in order to remove the bridge from the structurally deficient list. The WB right through-lane through the intersection will be eliminated. The existing through lane will be used to provide a deceleration lane, an exclusive merge lane and an acceleration lane that will introduce the right through lane after the interchange to improve safety at the ramp termini. A bus shelter will be provided at the existing bus stop, along with ADA-compliant curb ramps and sidewalks. Gaps in existing sidewalk will be eliminated.

COUNTY: Bergen

MUNICIPALITY: Englewood City

MILEPOSTS: 9.04

STRUCTURE NO.: 0206179

LEGISLATIVE DISTRICT: 37

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	FA	2010
NJTPA	FA	2011

Route 4, Hackensack River Bridge

DB # 02346

This project will provide for the proposed replacement of the existing bridge.

COUNTY: Bergen

MUNICIPALITY: Hackensack City Teaneck Twp.

MILEPOSTS: 5.70 - 6.10

STRUCTURE NO.: 0206166

LEGISLATIVE DISTRICT: 37

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	FA	2010
NJTPA	FA	2011

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 4, Jones Road Bridge

DB # 94064

This project will provide for the proposed bridge rehabilitation or replacement (Structure No. 0206182) which was identified by the Bridge Management System. The overall condition of the structure is critical due to the low inventory ratings. Additional problems stem from the condition of the deck and substructure, and the inadequate bridge roadway width and vertical/lateral under clearances.

COUNTY: Bergen

MUNICIPALITY: Englewood City

MILEPOSTS: 9.65

STRUCTURE NO.: 0206182

LEGISLATIVE DISTRICT: 37

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	FA	2010

Route 4, South Van Brunt Street Intersection

DB # 08411

This project will construct an acceleration lane from South Van Brunt St. to Rt. 4 WB. The accel lane will be shorter than standard length to avoid existing gas station driveways.

COUNTY: Bergen

MUNICIPALITY: Englewood City

MILEPOSTS: 8.67

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 37

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 4, Teaneck Road Bridge

DB # 93134

This project will provide for the proposed replacement of the existing deficient structure, which has a sufficiency rating of 17.

COUNTY: Bergen

MUNICIPALITY: Teaneck Twp.

MILEPOSTS: 7.61 - 7.64

STRUCTURE NO.: 0206173

LEGISLATIVE DISTRICT: 37

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	FA	2010

Route 7, Kearny, Drainage Improvements

DB # 93186

The topography in the area is extremely flat with marshlands surrounding the roadway. This section of Route 7 is generally uncurbed. Roadway runoff is collected through inlets or sheet flow, discharging directly into the marshlands. During moderate and heavy storms in addition to high tide, the runoff overflows the banks onto the roadway and adjacent properties. DMS Rank 21.

COUNTY: Hudson

MUNICIPALITY: Kearny Town

MILEPOSTS: 3.10 - 3.60

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 32

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 9, Bordentown Road Interchange Operational Improvements

DB # 08418

A problem statement was received indicating that this interchange has become inadequate both from a safety and a congestion perspective. Because the traffic volumes have increased over the years due to heavy development in the area, the existing geometry can no longer effectively process traffic. Specifically, the highway ramp terminals at Bordentown Road are in close proximity to the local street system (Bordentown Rd./Kenneth Ave./Burlew Place) which causes much turbulence.

COUNTY: Middlesex

MUNICIPALITY: Sayreville Boro

MILEPOSTS:

STRUCTURE NO.: 1207150

LEGISLATIVE DISTRICT: 19

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	CD	2010
NJTPA	CD	2011

Route 9, Bridge over Waretown Creek

DB # 08316

This project will replace the 82-year old two span structure over Waretown Creek. The existing deck and superstructure are both rated poor. The existing center pier exhibits numerous vertical cracks, which extend from the top of the pier down below the waterline.

COUNTY: Ocean

MUNICIPALITY: Ocean Twp.

MILEPOSTS: 78.29

STRUCTURE NO.: 1502152

LEGISLATIVE DISTRICT: 9

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 9, Bus Rapid Transit

DB # 07350

The Route 9 Bus Rapid Transit project is projected to be an extension of the bus shoulder lane that has completed construction. NJ Transit proposes to extend the shoulder use for buses from the Howell/Lakewood border to Old Bridge in both directions.

COUNTY: Ocean Monmouth

MUNICIPALITY: Lakewood Twp. Howell Twp. Freehold Twp. Manalapan Twp.

MILEPOSTS: 103.0-122.46

STRUCTURE NO.: Various

LEGISLATIVE DISTRICT: 30 12 13 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Demand Management

MPO	Phase	Year
NJTPA	PD	2010

Route 9, Green Street Intersection Improvements, Tuckerton (CR 539)

DB # 97080M

This intersection has been identified as having congestion and safety-related problems, The intersection operates at a poor level of service due to high turn volumes conflicting with through movements. Route 9 serves the downtown area of the historic village of Tuckerton, and CR 539 provides a direct connection to/from the Garden State Parkway. Ocean County is to construct a right-turn lane from CR 539 EB to Rt. 9 SB.

COUNTY: Ocean

MUNICIPALITY: Tuckerton Boro

MILEPOSTS: 62.75

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 9 SPONSOR: Ocean County

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 9, Lakewood/Toms River, Congestion Relief

DB # 076C

This corridor consistently experiences high levels of congestion and crashes both weekdays and weekends under existing conditions. Growth continues in these two towns and the associated traffic will exacerbate these conditions over time. The 7.2 mile segment runs parallel to the Garden State Parkway (to the east) and provides an alternate route for north-south traffic in this area during incidents on the Garden State Parkway.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$588,000,000.

COUNTY: Ocean

MUNICIPALITY: Lakewood Twp. Toms River Twp.

MILEPOSTS: 94.8 - 101.7

STRUCTURE NO.: 1504150 1504151 1504153

LEGISLATIVE DISTRICT: 10 30 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Major Widening

MPO	Phase	Year
NJTPA	CD	2010
NJTPA	CD	2011

Route 9, Mizzen Avenue and Washington Avenue, Intersection Improvements

DB # 97080N

The signalized Mizzen Avenue intersection is located very close to the unsignalized Washington Avenue intersection. These two intersections are attempting to operate as one. The geometry combined with the traffic volumes create severe delays at the intersections. A Town Center is proposed adjacent to this location.

COUNTY: Ocean

MUNICIPALITY: Pine Beach Boro Berkeley Twp.

MILEPOSTS: 89.41 - 89.44

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 9 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	CD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 9, West Creek, Drainage Improvements

DB # 96017

Proposed drainage improvements on southbound Route 9 at West Creek (Uriah Branch) would alleviate periodic flooding. Conditions noted include an undersized box culvert under the roadway as well as an inadequate drainage system in the roadway. Adjacent properties experience flooding from roadway runoff as well as backwater from the box culvert. DMS Rank 106.

COUNTY: Ocean
 MUNICIPALITY: Eagleswood Twp.
 MILEPOSTS: 65.65
 STRUCTURE NO.: N/A
 LEGISLATIVE DISTRICT: 9 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
NJTPA	FA	2010

Route 9, Woodbine/Ocean View Road, Intersection Improvements (CR 550)

DB # 2149M

CR 550 currently has one lane in each direction and has a signalized intersection with Rt. 9. Minor widening is proposed for CR 550 in the eastbound direction to accommodate a separate right and left turn lane at the "T" intersection with Rt. 9. The project will be constructed within existing State/County ROW although there is potential for very minor additional ROW for a "corner cutback" to improve the turning radius.

COUNTY: Cape May
 MUNICIPALITY: Dennis Twp.
 MILEPOSTS: 21.6
 STRUCTURE NO.:
 LEGISLATIVE DISTRICT: 1 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
SJTPA	LCD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 9/35, Main Street Bridge

DB # 079A

This bridge is a breakout project as a result of the Rt. 9/35 South Amboy to Old Bridge study. Heavy volumes of commuter traffic from Rt. 9 and 35 as well as local traffic use this bridge daily. It ranks priority 3 in the Bridge Management System. The bridge is structurally deficient and functionally obsolete with a sufficiency rating of 36.9

COUNTY: Middlesex

MUNICIPALITY: Sayreville Boro South Amboy Twp.

MILEPOSTS: 129.82

STRUCTURE NO.: 1208150

LEGISLATIVE DISTRICT: 19

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	FA	2010
NJTPA	PD	2011

Route 10, Jefferson Road

DB # 00312

This project will improve traffic flow and safety at the Rt. 10 & Jefferson Road intersection by extending the Rt. 10 EB auxiliary lane from the I-287 exit ramp further to the east of the existing jug handle. An auxiliary lane will be constructed on the South Jefferson Road approach to the intersection.

COUNTY: Morris

MUNICIPALITY: Hanover Twp.

MILEPOSTS: 13.28

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 26

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 10/202, NJ 53 to Johnson Road, Operational Improvements

DB # 98338C

This is an operational improvement project to alleviate the congestion problem during the morning peak hour, especially on Rt. 10 EB. Widen Rt.10 EB to three lanes from westerly terminus to the existing three lane section. Rebuild the southwest jug handle and build the Johnson Rd. connector ramp in lieu of the current forward jug handle from Rt. 10 EB to Rt. 202 NB. Widen Rt. 202 to provide additional through lanes.

COUNTY: Morris

MUNICIPALITY: Parsippany-Troy Hills Twp. Hanover Twp.

MILEPOSTS: 10.66 - 11.67

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 26

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	PD	2010

Route 15, Bridge over Beaver Run

DB # 09319

Bridge superstructure replacement and scour countermeasures for Structure # 1902-150.
Superstructure rating=4, SR=37.9

COUNTY: Sussex

MUNICIPALITY: Lafayette Twp.

MILEPOSTS:

STRUCTURE NO.: 1922150

LEGISLATIVE DISTRICT: 24

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	FA	2010
NJTPA	FA	2011

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 17, Essex Street to South of Route 4

DB # 103A1

Widening of Rt. 17 to provide six lanes of through traffic, some of which is on structures within the project limits. The project will include structure replacements and at-grade crossings at various intersections.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$157,000,000.

COUNTY: Bergen

MUNICIPALITY: Various

MILEPOSTS: 10.19 - 12.04

STRUCTURE NO.: 0214157 0214158 0214159 1221151

LEGISLATIVE DISTRICT: 36 37 38 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Major Widenings

MPO	Phase	Year
NJTPA	LFA	2010

Route 17, Arbor Drive, Drainage Improvement

DB # 05312

A Problem Statement has been received indicating there is a drainage problem in the vicinity of Arbor Drive and Route 17. The drainage system is currently at its capacity. Flooding on local streets and residential properties is due to insufficient capacity in the downstream drains of southbound Route 17. The restricted flow has caused backup in local drainage systems and flooding in the vicinity of Arbor Drive and a low point on Route 17. DMS Rank 179.

COUNTY: Bergen

MUNICIPALITY: Ho-Ho-Kus Boro

MILEPOSTS: 17.50 - 18.00

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 39 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 17, Central Avenue Bridge, Rochelle Park

DB # 94056

This project will provide for the proposed bridge replacement which was identified by Bridge Management System. The overall condition of the bridge is serious, with low appraisal ratings for structural elevation and the inadequate deck geometry.

COUNTY: Bergen

MUNICIPALITY: Rochelle Park Twp.

MILEPOSTS: 10.90

STRUCTURE NO.: 0214159

LEGISLATIVE DISTRICT: 37

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	LFA	2010
NJTPA	LPD	2011

Route 17, NYS&W Bridge

DB # 94057

This project will provide for the proposed bridge replacement which was identified by Bridge Management System. The overall condition of the bridge is serious, with low appraisal ratings for structural elevation and the inadequate deck geometry.

The following special Federal appropriation was allocated to this project. TEA-21/Q92 \$1,153,237.

COUNTY: Bergen

MUNICIPALITY: Rochelle Park Twp.

MILEPOSTS: 10.90

STRUCTURE NO.: 0214157

LEGISLATIVE DISTRICT: 37

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	LFA	2010
NJTPA	LPD	2011

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 17, Williams Avenue to I-80

DB # 103A2

This study will investigate the widening of Route 17 to provide six lanes of through traffic. Structural replacements will be included.

The following special Federal appropriations have been allocated to this project: 1) FY 2004/Section 115/H17 \$1,000,000, ID# NJ093); 2) FY05/Section 11/H66, \$2,000,000 (ID# NJ 111); 3)FY06 SAFETEA-LU, HPP \$4,400,000 (ID# NJ128); 4) FY06 SAFETEA-LU, HPP \$9,600,000 (ID# NJ159) (available 20% per year); 5)FY 2004 Sec. 115/H17, PL 108-199, \$1,000,000 (ID# NJ094).

COUNTY: Bergen

MUNICIPALITY: Hasbrouck Heights Boro Hackensack City

MILEPOSTS: 8.3-9.9

STRUCTURE NO.: 0221150 0221151 0221153

LEGISLATIVE DISTRICT: 38 37 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Capital Program Delivery - Project Scoping and Design

MPO	Phase	Year
NJTPA	FA	2010
NJTPA	FA	2011

Route 18, East Brunswick Drainage

DB # 08373

NJDOT Operations reports multiple closures due to flooding in this area. Hydrology and hydraulics studies are needed to identify the stormwater drainage needs to reduce future flooding. The current stormwater pipes are inadequate to drain the stormwater causing flooding in the roadway. The past flood closure occurrences and daily vehicular traffic at this location results in a high probability that motorists will be significantly impacted during the next major storm event. DMS Rank 6.

COUNTY: Middlesex

MUNICIPALITY: East Brunswick Twp.

MILEPOSTS: 36.7 - 37.33

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 3 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
NJTPA	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 18, Route 1 to Edgeboro Road, proposed operational improvements

DB # X221B

A study will be undertaken of possible operational improvements on Route 18 between Route 1 and Edgeboro Road. Areas of study include potential ramp improvements at the Route 1 and Route 18 interchange, improvements at the signalized intersection at Route 18 and Naricon Place and improvements at the signalized intersection of Route 18 and Edgeboro Road. Pedestrian crossing and safety improvements will also be evaluated as part of this project.

COUNTY: Middlesex

MUNICIPALITY: East Brunswick Twp. New Brunswick City

MILEPOSTS: 38.89 - 40.90

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 18 17

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	FA	2010

Route 20, Paterson Drainage

DB # 08372

NJDOT Operations reports multiple closures due to flooding in this area. Hydrology and hydraulics studies are needed to identify the stormwater drainage needs to reduce future flooding. The current stormwater pipes are inadequate to drain the stormwater causing flooding in the roadway. The past flood closure occurrences and daily vehicular traffic at this location results in a high probability that motorists will be significantly impacted during the next major storm event. DMS Rank 5.

COUNTY: Passaic

MUNICIPALITY: Paterson City

MILEPOSTS: 0.2 - 3.6

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 35 38

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
NJTPA	CD	2010
NJTPA	FA	2011

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 21, Newark Needs Analysis, Murray Street to Edison Place

DB # 99381

The Feasibility Assessment will provide recommendations to relieve traffic congestion via potential widening as well as providing for safety and pedestrian improvements.

COUNTY: Essex

MUNICIPALITY: Newark City

MILEPOSTS: 1.20 - 2.25

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 29

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	FA	2010

Route 21, Newark Waterfront Community Access

DB # 98540

A pedestrian overpass will be built on the north side of Centre Street across Route 21 from NJ Performing Arts Center. This overpass will be associated with infrastructure of NJPAC development and build out of a combination boathouse-restaurant on the waterfront side. The project will be bicycle/pedestrian compatible. An agreement is being developed to provide \$1.2 million preliminary design money to NJPAC. NJDOT will monitor the project.

The following special Federal appropriations have been allocated to this project: TEA-21/Q92 \$1,025,100, ID# NJ 042; 2) FY06 SAFETEA-LU \$1,500,000 (ID# NJ269); \$1,200,000 (ID# NJ139) (available 10% per year) and \$2,000,000 (ID# NJ254),(available 20% per year).

COUNTY: Essex

MUNICIPALITY: Newark City

MILEPOSTS: 4.1

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 29

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Bicycle/Pedestrian

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 22, Belvidere Road Vicinity to I-78

DB # 9136

Alternatives will be developed to address operational and safety improvements to Route 22, particularly in the vicinity of the intersection of Belvidere Road (CR 519).

COUNTY: Warren

MUNICIPALITY: Pohatcong Twp. Greenwich Twp.

MILEPOSTS: 3.20 - 5.07

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 23

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	LPD	2010

Route 22, Bloy Street to Liberty Avenue

DB # 658C

Replacement of the structurally deficient Bloy Street Bridge over Route 22. Improvements to the intersections of Bloy St. with Rt. 22 to improve safety and facilitate truck turning movements.

COUNTY: Union

MUNICIPALITY: Hillside Twp.

MILEPOSTS: 56.90 - 57.30

STRUCTURE NO.: 2004152

LEGISLATIVE DISTRICT: 29

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 22, Chestnut Street Bridge Replacement (CR 626)

DB # 04361

A Problem Statement has been received which indicates the overall condition of the structure is listed as poor. The bridge has a sufficiency rating of 24.9 and has deteriorated to the point that it requires replacement.

COUNTY: Union

MUNICIPALITY: Union Twp.

MILEPOSTS: 55.01

STRUCTURE NO.: 2003166

LEGISLATIVE DISTRICT: 20

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	PD	2010
NJTPA	PD	2011

Route 22, Garden State Parkway/Route 82 Interchange Improvements

DB # 658A

This project will improve safety and geometric deficiencies and streamline access within the interchange by removing weaving sections.

COUNTY: Union

MUNICIPALITY: Union Twp.

MILEPOSTS: 55.30 - 55.90

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 20

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 22, Hilldale Place/Broad Street

DB # 658E

The Route 22 bridge connector over Route 22 has a low rating; therefore, replacement of this structure is recommended. In addition, there is a need to improve safety, geometric deficiencies and access.

COUNTY: Union

MUNICIPALITY: Hillside Twp.

MILEPOSTS: 58.00 - 58.10

STRUCTURE NO.: 2004155 2004157 2004156

LEGISLATIVE DISTRICT: 29 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	PD	2010

Route 22, Pedestrian Improvements, Union/Springfield Townships

DB # 02374

This project will provide for proposed pedestrian improvements on Route 22 from Springfield Road to Fairfield Avenue in Union and Springfield Townships.

COUNTY: Union

MUNICIPALITY: Union Twp. Springfield Twp.

MILEPOSTS: 52.40 - 54.74

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 20 21 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Bicycle/Pedestrian

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 22, Sustainable Corridor Long-term Improvements

DB # 03318

This proposed project will investigate long-term improvements between Route 202/206 and Chimney Rock Road. Proposed improvements should address the high accident rates as well as eliminate congestion in this area. A full alternatives analysis is to be undertaken by Somerset County in order to fully determine the needs and the most cost-effective solution. The following special Federal appropriation was allocated to this project. FY 08 Omnibus Appropriations Bill, \$4,000,000, ID# NJ 288 (See also DB 03319).

COUNTY: Somerset

MUNICIPALITY: Bridgewater Twp.

MILEPOSTS: 33.88 - 37.14

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 16

SPONSOR: Somerset County

ASSET MANAGEMENT CATEGORY: Capital Program Delivery - Corridor Studies

MPO	Phase	Year
NJTPA	LFA	2010

Route 22, Westbound, Vicinity of Vaux Hall Road to West of Bloy Street

DB # 658B

This project will improve safety and geometric deficiencies that will include sight distance, alignment and modify the acceleration and deceleration lanes, on the westbound side only.

DB 658B1 was broken out of this project in 12/08, and will address the eastbound side of Rt. 22.

COUNTY: Union

MUNICIPALITY: Union Twp. Hillside Twp.

MILEPOSTS: 56.15 - 56.93

STRUCTURE NO.: 2004150 2004151

LEGISLATIVE DISTRICT: 20 29

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 23, Bridge over Branch of Walkill River

DB # 08348

The bridge is located in Wantage Twp., Sussex County. The bridge is structurally deficient with sufficiency rating of 33.4. Based on the latest inspection report condition of deck and superstructure is listed as in fair condition and substructure is listed as in poor condition. The bridge is in overall poor condition due to the substructure. Currently, the bridge is listed as Priority 3 in the ranking of Bridge Management System. The bridge needs major rehabilitation and/or replacement to address its poor structural condition.

COUNTY: Sussex

MUNICIPALITY: Wantage Twp.

MILEPOSTS:

STRUCTURE NO.: 1904153

LEGISLATIVE DISTRICT: 24

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	FA	2010

Route 23, Bridge over Pequannock River / Hamburg Turnpike

DB # 08347

The bridge is functionally obsolete with sufficiency rating of 49.1. Based on the latest inspection report condition of superstructure and substructure is listed as in fair condition. Also, the bridge is scour critical. Currently, the bridge is listed as Priority 3 in the ranking of Bridge Management System. The bridge needs major rehabilitation/replacement including improvements to substandard geometric features to address its marginal structural condition and functional obsolescence.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$36,000,000.

COUNTY: Morris Passaic

MUNICIPALITY: Kinnelon Boro West Milford Twp.

MILEPOSTS:

STRUCTURE NO.: 1405156

LEGISLATIVE DISTRICT: 26

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	FA	2010
NJTPA	FA	2011

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 23/80, Long-term Interchange Improvements

DB # 9233B6

The proposed long-term improvements may involve a major construction project that addresses existing weekday and weekend congestion problems and provides for a critical missing link in the highway network. While the NJDOT's Interchange Study recommended several concepts for long-term improvements, the Routes 23/46/80 Task Force could not, based on the preliminary nature of such concepts, determine one concept to endorse. The Routes 23/46/80 Task Force agreed that the NJDOT should further develop four concepts to determine the most viable alternative to meet the needs of the interchange.

The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP \$1,200,000, ID# NJ202, (available 20% per year).

COUNTY: Passaic Essex

MUNICIPALITY: Wayne Twp. Fairfield Twp.

MILEPOSTS: 23: 5.1-5.7; 80: 52.8-53.75

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 40 27

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 29 Boulevard, Cass Street to North of Calhoun Street (Southern Section)

DB # 02396B

It is proposed to convert the existing highway to an urban boulevard. Proposed improvements may include removal of shoulders and installation of parking lanes where appropriate or a planted buffer; reduction of the speed limit to 35 miles per hour, installation of pedestrian crosswalks and sidewalks, removal of the pedestrian overpasses, removal of guide rail and fencing where appropriate, installation of decorative lighting and installation of urban design and landscaping amenities.

The following special Federal appropriations were allocated to this project. FY06 SAFETEA-LU, \$2,500,000, ID# NJ 267, (available 10% per year) and SAFETEA-LU, HPP \$4,000,000, ID# NJ 252, (available 20% per year), FY 08 Omnibus Appropriations Bill, \$750,000, ID # NJ 289. (See also DB # 02396A).

COUNTY: Mercer

MUNICIPALITY: Trenton City

MILEPOSTS: 2.90 - 4.70

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 15

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Capital Program Delivery - Corridor Studies

MPO	Phase	Year
DVRPC	LPD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 29 Boulevard, North of Calhoun Street to Sullivan Way (Northern Section)

DB # 02396A

It is proposed to convert the existing highway to an urban boulevard. Proposed improvements may include removal of shoulders and installation of parking lanes where appropriate or a planted buffer; reduction of the speed limit to 35 miles per hour, installation of pedestrian crosswalks and sidewalks, removal of the pedestrian overpasses, removal of guide rail and fencing where appropriate, installation of decorative lighting and installation of urban design and landscaping amenities.

The following special Federal appropriations were allocated to this project. FY06 SAFETEA-LU, \$2,500,000, ID# NJ 267, (available 10% per year) and SAFETEA-LU, HPP \$4,000,000, ID# NJ 252, (available 20% per year), FY 08 Omnibus Appropriations Bill, \$750,000, ID # NJ 289. (See also DB # 02396B).

COUNTY: Mercer

MUNICIPALITY: Trenton City

MILEPOSTS: 4.70 - 6.30

STRUCTURE NO.: 1107150 1107151

LEGISLATIVE DISTRICT: 15

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Capital Program Delivery - Corridor Studies

MPO	Phase	Year
DVRPC	LPD	2010

Route 29, Cass St. to W. Upper Ferry Rd., Drainage

DB # 07319

A Problem Statement has been received which details flooding problems along Rt. 29 in this area. An area known as "The Island" located along the western side of NJ 29 bet. Mp. 5.75 and 6.6 has also been affected by flooding. Rt. 29, the storm sewer system and Delaware River are perceived to be primary causes of flooding. This site ranks #2 of 126 remaining projects in the Drainage Management System.

COUNTY: Mercer

MUNICIPALITY: Trenton City Ewing Twp.

MILEPOSTS: 2.9 - 8.49

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 15

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
DVRPC	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek

DB # 551B

A bicycle/pedestrian path will be constructed along the Delaware River from Stacy Park to Assunpink Creek.

The following special Federal appropriations were allocated to this project. TEA-21/O92 \$4,228,536, ID# NJ 041, and FY 2004/TCSP \$940,419 (ID #04NJ001).

COUNTY: Mercer

MUNICIPALITY: Trenton City

MILEPOSTS: 3.25 - 3.90

STRUCTURE NO.: 1130154

LEGISLATIVE DISTRICT: 15

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Bicycle/Pedestrian

MPO	Phase	Year
DVRPC	FA	2010

Route 29, Stockton Gateway and Traffic Calming Study

DB # 00362E

Provide traffic calming and gateway treatments to Rt. 29 through the Borough of Stockton. This includes safer pedestrian crossings, more sidewalks, a roundabout at the intersection of Rt. 29 and CR 519, safety signs and flashers, formalized parking and increased access to the existing pedestrian path (D&R Canal). Project likely to be broken into segments and advanced on different paths with the CR 519 Roundabout and pedestrian crossing at the Prallsville Mill to be advanced first.

COUNTY: Hunterdon

MUNICIPALITY: Stockton Boro

MILEPOSTS: 21.50 - 23.00

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 23

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Local System Support - Transportation Enhancements

MPO	Phase	Year
NJTPA	CD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 31, Bridge over CSX Railroad

DB # 08355

This project will rehabilitate the Rt. 31 bridge over CSX.

COUNTY: Mercer

MUNICIPALITY: Hopewell Twp. Pennington Boro

MILEPOSTS: 7.07

STRUCTURE NO.: 1119150

LEGISLATIVE DISTRICT: 15

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
DVRPC	FA	2010

Route 31, Bridge over Furnace Brook

DB # 09325

Bridge superstructure replacement for Structure # 2111-154. Superstructure rating=4, Deck Rating=5, SR=63.10

COUNTY: Warren

MUNICIPALITY: Oxford Twp.

MILEPOSTS: 46.83

STRUCTURE NO.: 2111154

LEGISLATIVE DISTRICT: 23

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	FA	2010
NJTPA	FA	2011

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 31, Church Street to River Road

DB # 08327

Widen Rt. 31 Southbound from South Main St. to Church St to five lanes, including a center turning lane. The Rt. 31 ILUTP concluded that existing Rt. 31 between the intersection of Rt. 202, Rt. 31 & Rt. 12; and the Raritan River where the Rt 31 dualization ends should be a consistent 5 lane section. Among other advantages, such an improvement would allow the four lane, grade separated, Flemington Bypass to become a much less expensive 2 lane, at grade roadway now known as the South Branch Parkway

COUNTY: Hunterdon

MUNICIPALITY: Raritan Twp.

MILEPOSTS: 22.30 - 25.30

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 23

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	PD	2010

Route 31, Ewingville/Upper Ferry Road to CR 518, TDD Project (3G)

DB # 159

A Smart Growth Concept Development Study was completed in Oct. 2006. Hopewell Township requested that the project focus on the 4-lane section between I-95 and the Pennington Circle. The community is supporting a variety of safety and operational improvements which can be accomplished with minor property impacts and low cost. A study for improving the Pennington Circle is now underway.

COUNTY: Mercer

MUNICIPALITY: Ewing Twp. Hopewell Twp. Pennington Boro

MILEPOSTS: 3.81 - 12.27

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 15

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Capital Program Delivery - Corridor Studies

MPO	Phase	Year
DVRPC	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 31, Integrated Land Use & Transportation Plan

DB # 403A

The Rt. 31 Integrated Land Use & Transportation Study is for the completion of the South Branch Parkway (SBP) and other elements of the "plan" as needed. The South Branch Parkway is the two-lane, at-grade roadway on the alignment of the proposed Flemington Bypass. The \$2.2000 of FY 2007 PE DEMO funds was not intended for the SBP. It is intended for one of the "breakouts", such as the Flemington Circle to Roundabout project, or the South Main St, Circle to Roundabout project.

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$11,839,898 ; FY 2004/Section 115/H17 \$150,000; FY06 SAFETEA-LU, HPP \$2,000,000 (available 20% per year).

COUNTY: Hunterdon
 MUNICIPALITY: Flemington Boro Raritan Twp.
 MILEPOSTS: 22.02 - 25.30
 STRUCTURE NO.: N/A
 LEGISLATIVE DISTRICT: 23 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Congestion Relief - Missing Links

MPO	Phase	Year
NJTPA	CD	2010

Route 31, Pennington Circle Safety Improvements

DB # 159A

The project is a breakout of the Rt. 31 TDD project (DB 159). The project will evaluate and begin to develop measures to improve safety at the Pennington Circle. Limits of the project will also include appropriate lengths of CR 546 and CR 640, which intersect the circle. The Pennington Circle is the site of frequent vehicle crashes, and is ranked 98th on the statewide list of top "High Crash Frequency and Severity" intersections. It is a significant safety concern for Hopewell Township officials and residents. A Concept Development study will be undertaken for modifying the Pennington Circle, aimed at improving safety and operations and that are consistent with the community's long term "vision".

COUNTY: Mercer
 MUNICIPALITY: Hopewell Twp.
 MILEPOSTS:
 STRUCTURE NO.:
 LEGISLATIVE DISTRICT: 15 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

MPO	Phase	Year
DVRPC	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 31/202, Flemington Circle

DB # 403B

The Flemington Circle Elimination project was originally scoped as a grade-separated project costing approximately \$35.0 M. The project has been rescoped as part of a "Smart Growth" study and a two-lane roundabout or similar at-grade solution is now proposed at this location. An at-grade solution is more compatible with the community's views on their future. Initial traffic studies show that it will work at this location and be much safer than the existing conditions, as well as significantly less expensive to construct. No ROW is anticipated.

The following special Federal appropriations were allocated to this project: 1) FY06 SAFETEA-LU, \$2,000,000 (ID# NJ 177); 2) TEA21/Q92, \$11,839,848 (ID# NJ 040), See also DB #403A.

COUNTY: Hunterdon

MUNICIPALITY: Flemington Boro Raritan Twp.

MILEPOSTS: Rt. 31: 22.21; Rt. 202: 10.40 - 11.91

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 23 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	PD	2010

Route 33, Logan Avenue to Nottingham Way, Intermediate Improvements

DB # 04302B

A study will be undertaken to complete a Land Use and Transportation Strategy Plan that will provide multiple breakout projects for future improvements to this portion of the highway.

COUNTY: Mercer

MUNICIPALITY: Hamilton Twp.

MILEPOSTS: 1.43 - 3.77

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 14 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
DVRPC	CD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 33, Operational and Pedestrian Improvements, Neptune

DB # N09670

A total of 491 crashes were recorded on this section of NJ SR-33 during the four-year period from 2003 to 2006. Of those, 180 (37%) involved personal injury and 311 (63%) involved only property damage. There were no crash-related fatalities recorded during the period. Eleven crashes (2%) involved pedestrians or bicycles.

Several intersections warrant attention, as does the segment as a whole. The busy four lane undivided roadway within a constrained right-of-way limits the uniform application of left turn lanes. Improvements are suggested at the Oxford Way, Wakefield Road, Jersey Shore Medical Center main entrance, and Neptune Blvd. intersections, as well as a segment-wide improvement to pedestrian facilities including restriped, crosshatched crosswalks and pedestrian countdown heads. A further, corridor wide traffic study of NJ SR-33 to determine whether lane reconfiguration might aid safety and provide turn lane capacity is also suggested.

COUNTY: Monmouth

MUNICIPALITY: Neptune City Boro Neptune Twp.

MILEPOSTS: 40.42 - 41.82

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 11 SPONSOR: NJTPA

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

MPO	Phase	Year
NJTPA	CD	2010

Route 33, Robbinsville Township Bypass

DB # 99368A

To accommodate Washington Township's (Mercer County --Robbinsville) plan for a Town Center in accordance with the State Development and Redevelopment Plan. Existing Route 33 will be relocated on a southern alignment around the proposed Town Center. Once the new road way is constructed, Washington Twp. will assume jurisdiction of existing Route 33 through Robbinsville and will be converted to a `Main` street as part of the Town Center project.

COUNTY: Mercer

MUNICIPALITY: Robbinsville Twp. Hamilton Twp.

MILEPOSTS: N/A

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 30 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Missing Links

MPO	Phase	Year
DVRPC	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 33, Sidewalk Improvements, I-295 to George Dye Road

DB # 04302C1

This project will study safety, congestion and bicycle/pedestrian improvements. The section of Route 33 from I-295 to George Dye Road was identified due to traffic congestion coupled with safety concerns and limited bicycle/pedestrian opportunities.

COUNTY: Mercer

MUNICIPALITY: Hamilton Twp.

MILEPOSTS: 3.32 - 6.35

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 14

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Bicycle/Pedestrian

MPO	Phase	Year
DVRPC	PD	2010

Route 34, Amboy Road/Morristown Road (5)

DB # 9227

This project will address proposed intersection improvements. Two closely aligned roads intersect Route 34 at acute angles, which creates traffic movement and sight distance problems. Morristown Road, in particular, has heavy left turning movements from Route 34 southbound with no traffic control.

COUNTY: Middlesex

MUNICIPALITY: Old Bridge Twp.

MILEPOSTS: 24.60 - 24.80

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 13

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 34, Colts Neck, Intersection Improvements (CR 537)

DB # 96040

In support of the Access Management Plan for Rt. 34 in Colts Neck, this project will provide for operational/safety improvements to the intersection of State Rt. 34 and County Rt. 537 this will include considerations for bicycle and pedestrian activities. Please note: This is a "revisit". Previous efforts to provide operational improvements at this intersection resulted in a scheme that had prohibitive environmental impacts and very high costs. This project is also funded through a special appropriation of the FY 08 Omnibus Appropriations Bill, \$250,000.

COUNTY: Monmouth

MUNICIPALITY: Colts Neck Twp.

MILEPOSTS: 12.90 - 13.60

STRUCTURE NO.: 1308152 1300A18

LEGISLATIVE DISTRICT: 12

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	PD	2010

Route 35, Eatontown Borough Downtown Redevelopment

DB # 98539B

The Borough of Eatontown is currently studying plans to redevelop/reconstruct/revitalize their downtown business district. NJDOT is partnering with the borough in the development of their plans as it affects transportation on this portion of Route 35. The following Federal appropriations were allocated to this project and to DB 98539A: FY 2001 Appropriations Bill, Sec. 378-45A, ID #NJ 074, NJ 075, PL 106-346, \$997,800.

COUNTY: Monmouth

MUNICIPALITY: Eatontown Boro

MILEPOSTS: 30.30 - 30.80

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 11

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 35, Eatontown Borough Intersection Improvements

DB # 98539A

This project will investigate potential intersection improvements within this portion of Route 35.

The following special Federal appropriations were allocated to this project and to DB #98539B: FY 2001 Appropriations Bill, Sec. 378-45A, ID# NJ 074, NJ 075, PL 106-346, \$997,800.

COUNTY: Monmouth

MUNICIPALITY: Eatontown Boro

MILEPOSTS: 29.60 - 30.30

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 11

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	FA	2010

Route 35, Perth Amboy Connector, Bridge Replacement

DB # 04360

A Problem Statement has been received which indicates that the overall condition of this structure is listed as serious. The bridge has a sufficiency rating of 24.4 and has deteriorated to the point that it requires replacement

COUNTY: Middlesex

MUNICIPALITY: Perth Amboy City

MILEPOSTS: 52.50

STRUCTURE NO.: 1223153

LEGISLATIVE DISTRICT: 19

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9)

DB # 9147C

This project includes the repair of selected PCC pavement slabs (exhibiting high severity distresses) as needed. The entire southbound roadway will be milled and resurfaced. Drainage improvements will include reprofiling/raising the southbound roadway and reconstruction of shoulders in areas of severe flooding. Additional drainage improvements will include replacing all CPM, reconstructing outfalls, adding new inlets/piping, and other existing piping not meeting capacity requirements, along with the construction of any other drainage appurtenances deemed necessary. No widening of the existing roadway section is proposed. Sidewalks will be added to areas along the northbound roadway where it is currently non-existent to provide a continuous walkway. Sidewalks will be constructed along both sides of the southbound roadway for the entire length of the project. Safety improvements are anticipated at Route 35 northbound and Surf/Bayside Road. Pedestrian crosswalks and sidewalks will be installed. The following special Federal appropriation was allocated to this project. The following special Federal appropriation was allocated to this project. SAFETEA-LU FY 2006 High Priority \$1,600,000 (available 20% per year). This allocation includes three restoration projects in Ocean County (DB 9147A, 9147C and 9147D).

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$55,574,000.

COUNTY: Ocean

MUNICIPALITY: Toms River Twp. Lavallette Boro Brick Twp.

MILEPOSTS: 4.00 - 9.00

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 10

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Hwy Rehab and Recon

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 36, Many Mind Creek/Wagner Creek, Drainage Improvements

DB # 93252

Proposed drainage improvements at Many Mind Creek and Wagner Creek will alleviate periodic flooding. Conditions noted include roadway flooding during heavy rains coinciding with a high tide. This condition occurs at least four times a year. DMS Rank 107.

COUNTY: Monmouth
 MUNICIPALITY: Middletown Twp.
 MILEPOSTS: 15.50; 16.20
 STRUCTURE NO.: N/A
 LEGISLATIVE DISTRICT: 13 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
NJTPA	PD	2010

Route 37, Tunney Bridge Westbound over Barnegat Bay

DB # 08391

The 4900 foot long high level J.S. Tunney Bridge requires painting and other preservation repairs.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$40,000,000.

COUNTY: Ocean
 MUNICIPALITY: Toms River Twp.
 MILEPOSTS: 11.40 - 12.40
 STRUCTURE NO.: 1508154
 LEGISLATIVE DISTRICT: 10 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 40, Atlantic County, Drainage

DB # 08371

NJDOT Operations reports multiple closures due to flooding in this area. Hydrology and hydraulics studies are needed to identify the stormwater drainage needs to reduce future flooding. The current stormwater pipes are inadequate to drain the stormwater causing flooding in the roadway. The past flood closure occurrences and daily vehicular traffic at this location results in a high probability that motorists will be significantly impacted during the next major storm event. The project ranks #15 of 94 in the Drainage Management System. DMS Rank 8.

COUNTY: Atlantic

MUNICIPALITY: Pleasantville City Egg Harbor City

MILEPOSTS: 59.5 - 62.00

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 2

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
SJTPO	FA	2010

Route 40, Woodstown Traffic Study

DB # 04308

A preferred alternative for better truck acceleration through the signalized intersection has been selected by the community. CED was completed and project will advance to CPC as a Pipeline 3 project."

COUNTY: Salem

MUNICIPALITY: Woodstown Boro

MILEPOSTS: 10.00 - 11.30

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 3

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Intelligent Transportation Systems

MPO	Phase	Year
SJTPO	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 40/322, Cologne Avenue to Fire Road

DB # 196A

This concept development study will investigate capacity, safety, operational conditions and corridor access management improvements in this area. Context Sensitive Design is being accomplished by involving the local communities and stakeholders.

COUNTY: Atlantic

MUNICIPALITY: Hamilton Twp. Egg Harbor Twp.

MILEPOSTS: 50.05 - 57.70

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 2

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Capital Program Delivery - Planning Programs and Studies

MPO	Phase	Year
SJTPO	CD	2010

Route 40/322, McKee Avenue, Long-term Intersection Improvements

DB # 196A4

Concept development will be initiated to development recommendations for long-term improvements at this intersection.

COUNTY: Atlantic

MUNICIPALITY: Hamilton Twp.

MILEPOSTS: 52.71

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 2

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
SJTPO	CD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 40/322, Median Closures, Delilah Road to East Fire Road

DB # 196A5

A concept development study has been undertaken to review the uncontrolled median openings in this corridor. It is anticipated that recommendations will be made for the closure and/or modification of the median openings to improve the safety of this corridor.

COUNTY: Atlantic

MUNICIPALITY: Hamilton Twp. Egg Harbor Twp.

MILEPOSTS: 53.21 - 58.11

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 2

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
SJTPO	FA	2010

Route 41, Deptford, South of Cooper Street to south of Deptford Center Road

DB # 02392

This study will begin the purpose/need evaluation of improvements at the intersection of Cooper Street and Route 41. Home Depot provided partial improvements on Route 41; however, other improvements may be needed to complete improvements at the Cooper Street intersection.

COUNTY: Gloucester

MUNICIPALITY: Deptford Twp.

MILEPOSTS: 2.33 - 3.079

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 5

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
DVRPC	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 42, Gantown Road, Intersection Improvements

DB # 01343A

A feasibility assessment will be conducted to provide recommendations for intersection improvements needed to mitigate congested conditions at this intersection.

COUNTY: Gloucester

MUNICIPALITY: Washington Twp.

MILEPOSTS: 5.30

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 4

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
DVRPC	PD	2010

Route 44, Little Mantua Creek, Drainage Improvements

DB # 96003

Proposed drainage improvements at this location will alleviate periodic flooding. Conditions noted include the railroad embankment which acts as a dam, forming a 5-foot deep pond which discharges through 30-inch corrugated metal pipes. These 30-inch pipes cannot handle the flow from the 10-year storm, causing the culvert to flood the roadway. DMS Rank 80.

COUNTY: Gloucester

MUNICIPALITY: West Deptford Twp.

MILEPOSTS: 7.80

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 3

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
DVRPC	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 45, Carpenter Street to Red Bank Avenue, Traffic Study

DB # 05310

A problem statement has been received indicating that Route 45 is the main street of the Woodbury central business district (AKA Broad Street). Traffic volumes are high with a significant number of left turns at the various intersections along the corridor. Besides being a shopping district, Woodbury is also the county seat which brings large numbers of people to the public courts and administrative offices, as well as to the private law, title, insurance, banking, etc. offices. Woodbury is seeking to make the central business district more pedestrian friendly while managing the vehicular traffic on Route 45 and the major cross streets of Cooper/Delaware, Red Bank, Barber, and Kings Highway. Each of these roads are signalized as is Centre Street in the heart of the district. The current lane configuration on Broad Street is two lanes in each direction between Cooper/Delaware and Kings Highway. North of Cooper/Delaware it is striped as one lane, while south of Kings Highway it continues as two lanes in each direction. As an initial step, the city seeks to have a traffic analysis performed to ascertain whether it is feasible and beneficial to operate Route 45 as one lane in each direction with a continuous center, left-turn lane throughout the study section and a coordinated system of traffic signals.

COUNTY: Gloucester

MUNICIPALITY: Woodbury City

MILEPOSTS: 25.50 - 26.40

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 5

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Capital Program Delivery - Planning Programs and Studies

MPO	Phase	Year
DVRPC	FA	2010

Route 45, Kettles Run, Drainage Improvements

DB # 93198

An identified drainage problem in the vicinity of Kettles Run results in periodic flooding. Conditions noted include the existing culvert which is badly deteriorated. Problems identified include standing water on the highway, icing conditions and erosion along the highway embankment. DMS Rank 121.

COUNTY: Salem

MUNICIPALITY: Pilesgrove Twp.

MILEPOSTS: 11.80

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 3

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
SJTPO	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 46, I-80 to I-80/280, ITS Improvements

DB # 06366

A Problem Statement has been received which indicates this route is designated as a diversion route for I-80. There is also some peak hour congestion. Reconstruction of I-80 and/or Route 46 to add through lanes and improved capacity would be at a significant cost and adversely impact adjacent properties and the environment. It is recommended to use ITS technologies including controlled signal systems, surveillance cameras, dynamic message signs, speed/travel time detection, and other emerging technologies to provide for quick, variable adjustments to traffic patterns to provide for spot peak conditions during incidents. The ITS technologies will also provide a benefit in addressing recurring peak hour congestion.

COUNTY: Morris
 MUNICIPALITY: Denville Twp. Mountain Lakes Boro Parsippany-Troy Hills Twp.
 MILEPOSTS: 42.5 - 63.6
 STRUCTURE NO.: N/A
 LEGISLATIVE DISTRICT: 25 26 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Congestion Relief - Intelligent Transportation Systems

MPO	Phase	Year
NJTPA	FA	2010

Route 46, Operational and Pedestrian Improvements, White Twp.

DB # N09673

Improve turning movement, circulation conflicts and pedestrian safety and correct roadway geometric deficiencies on Rt. 46 at CR 619/Titman Rd. and at CR 519 (North/South Bridgeville Rd.)

The intersection of Titman Road (CR-619) with US-46 form sharp, acute angles which led to awkward viewing and turning angles for traffic moving to or from US-46. A Total of 42 crashes were recorded on this section of US-46 in the years 2003 to 2006. Of those, two crashes (5%) resulted in fatalities, 16 (38%) involved personal injury and 24 (57%) involved property damage. It was noted that one of the fatal crashes, at the easterly intersection of Titman Road with US-46, may have resulted from a tree falling on the vehicle. The other fatality occurred at the signalized US-46 / CR519 intersection.

COUNTY: Warren
 MUNICIPALITY: White Twp.
 MILEPOSTS: 8.44 - 9.07
 STRUCTURE NO.:
 LEGISLATIVE DISTRICT: 23 SPONSOR: NJTPA
 ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

MPO	Phase	Year
NJTPA	CD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 46, Van Houten Avenue to Broad Street, Drainage Improvements

DB # 9029A

This project will provide for drainage improvements which are required as a result of the construction of the Route 46/Van Houten Avenue improvement project. DMS Rank 54.

COUNTY: Passaic

MUNICIPALITY: Clifton City

MILEPOSTS: 60.91 - 61.28

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 34

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
NJTPA	PD	2010

Route 47, Atlantic Avenue to CR 615, ITS Improvements

DB # 06365

A Problem Statement has been received which indicates this route is a shore evacuation route and has limited capacity in its existing configuration to quickly evacuate the shore and coastal areas. The route also has recurring congestion during peak vacation periods at the shore. Reconstruction of the route to add through lanes and improved intersection capacity would be at a significant cost and would adversely affect adjacent properties and the environment. Additional capacity is not warranted for the needs over a yearly basis. It is recommended to use ITS technologies including controlled signal systems, surveillance cameras, dynamic message signs, speed/travel time detection and other emerging technologies to provide for quick, variable adjustments to traffic patterns to provide for spot peak hour conditions, including reverse lane designation.

COUNTY: Cape May

MUNICIPALITY: Wildwood City Lower Twp. Middle Twp.

MILEPOSTS: 0 - 14.0

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 1

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Intelligent Transportation Systems

MPO	Phase	Year
SJTPO	CD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 47, Corridor Study, Washington Twp. & Westville Boro

DB # 08356

The project limits fall between Washington Twp. and Westville Boro. DVRPC has completed a draft Problem Identification Summary. NJDOT will need to perform a CD study upon finalization of the DVRPC document.

COUNTY: Gloucester

MUNICIPALITY: Washington Twp. Westville Boro

MILEPOSTS: 64.3 - 74.9

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 4 5 **SPONSOR:** NJDOT

ASSET MANAGEMENT CATEGORY: Capital Program Delivery - Corridor Studies

MPO	Phase	Year
DVRPC	LCD	2010

Route 47, Linda Lane/Burleigh Avenue, Drainage Improvements

DB # 02360

The highway floods at the intersection of Linda Lane and Burleigh Avenue. The flooding occurs at least six times per year and occurs mostly at the low point area. The proposal is to find a solution that will alleviate the flooding. DMS Rank 105.

COUNTY: Cape May

MUNICIPALITY: Middle Twp.

MILEPOSTS: 6.20 - 6.75

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 1 **SPONSOR:** NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
SJTPO	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 47/347 and Route 49/50 Corridor Enhancement Study

DB # 2149F1

Concepts will be studied and developed to implement ITS strategies and alleviate summer traffic congestion in the Route 47/347 and Route 49/50 Corridors.

COUNTY: Cape May Cumberland

MUNICIPALITY: Various

MILEPOSTS: Rt. 47: 17.5-22; 32-35; Rt. 347: 0 - 8.33

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 1

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Capital Program Delivery - Planning Programs and Studies

MPO	Phase	Year
SJTPO	PD	2010

Route 48, Layton Lake Dam

DB # 02310

This project will provide for the proposed improvements to this dam which is identified as a Class 2 rating. The existing spillway is not adequate to pass the design flood without overtopping of the dam.

COUNTY: Salem

MUNICIPALITY: Carneys Point Twp.

MILEPOSTS: 3.04

STRUCTURE NO.: 1706199

LEGISLATIVE DISTRICT: 3

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Dams

MPO	Phase	Year
SJTPO	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 49, Buckshutem Road, Intersection Improvements (CR 670)

DB # 95017

The existing geometric layout is a six-legged, unsignalized intersection separated by grass and concrete medians. Existing geometry contributes to driver confusion upon entering the intersection. Median openings and unclear signing make turning maneuvers from minor street approaches difficult and confusing. In addition to geometric deficiencies, the existing Route 49, Buckshutem Road intersection also experiences operational and safety deficiencies. The proposed alternative improves the existing alignment of Route 49 and creates a new, signalized intersection. The signal will be located at the intersection of Route 49, Manheim Avenue and the realigned Buckshutem Road. Florida Avenue is realigned to intersect with the Buckshutem Road Connector at a slight right angle. North Elm Street will not have direct access to Route 49. A short connection from East Commerce Street to Route 49 will be provided, forming an unsignalized "T" intersection with Route 49. Only right in/right out turning movements will be permitted at this new intersection. Minor changes to the intersection of Route 49 and East Avenue are also proposed to alleviate problems for turning vehicles.

COUNTY: Cumberland

MUNICIPALITY: Bridgeton City

MILEPOSTS: 26.40

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 3

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
SJTPO	PD	2010

Route 57/182/46, Hackettstown Mobility Improvements Study

DB # 9237

This study will investigate improved mobility from and to Route 46 and Route 57 to alleviate traffic congestion in the Hackettstown area. This area was identified by the Congestion Management System as one of the top 40 congestion locations statewide.

COUNTY: Warren Morris

MUNICIPALITY: Hackettstown Town Washington Twp.

MILEPOSTS: N/A

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 23 24

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 70, Duquesne Boulevard to Route 88, ILUTP

DB # 05383

A Problem Statement has been received which indicates increasing volumes and capacity issues at Route 70 and Chambers Bridge Road, Cedar Bridge Avenue and Brick Boulevard create significant delay and result in vehicles platooning over several signal cycles. The Brick Plaza area is fast becoming the "activity center" for Brick Township and a gateway to traffic moving through the area.

An integrated Land Use/Transportation study will investigate potential short and long term improvements along this area of Brick. This strategic corridor assessment will involve a visioning study to create an integrated land use and transportation plan for the community along the corridor. Along with this effort, appropriate interim improvements for the existing operational and safety deficiencies will be evaluated and advanced.

COUNTY: Ocean

MUNICIPALITY: Brick Twp.

MILEPOSTS: 53.79 - 55.13

STRUCTURE NO.: 1510154 1510155 1510156

LEGISLATIVE DISTRICT: 10

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Capital Program Delivery - Corridor Studies

MPO	Phase	Year
NJTPA	CD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 70, Hartford Road, Intersection Improvements

DB # 9049B

The existing and projected traffic demand for the intersection as well as accident data above the statewide average, establish a need for improvements to increase capacity and improve safety at the intersection. Currently, Medford Township is advancing a project to mitigate the intersection deficiencies. The proposed condition provides left turn slots on all four (4) approaches at the intersection and a short dedicated right turn lane on Route 70 Westbound.

The funding for Medford's project, which is a combination of dollars provided by NJDOT through Local Aid, Medford Township funds, and Developer funds is in place. It was proposed and accepted at the March 24, 2009 CPC Meeting that an additional lane on Route 70 WB be added, linking the proposed Hartford Road Intersection Improvements with the previously widened intersection at Route 70 and Old Marlton Pike/Medford Evesboro Road. The short dedicated right-turn lane on the East side of the intersection (WB) will be changed to a through/right lane and be lengthened to meet the existing cross-section at the Old Marlton Pike/Medford Evesboro Road intersection. The original cost for the proposed NJDOT project was estimated to be \$4.7 million. Instead, the "add-on" cost for this joint effort is estimated to be only \$600,000.

COUNTY: Burlington

MUNICIPALITY: Medford Twp.

MILEPOSTS: 12.81

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 8

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
DVRPC	PD	2010

Route 70, Kingston and Covered Bridge Roads, Intersection Improvements

DB # 252B3

A Feasibility Assessment will be conducted to provide recommendations for intersection improvements needed to mitigate congested conditions at these intersections.

COUNTY: Camden

MUNICIPALITY: Cherry Hill Twp.

MILEPOSTS: 4.3 - 4.81

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 6

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
DVRPC	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 70, Operational and Safety Improvements (mp 0.0 - 4.1)

DB # 252A1A

The purpose of the study is to develop ways to improve traffic operation and safety within the project limit. The study will focus on methods to improve LOS, reduce vehicle delay and travel time, improve traffic flow through the corridor, increase safety, and balance pedestrian/bicycle and community needs.

COUNTY: Camden

MUNICIPALITY: Pennsauken Twp. Cherry Hill Twp.

MILEPOSTS: 0.0 - 4.1

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 6 7

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Bottleneck Widening

MPO	Phase	Year
DVRPC	FA	2010
DVRPC	FA	2011

Route 70, Operational and Safety Improvements (mp 4.1 - 8.33)

DB # 252A1B

The purpose of the study is to develop ways to improve traffic operation and safety within the project limit. The study will focus on methods to improve LOS, reduce vehicle delay and travel time, improve traffic flow through the corridor, increase safety, and balance pedestrian/bicycle and community needs.

COUNTY: Camden Burlington

MUNICIPALITY: Cherry Hill Twp. Evesham Twp.

MILEPOSTS: 4.1 - 8.33

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 6 8

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Bottleneck Widening

MPO	Phase	Year
DVRPC	FA	2010
DVRPC	FA	2011

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 71, Wyckoff Road, CR 547

DB # HP01001

This project will provide intersection improvements at Route 71 and Wyckoff Road. Improvements will include widening of Route 71 and the provision of a traffic signal. The outside lanes will be made bicycle compatible. Sidewalks will be reconstructed.

The following special Federal appropriation was allocated to this project. FY 2001/Section 378/45A
\$149,670

COUNTY: Monmouth

MUNICIPALITY: Eatontown Boro

MILEPOSTS: 15.62 - 15.84

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 11

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 72, Manahawkin Bay Bridges

DB # 00357

These structurally deficient structures are 2,400 feet long, carry four lanes of traffic and are in overall poor condition due to the condition of the superstructure. Fatigue cracks were observed in the steel floor beam webs at numerous locations during the 1995 inspection and painting operation for this bridge. Necessary retrofit was accomplished by drilling holes at the tip of the cracks in 1995. The 1999 inspection revealed propagation of cracks in the floor beam webs and bracket connection angles beyond the holes drilled in 1995 and also development of additional fatigue cracks. Heavy pitting and section loss in stringers, floor beams and thru-girders was noted at random locations. Construction of a new parallel bridge over Manahawkin Bay to the south of the existing structure. Rehabilitation of the three Trestle bridges (over Hilliards Thorofare, West Thorofare, and East Thorofare) to provide the structural/safety improvements and to extend service life 20+ years. Bridge replacement eliminated. Construction of Marsha Drive intersection improvements. This project is anticipated to be bicycle/pedestrian compatible.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$189,000,000.

COUNTY: Ocean
 MUNICIPALITY: Stafford Twp. Ship Bottom Boro
 MILEPOSTS: 26.10 - 28.25
 STRUCTURE NO.: 1513152 1513151 1513153 1513154
 LEGISLATIVE DISTRICT: 9 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	PD	2010

Route 72, Ship Bottom

DB # 93265

This project will improve the drainage system along Route 72 in Ship Bottom in order to maintain access/egress for Long Beach Island during heavy rainfalls and high tide events. The project will also improve traffic flow along Route 72 (8th and 9th Street within Ship Bottom). Route 72 is the only vehicle evacuation route from Long Beach Island.

COUNTY: Ocean
 MUNICIPALITY: Ship Bottom Boro
 MILEPOSTS: 28.20 - 28.74
 STRUCTURE NO.: 1513154
 LEGISLATIVE DISTRICT: 9 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 73, D'Angelo Drive to West Franklin Avenue, Operational Improvements

DB # 04306

A Problem Statement has been received indicating that vehicles exiting D'Angelo Drive onto Route 73 northbound are idling in the live (fast) lane, waiting to cross over into the West Franklin Avenue left-turn slot which is too short to accommodate the volume of traffic. A long-term solution may be to provide a forward jug handle via East Franklin Avenue and eliminate the left-turn slot on Route 73 northbound.

COUNTY: Camden

MUNICIPALITY: Berlin Twp.

MILEPOSTS: 18.20 - 18.37

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 6

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
DVRPC	FA	2010

Route 78, Corridor

DB # 08416

This study will investigate improved mobility along I-78. There are several missing moves at area interchanges due to many constraints including large grade/slope differences of terrain and the close vicinity of the Watchung reservation. The study evaluates several potential planning solutions involving an expanded network that addresses missing moves at interchanges and enhanced mobility throughout the region. The study area includes I-78 from Hillcrest Road to the Baltusrol Road overpass (CR 643) and the roadway network from Springfield Avenue (Route 512) to Route 28 (South Avenue / North Avenue).

COUNTY: Union Somerset Morris

MUNICIPALITY: Berkeley Heights Twp.

MILEPOSTS:

STRUCTURE NO.:

LEGISLATIVE DISTRICT: Various

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Capital Program Delivery - Planning Programs and Studies

MPO	Phase	Year
NJTPA	CD	2010
NJTPA	FA	2011

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 78, Corridor Transit Study, Delaware River to Somerset/Union County Boundary

DB # 06389

A Problem Statement has been received which indicates that peak hour traffic congestion along I-78 and the secondary roads leading into I-78 warrant a study of transit enhancements and additional park and ride facilities to increase transit efficiency and reduce auto trips within the corridor. The study will also identify highway system deficiencies that support transit and general mobility improvements. The data collected for this study will be used for the environmental assessment of a possible extension of the Raritan Valley Rail Line (NJ TRANSIT) between High Bridge and Phillipsburg.

COUNTY: Warren Hunterdon Somerset

MUNICIPALITY: Various

MILEPOSTS: 0 - 42.74

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 23 24 16 21 SPONSOR: NJTPA

ASSET MANAGEMENT CATEGORY: Capital Program Delivery - Planning Programs and Studies

MPO	Phase	Year
NJTPA	LFA	2010

Route 78, Interchange Study at Route 31

DB # 93141

Hunterdon County performed a planning study of the I-78 corridor from Interchange 15 to Interchange 20. This study is the basis for DOT work efforts. The findings will be refined and concepts developed that best address the planning needs as well as the physical operational and safety deficiencies within the study limits. Both long-term as well as short-range improvements may be investigated upon completion of the NJTPA I-78 Transit Assessment Phase II Study in 2009.

COUNTY: Hunterdon

MUNICIPALITY: Clinton Town Clinton Twp.

MILEPOSTS: Rt. 78: 16.5 - 17.7; Rt. 31: 31.70 - 33.50

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 23 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	CD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 78, Newark, Drainage

DB # 08368

NJDOT Operations reports that I-78 in this area has experienced multiple closures due to flooding. Hydrology and hydraulics studies are needed to identify the stormwater drainage needs to reduce future flooding. The current stormwater pipes are inadequate to drain the stormwater causing flooding in the roadway. The past flood closure occurrences and daily vehicular traffic in this area results in a high probability that motorists will be significantly impacted during the next major storm event. DMS Rank 11.

COUNTY: Essex

MUNICIPALITY: Newark City

MILEPOSTS: 56.4 - 56.9

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 29

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
NJTPA	PD	2010

Route 78, Oldwick Road Interchange, (CR 523)

DB # 9341

There are existing operating problems at the interchange which will be compounded by proposed development.

COUNTY: Hunterdon

MUNICIPALITY: Tewksbury Twp. Readington Twp.

MILEPOSTS: 24.70 - 25.30

STRUCTURE NO.: 1018168 1018169

LEGISLATIVE DISTRICT: 24

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 78, PA State Line to NJ Turnpike, ITS Improvements

DB # 06360

A Problem Statement has been received indicating that this route is severely congestion, experiencing significant recurring and non-recurring delays. This is also a major truck corridor, including direct connections into Port of New York and New Jersey facilities and the Newark/Liberty Airport. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and would have adverse impacts to adjacent properties and the environment. An interim improvement is proposed to use ITS technologies including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering, HOT lanes and other emerging technologies to mitigate congestion and provide for improved incident management.

COUNTY: Hunterdon Somerset Union Essex

MUNICIPALITY: Various

MILEPOSTS: 25.0 - 59.0

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Intelligent Transportation Systems

MPO	Phase	Year
NJTPA	FA	2010

Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513)

DB # NS0309

A graduate of the NJTPA Technical Studies Program, this project focuses on the congestion of the study area at interchange 15 on I-78. Queuing of traffic on the west-bound exit ramp onto the interstate creates a significant safety issue. Congestion issues also exist on CR 513 to the entrance of the Hunterdon Development Center. The county will scope alternatives developed by the consultant from the initial study.

The following Federal appropriations were allocated to this project. FY06 SAFETEA-LU/HPP \$800,000 (ID# NJ 222), (available 20% per year).

COUNTY: Hunterdon

MUNICIPALITY: Union Twp.

MILEPOSTS: 16.06 - 16.10

STRUCTURE NO.: 1016150 1016151

LEGISLATIVE DISTRICT: 23

SPONSOR: Hunterdon County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

MPO	Phase	Year
NJTPA	LPD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 80, Interchange 27, Drainage

DB # 08367

NJDOT Operations reports that I-80 has experienced multiple recent closings due to flooding in this area. Hydrology and hydraulics studies are needed to identify the stormwater drainage needs to reduce future flooding. The current stormwater pipes are inadequate to drain the stormwater causing flooding in the roadway. The past flood closure occurrences and daily vehicular traffic at this location results in a high probability that motorists will be significantly impacted during the next major storm event. DMS Rank 17.

COUNTY: Morris

MUNICIPALITY: Roxbury Twp.

MILEPOSTS: 27.1 - 27.9

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 25

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
NJTPA	FA	2010

Route 80, North Street, Drainage Improvements

DB # 02412

The project area is located at the entrance/exit ramps to eastbound I-80. The area is extremely flat with two riprap lined channels on each side of the ramps. The project area is within the watershed of the Hackensack River. Stormwater runoff collected from I-80 is collected through curbed inlets and flows from a headwall into the two riprap lined channels. During moderate and heavy storms, runoff overflows the channel backs onto the ramp, roadway and adjacent properties. DMS Rank 9.

COUNTY: Bergen

MUNICIPALITY: Teterboro Boro

MILEPOSTS: 65.80

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 38

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 80, Route 46 to West of Change Bridge Road, ITS Improvements

DB # 06361

A Problem Statement has been received which indicates this route is severely congested, experiencing significant recurring and non-recurring delays. This is a major truck corridor and is a priority link in the ITS statewide network for a connection to the Region North Headquarters. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and adversely affect adjacent properties and the environment. An interim improvement is proposed to use ITS technologies, including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering, and other emerging technologies to mitigate congestion and provide for improved incident management.

COUNTY: Morris

MUNICIPALITY: Various

MILEPOSTS: 27.5 - 47.3

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 25 26

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Intelligent Transportation Systems

MPO	Phase	Year
NJTPA	FA	2010

Route 80/15 Interchange

DB # 93139

This project will recommend improvements to address congestion and safety-related problems due to missing movements relative to the interchange. Missing are links permitting movements from eastbound I-80 to Route 15 southbound and northbound, and from Route 15 northbound to I-80 westbound.

COUNTY: Morris

MUNICIPALITY: Wharton Boro

MILEPOSTS: 33.80 - 34.15

STRUCTURE NO.: 1412178 1412179 1413150 1413151

LEGISLATIVE DISTRICT: 25

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	FA	2010
NJTPA	FA	2011

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 82, Rahway River Bridge

DB # 94019

This is a Union County local lead project. The bridge is in poor condition and experiences frequent flooding. The bridge needs to be replaced.

COUNTY: Union

MUNICIPALITY: Springfield Twp.

MILEPOSTS: 0.38

STRUCTURE NO.: 2012150

LEGISLATIVE DISTRICT: 21

SPONSOR: Union County

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	LFA	2010

Route 88, Bridge over Beaver Dam Creek

DB # 09322

Bridge superstructure replacement for Structure # 1515-150. Superstructure rating=4, Deck Rating=5, SR=44.90

COUNTY: Ocean

MUNICIPALITY: Brick Twp.

MILEPOSTS: 7.60

STRUCTURE NO.: 1515150

LEGISLATIVE DISTRICT: 10

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	CD	2010
NJTPA	FA	2011

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 95/29, Scudders Falls Bridge and Interchange at Route 29

DB # 04315

A study is underway by the Delaware River Joint Toll Bridge Commission to determine future plans for this structure. In conjunction with this study, the interchange between I-95 and Route 29 will be redesigned. DRJTBC anticipates completion of Environmental Assessment in April 2009. No NJDOT funds committed for DES/ROW/CON.

COUNTY: Mercer Bucks
 MUNICIPALITY: Ewing Twp.
 MILEPOSTS: N/A
 STRUCTURE NO.: N/A
 LEGISLATIVE DISTRICT: 15 SPONSOR: DRJTBC
 ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
DVRPC	PD	2010

Route 109, Garden State Parkway Intersection

DB # 02313

A Problem Statement was submitted indicating that numerous motor vehicle accidents have occurred at the intersection of Route 109 and the Garden State Parkway due to extremely high seasonal traffic volumes, limited sight distance, inadequate storage, and other factors. It was also noted that queuing often blocks the Route 109 to Garden State Parkway northbound movement and U-turns as well as movements at Ninth Avenue.

COUNTY: Cape May
 MUNICIPALITY: Lower Twp.
 MILEPOSTS: 2.3
 STRUCTURE NO.: N/A
 LEGISLATIVE DISTRICT: 1 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
SJTPO	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 124, Operational and Pedestrian Improvements, Morristown

DB # N09671

Adjust signal timing and improve lane striping; left-turn lane addition at Elm St. eastbound; add signal aspect facing commercial driveway at South and James St; implement peak period left turn prohibition from Hadley to South St; consider study of Madison Ave. lane configuration and traffic control.

COUNTY: Morris

MUNICIPALITY: Morristown Town

MILEPOSTS: 0.0 - 0.9

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 25

SPONSOR: NJTPA

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

MPO	Phase	Year
NJTPA	CD	2010

Route 130, Brooklawn Circles

DB # 99312

The improvements will incorporate the reconstruction of Old Salem Road to accommodate two lanes of traffic and divert flow from Creek Road to a new traffic signal on Route 130. Additionally, the intersection of Creek Road and Route 47 (one of the legs of the circle) will be revised to allow ingress from Route 47 northbound only. The improvements are designed to improve both safety and operations within the Brooklawn Circle. This project will be designed to be bicycle/pedestrian compatible.

COUNTY: Camden

MUNICIPALITY: Brooklawn Boro

MILEPOSTS: 25.50 - 26.50

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 5

SPONSOR: DVRPC

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
DVRPC	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 130, Camden County, Drainage

DB # 08366

NJDOT Operations reports multiple closures due to flooding in this area. The current storm water pipes are inadequate to drain the storm water which is causing the flooding in the roadway. The past flood closures and daily traffic results in a high probability that the traveling public will continue to be impacted during major storm events. Hydrology and hydraulics studies are needed to identify the storm water drainage needs in order to reduce future flooding. The project area ranks #10 of 94 locations in the Drainage Management System.

COUNTY: Camden

MUNICIPALITY: Haddon Twp. Pennsauken Twp.

MILEPOSTS: 28.6 - 31.0

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 6 7

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
DVRPC	CD	2010
DVRPC	FA	2011

Route 130, Columbus Road/Jones Street

DB # 02397

The existing five-legged intersection is comprised of two closely spaced signals with left turns permitted from the "live" left lane of Route 130 northbound onto Jones Street. The problem statement, initiated by local officials and generated by the Division of Traffic Engineering and Safety, identifies the existing intersection as having capacity, operational, physical and safety problems.

Tier II was completed in July 2005 and no quick-fix solutions were identified due to the existing poor geometry, possible right of way impacts, heavy utility implications and existing land use. All solutions will require extensive traffic study and community outreach which are covered in the concept development phase of work.

COUNTY: Burlington

MUNICIPALITY: Burlington City

MILEPOSTS: 47.10

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 7

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
DVRPC	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 130, Crystal Lake Dam

DB # 02309

This project will provide for the proposed improvements to the dam which is identified as a Class 2 rating. The dam is owned and maintained by NJDOT.

COUNTY: Burlington
 MUNICIPALITY: Bordentown Twp.
 MILEPOSTS: 53.5
 STRUCTURE NO.: 0317199
 LEGISLATIVE DISTRICT: 30 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Bridge Assets - Dams

MPO	Phase	Year
DVRPC	PD	2010

Route 130, Groveville Road Bridge

DB # 98352

Proposed rehabilitation or replacement of existing structure.

COUNTY: Mercer
 MUNICIPALITY: Hamilton Twp.
 MILEPOSTS: 58.60
 STRUCTURE NO.: 1122151
 LEGISLATIVE DISTRICT: 14 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
DVRPC	CD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 130, Hollywood Avenue (CR 618)

DB # 93216

This project will provide for proposed safety and operational improvements to address problems caused by the severe acute angle of the intersection. A horizontal curve also causes sight distance problems for Rt. 130 northbound traffic. Local business driveways are believed to contribute to accidents. Scope of project to be determined.

COUNTY: Salem

MUNICIPALITY: Carneys Point Twp.

MILEPOSTS: 2.20

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 3

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

MPO	Phase	Year
SJTPO	PD	2010

Route 130, Neck Road, Operational Improvements

DB # D0504

This project will serve trucks leaving warehouses located along the southbound side of Route 130 as well as trucks leaving the 600-acre Haines Industrial Park. The proposed jug handle on southbound Route 130 would enable trucks to make a U-turn to northbound Route 130 to access either I-295 or the NJ Turnpike.

COUNTY: Burlington

MUNICIPALITY: Burlington Twp.

MILEPOSTS: 48.27

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 7

SPONSOR: Burlington County

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

MPO	Phase	Year
DVRPC	LPD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 130, Salem Road/Keim Boulevard/Mott Avenue/Washington Avenue

DB # 95078B5

This intersection safety and operational improvement is a breakout of the Route 130, Corridor 3B study. Initially Preferred Concept will remove left turns from Rt. 130 SB to Salem Road.

COUNTY: Burlington

MUNICIPALITY: Burlington City

MILEPOSTS: 45.57 - 45.69

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 7

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
DVRPC	FA	2010
DVRPC	FA	2011

Route 139, Jersey City, Drainage

DB # 08365

NJDOT Operations reports multiple flooding incidents in this area. Hydrology and hydraulics studies are needed to identify the stormwater drainage needs to reduce future flooding. The current stormwater pipes are inadequate to drain the stormwater causing flooding in the roadway. The past flood closure occurrences and daily vehicular traffic at this locations results in a high probability that motorists will be significantly impacted during the next major storm event. DMS Rank 15.

COUNTY: Hudson

MUNICIPALITY: Jersey City

MILEPOSTS: 0.0 - 1.4

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 33

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
NJTPA	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 168, Bridge over Big Timber Creek

DB # 09327

Bridge superstructure replacement for Structure # 0819-150. Superstructure rating=4, Deck Rating=6, SR=68.80

COUNTY: Gloucester

MUNICIPALITY: Washington Twp.

MILEPOSTS: 0.75

STRUCTURE NO.: 0819150

LEGISLATIVE DISTRICT: 4

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
DVRPC	CD	2010
DVRPC	FA	2011

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 168, I-295 Interchange Improvements

DB # X227A2

This project will involve the evaluation of alternatives to upgrade numerous safety and operational deficiencies in the vicinity of the interchange. The scope will include the intersection of Prospect Ridge Boulevard and Route 168. The feasibility of redesigning the lane drop that occurs south of the traffic signal at Route 168 and I-295 Ramp A so that it meets the current standards should be investigated in detail. Such an improvement could alleviate the peak period congestion created along Route 168 by the substandard existing merge. As part of any improvement, redesign of the terminals for the I-295 Ramp A would be required. Alternatives should be explored to determine the benefit of providing a dedicated deceleration lane from Route 168 northbound to Ramp F. The ramp take-off is located at a traffic signal on Route 168, however the ramp move is unrestricted. There appears to be adequate frontage between Brown Avenue and the ramp to provide a proper taper and some deceleration lane length. Currently, during peak periods, through traffic queues at the signal and restricts (Level of Service 'F') access to the ramp. Provision of a deceleration lane would eliminate this operational deficiency.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$28,000,000.

COUNTY: Camden

MUNICIPALITY: Mount Ephraim Boro Haddon Heights Boro

MILEPOSTS: 7.17 - 7.73

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 5

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

MPO	Phase	Year
DVRPC	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 168, Newton Lake Dam

DB # 01323

This project will provide for the proposed replacement of a hydraulically inadequate spillway. This dam is identified as a Class 2 rating. The current spillway structure is not adequate to pass the design flood without overtopping the dam. NJDEP, Dam Safety Section has asked for a complete study of the watershed and has requested the construction of an adequate spillway.

COUNTY: Camden
 MUNICIPALITY: Oaklyn Boro Haddon Twp. Camden City
 MILEPOSTS: 9.52
 STRUCTURE NO.: 0426153
 LEGISLATIVE DISTRICT: 6 5 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Bridge Assets - Dams

MPO	Phase	Year
DVRPC	FA	2010

Route 173, Bridge over Pohatcong Creek

DB # 09320

Bridge superstructure replacement and scour countermeasures for Structure # 2103-152.
 Superstructure rating=3, SR=41.7

COUNTY: Warren
 MUNICIPALITY: Greenwich Twp.
 MILEPOSTS: 1.50
 STRUCTURE NO.: 2103152
 LEGISLATIVE DISTRICT: 23 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
NJTPA	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 202, First Avenue Intersection Improvements

DB # 02372B

This study will improve the intersection to improve operation and reduce congestion.

COUNTY: Somerset

MUNICIPALITY: Raritan Boro

MILEPOSTS: 23.90

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 16

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	FA	2010

Route 202, Operational and Pedestrian Improvements, Morristown

DB # N09672

Improve safety for pedestrians and turning vehicles on US 202 - Market St., Morristown Green and Speedwell Ave. (Colles Ave. to Walker Ave.)

COUNTY: Morris

MUNICIPALITY: Morristown Town

MILEPOSTS: 44.2 - 45.5

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 25

SPONSOR: NJTPA

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

MPO	Phase	Year
NJTPA	CD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 202/206, Local Improvements

DB # 93121A

This project provides for operational improvements along Route 202/206 from the vicinity of I-78 to I-287. Signal modifications, lane modifications, new local road around the historic Pluckemin District will improve the efficiency of the Washington Valley Road and Route 202/206 intersection.

COUNTY: Somerset

MUNICIPALITY: Bridgewater Twp. Bedminster Twp.

MILEPOSTS: 29.10 - 30.30

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 16

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	PD	2010

Route 202/206 and Route 22 Interchange, North Thomson Street to Commons Way, Operational and Safety Improvements

DB # 02372

This study will provide operational and safety improvements to the Route 202/206/22 Interchange complex from North Thomson St. to Commons Way. The improvements will focus on reducing the congestion and weaving problems that occur in the vicinity of Route 202/206 and Route 22 interchange.

COUNTY: Somerset

MUNICIPALITY: Somerville Boro Bridgewater Twp. Raritan Boro

MILEPOSTS: Rt. 202/206: 23.90-25.88; Rt. 22: 33.88

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 16

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 202/206, Pedestrian Overpass, Bridgewater Township

DB # 03355

Proposed pedestrian bridge over Rt. 202/206 north of the Somerville Circle. This new structure will provide a connection with the Peters Brook Greenway Trail. This is a Local Lead project. Somerset County is developing the design plans and will build the facility.

COUNTY: Somerset

MUNICIPALITY: Bridgewater Twp. Somerville Boro

MILEPOSTS: 24.45 - 24.75

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 16

SPONSOR: Somerset County

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Bicycle/Pedestrian

MPO	Phase	Year
NJTPA	LPD	2010

Route 206, Bridge over Clarks Creek and Sleepers Brook

DB # 09331

This project involves superstructure replacement of Structures 0118-154 and 0118-155.

Clarks Creek (mp 5.03): Deck rating = 5, Superstructure rating = 4, SR = 59.80

Sleepers Brook (mp 5.13): Decker rating = 5, Superstructure rating = 4, SR=60.60

Both structures are located in Hammonton Town, Atlantic County.

COUNTY: Atlantic

MUNICIPALITY: Hammonton Town

MILEPOSTS: 5.03; 5.13

STRUCTURE NO.: 0118154 0118155

LEGISLATIVE DISTRICT: 9

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

MPO	Phase	Year
SJTPO	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 206, Cherry Valley Road Intersection Improvements

DB # 01320

This project will address proposed intersection improvements. It is reported that this intersection is heavily congested which is complicated by the configuration of the intersection.

COUNTY: Mercer Somerset

MUNICIPALITY: Princeton Twp. Montgomery Twp.

MILEPOSTS: 57.23

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 15 16

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
DVRPC	CD	2010
DVRPC	FA	2011
NJTPA	CD	2010
NJTPA	FA	2011

Route 206, Ewing Street, Safety Improvements

DB # 04356

This intersection is a high crash location. NJDOT is conducting a study to determine an IPA to reduce the safety risks at this location.

COUNTY: Mercer

MUNICIPALITY: Princeton Twp.

MILEPOSTS: 55.75

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 15

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

MPO	Phase	Year
DVRPC	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 206, Hillsborough-Montgomery Gateway

DB # 08351

This stretch of Route 206 is approximately 0.8 miles and lies between two proposed NJDOT projects. The Route 206/CSX bridge project lies to the south and the Route 206 Hillsborough Bypass southern terminus lies to the north at Mountain View Road. Both Hillsborough and Montgomery Townships are interested in creating gateways to their communities as the Township border runs through Route 206 at MP 63.06. Somerset County is also interested in supporting the municipalities in this endeavor and would be receptive to review their joint application for a grant to initiate this project.

COUNTY: Somerset

MUNICIPALITY: Montgomery Twp. Hillsborough Twp.

MILEPOSTS: 62.86 - 63.64

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 16

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	FA	2010

Route 206, Southbound Merge Improvements with I-287 Ramp

DB # 02372A

This study will provide operational and safety improvements to the substandard merge of Rt. 206 SB and the ramp from I-287 SB.

COUNTY: Somerset

MUNICIPALITY: Bridgewater Twp.

MILEPOSTS: 24.14

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 16

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 206, Whitehorse Circle (CR 533, 524)

DB # 95040

This study will identify capacity and operational problems as well as physical deficiencies. This study will also develop a range of conceptual improvements to address these problems and deficiencies.

COUNTY: Mercer
 MUNICIPALITY: Hamilton Twp.
 MILEPOSTS: 38.81 - 39.95
 STRUCTURE NO.: N/A
 LEGISLATIVE DISTRICT: 14 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

MPO	Phase	Year
DVRPC	FA	2010

Route 280, Exit 10 to Passaic River, ITS Improvements

DB # 06357

A Problem Statement has been received which indicates during rush hours, the reduction from four lanes to two lanes and substandard exits creates an operational and safety problem through the congested section leading up to the Stickel Bridge crossing of the Passaic River. Reconstruction of the interstate, including the Stickel Bridge to add through lanes and improved exits would be at a significant cost and adversely affect adjacent properties in the built-up area. There would also be extensive utility and environmental impacts. An interim improvement is proposed to use ITS technologies in providing a speed monitoring and information system to alert the traveling public to speed reductions and delays ahead and lead them to reduce their speed in advance of the congested area. This location is a very feasible location due to the availability for power/communications and existing structure to mount detection and information equipment.

COUNTY: Essex
 MUNICIPALITY: West Orange Twp. Orange City East Orange City Newark City
 MILEPOSTS: 10.00 - 14.50
 STRUCTURE NO.: N/A
 LEGISLATIVE DISTRICT: 27 34 28 29 SPONSOR: NJDOT
 ASSET MANAGEMENT CATEGORY: Congestion Relief - Intelligent Transportation Systems

MPO	Phase	Year
NJTPA	CD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 280, Harrison Township Operational Improvements

DB # 04305

This project proposes consolidation of interstate ramps at a single location at the east end of Harrison to serve access needs to the southeastern part of town and alleviate traffic bottlenecks. The feasibility assessment is being handled as a local lead project.

The following special Federal appropriations were allocated to this project: 1) SAFETEA-LU FY 2005: Transportation Improvements \$3,000,000 (ID# NJ 265); 2) High Priority Funding \$2,000,000 (ID# NJ 249); these amounts are available over a five-year period. 3) FY 2005/Interstate Maintenance \$1,000,000 (ID# NJA 39); 4) FY 2005/National Corridor Planning and Border Development program \$1,500,000 (ID# NJA 49); 5) FY06 SAFETEA-LU \$8,000,000 (ID# NJ 210),(available 20% per year).

COUNTY: Hudson

MUNICIPALITY: Harrison Town Kearny Town

MILEPOSTS: 14.92 - 16.00

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 32

SPONSOR: Local Lead

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	LCD	2010

Route 280, Kearny Drainage

DB # 08363

Locations at mileposts 16.4, 16.5, 16.7, 16.8 and 17.0 have experienced numerous flooding incidents. Hydrology and hydraulics studies are needed to identify the stormwater drainage needs to reduce future flooding. The current stormwater pipes are inadequate to drain the stormwater causing flooding in the roadway. The past flood closure occurrences and daily vehicular traffic at this location results in a high probability that motorists will be significantly affected during the next major storm event. DMS Rank 12.

COUNTY: Hudson

MUNICIPALITY: Kearny Town

MILEPOSTS: 16.4 - 17.0

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 32

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Drainage

MPO	Phase	Year
NJTPA	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 287, Interchange 10 Ramp Improvements

DB # 9169Q

Operational improvements to the on and off-ramps to Easton Avenue

COUNTY: Middlesex Somerset

MUNICIPALITY: Piscataway Twp. Franklin Twp.

MILEPOSTS:

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 17

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	FA	2010
NJTPA	PD	2011

Route 287, Interchange 10, Easton/Davidson Avenue Intersection Improvements

DB # 9169P

Operational improvements at the intersection of Easton/Davidson Avenues and the on and off ramps of I-287

COUNTY: Middlesex Somerset

MUNICIPALITY: Piscataway Twp. Franklin Twp.

MILEPOSTS:

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 17

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	FA	2010
NJTPA	PD	2011

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 287, River Road (CR 622), Interchange Improvements

DB # 9169R

Operational improvements of the off-ramp to River Road, and the ramp to Centennial Avenue.

COUNTY: Middlesex

MUNICIPALITY: Piscataway Twp.

MILEPOSTS: 9.8 - 10.2

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 17

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
NJTPA	FA	2010

Route 287, Route 440 and NJ Turnpike Interchange to I-78, ITS Improvements

DB # 06359

A Problem Statement has been received which indicates this route is severely congested, experiencing significant recurring and non-recurring delays. This is a major truck corridor and also is a priority link in the proposed creation of a secure network to link ITS facilities statewide. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and adversely affect adjacent properties as well as the environment. An interim improvement is proposed to use ITS technologies including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering and other emerging technologies to mitigate congestion and provide for improved incident management.

COUNTY: Middlesex Somerset

MUNICIPALITY: Various

MILEPOSTS: 0 - 21.0

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 18 17 16

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Intelligent Transportation Systems

MPO	Phase	Year
NJTPA	CD	2010
NJTPA	CD	2011

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 287, Truck Weigh Station, Bergen County

DB # 858

This project consists of construction of a truck weigh station facility on the southbound side of I-287. It will weigh trucks destined for I-287 southbound. The project will include weigh-in-motion scales, static weigh scales, paving, grading, drainage, utilities (relocation and new services), striping, electric, lighting and landscaping. The facility will consist of internal roadways, approximately 11 parking stalls for trucks and automobiles, a commercial vehicle inspection building and a control building. A deceleration lane into and acceleration lane from the weigh station will need to be provided along I-287 southbound.

COUNTY: Bergen

MUNICIPALITY: To be determined

MILEPOSTS: To be determined

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 40

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Road Assets - Truck Size and Weight Control

MPO	Phase	Year
NJTPA	CD	2010

Route 295, Northbound Approach to Route 1 Exits, ITS Improvements

DB # 06358

During rush hours, especially the AM peak hours, the exit from I-295 northbound to Route 1 is insufficient for the amount of traffic, causing backups in the through lanes of I-295 northbound which creates an operational and safety problem. Reconstruction of the interchange and interstate to expand the capacity of the exit could be costly and adversely impact the environment as well as adjacent properties. An interim improvement is proposed to allow the use of the I-295 northbound shoulder to extend the storage for the deceleration lane. To minimize the loss of the shoulder, it is proposed to use ITS technologies to open the shoulder for deceleration use only when needed and then return it to use as a shoulder when not needed. Technologies would include methods of detection when backups are imminent and providing the information to the traveling public that the shoulder is open for use.

COUNTY: Mercer

MUNICIPALITY: Lawrence Twp.

MILEPOSTS: 67.00 - 67.50

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 15

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Intelligent Transportation Systems

MPO	Phase	Year
DVRPC	PD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 295, Rising Sun Road to Route 1, ITS Improvements

DB # 06362

A Problem Statement has been received which indicates this route is congested, experiencing significant recurring and non-recurring delays, especially at the interchanges. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and adversely impact adjacent properties and the environment. An interim improvement is proposed to use ITS technologies including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering, and other emerging technologies to mitigate congestion and provide for improved incident management.

COUNTY: Burlington Mercer

MUNICIPALITY: Bordentown Twp. Hamilton Twp. Lawrence Twp.

MILEPOSTS: 56.0 - 67.0

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 30 14 15 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Intelligent Transportation Systems

MPO	Phase	Year
DVRPC	CD	2010

Route 295/42, Missing Moves, Bellmawr

DB # 355A

This project will provide new ramps and related improvements to enable motorists to make movements between I-295 and Route 42 which are not possible in the current configuration.

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$14,351,393 (ID# NJ 063); FY06 appropriation PL 109-115 \$2,000,000 (ID# NJ 279); FY06 SAFETEA-LU/HPP \$4,000,000 (ID# NJ 119), \$15,000,000 (ID# NJ 246), and \$10,000,000 (ID# NJ 262).

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$109,727,000.

COUNTY: Camden

MUNICIPALITY: Bellmawr Boro

MILEPOSTS: Rt. 295: 25.71 - 26.00; Rt. 42: 13.30

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 5 SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
DVRPC	FA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 322, Cologne Avenue to McKee Avenue, Pedestrian Safety Study

DB # 196A1

The project involves a pedestrian safety study in the area of Hamilton Mall along Rt. 322

COUNTY: Atlantic

MUNICIPALITY: Hamilton Twp.

MILEPOSTS: 48.95 - 52.71

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 2

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Capital Program Delivery - Corridor Studies

MPO	Phase	Year
SJTPO	CD	2010

Route 322, Corridor Congestion Relief Project

DB # 07369

This project involves construction of a bypass route around Mullica Hill. New roadway on new alignment.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$16,000,000.

COUNTY: Gloucester

MUNICIPALITY: Harrison Twp.

MILEPOSTS:

STRUCTURE NO.:

LEGISLATIVE DISTRICT: 3

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Missing Links

MPO	Phase	Year
DVRPC	LCD	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 322, Kings Highway (CR 551)

DB # 97112B

This intersection improvement is a breakout of the Route 322 (Commodore Barry Bridge to Route 55) concept development study. The proposed improvements will provide for left-turn movements on all approaches, an additional through movement in each direction on Kings Highway and address the vertical curve on Route 322. This project is also proposed to be bicycle and pedestrian compatible.

COUNTY: Gloucester

MUNICIPALITY: Woolwich Twp.

MILEPOSTS: 6.90 - 7.10

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 3

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
DVRPC	FA	2010

Route 322, Richwood Area, Intersection Improvements

DB # 97112D

The proposed improvements to two intersections (CR 609/618 and CR 635/667) in the Richwood area are breakouts from the Route 322 concept development study. Proposed improvements may include provision for left turns on all approaches at both intersections, redesignation of CR 618 as one way, construction of a connector road between CR 618 and CR 609 and extending the lane drop west of CR 635.

COUNTY: Gloucester

MUNICIPALITY: Harrison Twp.

MILEPOSTS: 14.140 - 15.00

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 3

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
DVRPC	LFA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 322, Woodland Drive/Walmart Intersection, Pedestrian Improvements

DB # 06405

A Problem Statement has been received which indicates there is a stop controlled intersection in front of the Woodlands Condominiums and the entrance to the Walmart Shopping Center. The intersection provides two center turn lanes, separated from the mainline of Route 322 by concrete channelization, allowing left turns into the two developments and U-turns from both directions. Pedestrian fencing is located in this area; however, the turning lanes provide gaps, allowing pedestrians to cross Route 322. Warning signs direct pedestrians to the Leipzig Avenue intersection located 1300 feet to the east; however, it is approximately a five minute walk to that intersection. In the past six years, 16 pedestrian-related crashes have been reported between the Woodland Condominiums and McKee Avenue.

COUNTY: Atlantic

MUNICIPALITY: Hamilton Twp.

MILEPOSTS: 49.40

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 2

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Bicycle/Pedestrian

MPO	Phase	Year
SJTPO	PD	2010

Route 322/45, Mullica Hill Center Business District

DB # 97112C

These proposed improvements to the Mullica Hill corridor are breakouts from the Route 322 concept development study. The improvements will provide turning movements at four of the intersections, include traffic calming/streetscape improvements for bicycle and pedestrian accessibility and provide a center-turn lane.

COUNTY: Gloucester

MUNICIPALITY: Harrison Twp.

MILEPOSTS: 10.50 - 11.50

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 3

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Year
DVRPC	LFA	2010

FY 2010-11 STUDY AND DEVELOPMENT PROGRAM

Route 440/1&9, Boulevard through Jersey City

DB # 06307

The proposed project intends to allow Rt. 440/Rt. 1&9 to function as a principal arterial and as a neighborhood main street. The project will improve connections between the local street network and address safety concerns for pedestrians and bicyclists. Part of the plan is the creation of an urban boulevard along Rt. 440/1&9 in order to separate local and express traffic. Light rail expansion and other aesthetic improvements will be included in the study.

The Federal SAFETEA-LU legislation provided a special appropriation for a study and preliminary engineering designs for a boulevard on Route 440 and Route 1&9 through Jersey City.

The following special Federal appropriations were allocated to this project: FY05 SAFETEA LU/HPP \$1,800,000. Bill lines #350 and #3567, (ID# NJ 130 and ID# NJ 243).

COUNTY: Hudson

MUNICIPALITY: Jersey City

MILEPOSTS: N/A

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 31 32

SPONSOR: Jersey City

ASSET MANAGEMENT CATEGORY: Local System Support - Transportation Enhancements

MPO	Phase	Year
NJTPA	LCD	2010

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Statewide Transportation Improvement Program
~ Volume II ~

Section IIIa

NJTPA Major Project Status

Status of FY 2009 Projects Over \$ 50 million (NJDOT)

Bergen County

DBNUM **99417** Counties: Bergen Hudson Municipalities: East Rutherford Boro Secaucus Town

Rte. 3 Sec. Hackensack River (eastbound and westbound) Rehabilitation Mile posts: 8.49 - 8.50

A design and construction contract is required to repair and slow the rate of deterioration to these structures. These bridges exhibit severe deterioration; if no significant repairs are initiated, the useful service life of these structures is compromised. Since the complete replacement of these structures is considered to be unfundable, it is recommended that this rehabilitation effort be undertaken. The rehabilitation design may likely result in more than one construction contract; however, at this time only one construction project is shown.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$54,922,000.

Comments:

Plan: Updated: 7/30/09
Project is in Design phase.

DBNUM **799** Counties: Bergen Passaic Municipalities: Rutherford Boro Lyndhurst Twp. Clifton City

Rte. 3 Sec. Passaic River Crossing Mile posts: 3.83 - 6.36

The project focuses on the replacement of the Route 3 structure over the Passaic River. The Structural Inventory and Appraisal ratings indicate that the Passaic River structure is both structurally deficient and functionally obsolete. Combined with a sufficiency rating of 39.5, the structure has been placed on the Select List with the recommendation that the bridge be replaced.

In addition to the replacement of the Passaic River Bridge, the project also focuses on safety and operational improvements throughout the corridor. High traffic volumes combined with substandard geometry, lack of acceleration/deceleration lanes and shoulders have resulted in numerous accidents with high incidence of injury and congestion. The accident rate within the project limits is four times the statewide average. Route 3 at this location is the most congested freeway section in New Jersey.

The existing Route 3 structure and approaches consist of three travel lanes in each direction without shoulders. The proposed highway section will consist of three travel lanes in each direction with the addition of shoulders, acceleration lanes and deceleration lanes. In addition, collector-distributor roads will better facilitate local traffic.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$250,500,000.

Structure Numbers: 1601160, 1601161, 1601162, 1601163, 1601164, 0203151, 0203152, 0203153

Comments:

Community: A project specific Web-site and toll free hot line number have been developed to inform the local residents and commuters. A public information center and public hearing were held in October 8 and 10, 2002.

Resolutions of support have been received from each of the three municipalities that are affected by the project.

The project is supported by the Meadowlands Regional Chamber.

Cost: Construction costs are estimate to be approximately \$213,000,000.

Environment: A Findings of No Significant Impact (FONSI) has been approved by FHWA on June 9, 2003.

Plan: Updated 5/28/09:

The final design submission is due in August, 2009.

Row: Right-of-Way negotiations are in progress.

Schedule: The Route 3 at Passaic River project is currently scheduled for construction award during Spring, 2010. The advanced break-out projects, Park Avenue over Route 3 and Route 3 at Passaic Sewer Rehabilitation are currently under construction.

Utilities: Utility relocation schemes are in progress.

DBNUM **103A1** Counties: Bergen Municipalities: Various

Rte. 17 Sec. North of Moonachie Road to Garden State Parkway Mile posts: 10.19 - 11.46

Widening of Rt. 17 to provide six lanes of through traffic, some of which is on structures within the project limits. The project will include structure replacements and at-grade crossings at various intersections.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$157,000,000.

Comments:

Transferred to Bergen County per NJDOT Capital Program Committee 2/09. Currently in Local Lead Feasibility Assessment.

Essex County

DBNUM **03356** Counties: Hudson Essex Municipalities: Jersey City Kearny Town Newark City

Rte. 1&9 Sec. Pulaski Skyway Mile posts: 51.5 - 55.9

This study will investigate the long term needs and implications of improving this historic structure.

Comments:

Community: Meetings will be scheduled during the course of the study as appropriate.

Cost: \$1.250 billion

Environment: Unknown

Plan: FA agreement executed on 10-07-2008.

Row: Unknown

Utilities: Unknown

DBNUM **08370** Counties: Hudson Essex Municipalities: Jersey City Kearny Town Newark City

Rte. 1&9 Sec. Pulaski Skyway Interim Repairs

Interim repairs for Route 1&9, Pulaski Skyway. Interim repairs may include, but are not limited to, repairs to the balustrade, deck, pier caps, structural steel and spot painting, electrical safety, installation of protective netting over the NJ Turnpike and concrete encasement removal.

Comments:

Interim repairs.

DBNUM **00373B** Counties: Union Essex Municipalities: Hillside Twp. Irvington Twp. Newark City

Rte. 78 Sec. Union/Essex Rehabilitation, Contract B Mile posts: 53.70 - 58.50

This project will provide preventive maintenance, reconstruction and safety improvements. Roadway pavement will be rehabilitated through pavement removal and replacement, concrete rubbilization where applicable and bituminous overlay. Structure work includes concrete deck repair, deck joint reconstruction, installing preformed elastomeric joint sealers and resealing filled joints. Also, all bridges will be overlaid with 2" of HMA, except one bridge (Str. # 0723-161) due to underclearance restrictions.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$62,270,000.

Structure Nos.: 2011166, 2011168, 0723165, 0723170, 0724150, 0723161, 0723162, 0723164, 0723167, 0723169, 0723171, 0723172, 0723173, 0723174, 0723175, 0723176

Comments:

Environment: Environmental document has been approved.

Plan: This project is currently in preliminary design. The remaining budget, from the originally authorized preliminary design fund, has currently been used towards the preliminary design. Additional funds will be required to finish preliminary design in the amount of \$ 1,758,878.00. This will requires a modification of the STIP.

Utilities: Minimal

Hudson County

DBNUM **02311** Counties: Hudson Municipalities: North Bergen Twp.

69th Street Bridge

NJ Transit will construct a new bridge to provide a grade separation at 69th Street over the North Bergen Railroad Yard, The project is located on 69th Street between West Side Avenue and Nolan Avenue which is to the west of US Route 1&9. A grade separation at 69th Street would eliminate the current at-grade crossing which causes frequent automobile delays due to long freight trains moving through this area. The grade separation would eliminate the at-grade crossing of the CSX and NYS&W rail lines, as well as the Hudson Bergen Light Rail System.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$65,000,000.

Comments:

Community: North Bergen supports the project and the co-sponsor agreement between NJDOT, NJ Transit and North Bergen was executed on June 21, 2007.

Cost: The transfer of \$15 M in FY 2010 State Funds to NJ Transit is being processed.

Environment: No new issues at this time.

Plan: Updated July 29, 2009

This project is a NJ Transit design and construction lead, but funded by NJDOT.

Final Design is almost complete.

Row: No new issues at this time.

Schedule: Final Design is almost complete.

Utilities: Advanced Utility Relocation of the gas pipeline is ongoing.

DBNUM **03356** Counties: Hudson Essex Municipalities: Jersey City Kearny Town Newark City

Rte. 1&9 Sec. Pulaski Skyway Mile posts: 51.5 - 55.9

This study will investigate the long term needs and implications of improving this historic structure.

Comments:

Community: Meetings will be scheduled during the course of the study as appropriate.

Cost: \$1.250 billion

Environment: Unknown

Plan: FA agreement executed on 10-07-2008.

Row: Unknown

Utilities: Unknown

DBNUM **08370** Counties: Hudson Essex Municipalities: Jersey City Kearny Town Newark City

Rte. 1&9 Sec. Pulaski Skyway Interim Repairs

Interim repairs for Route 1&9, Pulaski Skyway. Interim repairs may include, but are not limited to, repairs to the balustrade, deck, pier caps, structural steel and spot painting, electrical safety, installation of protective netting over the NJ Turnpike and concrete encasement removal.

Comments:

Interim repairs.

DBNUM 051

Counties: Hudson

Municipalities: Jersey City

Rte. 1&9T Sec. St. Paul's Avenue/Conrail Bridge (25) Mile posts: 1&9T: 3.60 - 4.20; 1&9: 54.60 - 55.00

This project will replace the existing St. Paul's Avenue Viaduct with a new structure on a new alignment north of the existing structure. This new viaduct will provide direct connections to Route 1&9T, Route 7 Wittpenn Bridge, Pulaski Skyway, Route 139 and the local network of streets in Jersey City. The structure will typically consist of 12-foot outside shoulders, 12-foot lanes, 1-foot inside shoulders with concrete median barriers. The project will maintain sidewalks to St. Paul's Avenue and extend to existing sidewalks. The design also includes sidewalks to Tonnelle Avenue. In addition the following structures will also be replaced--Tonnele Avenue over NJ TRANSIT (0902150), Tonnele Avenue (0902151), and Ramp D/Tonnele Circle (0906158). No special bicycle accommodations were made throughout the project; however, there are shoulders. This project is a part of Phase I of Portway, New Jersey's Intermodal Connection to World Trade.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$241,144,000.

This project is also funded through a special appropriation, FY06 SAFETEA-LU, NRS-1301,

The following special Federal appropriations were allocated to this project. FY 2004/Section 115/H17 \$2,000,000 (balance available \$0).

Comments:

Community: A resolution of support dated June 26, 2002, was issued by the Jersey City Council. Jersey City officials are opposed to closing St. Paul's Ave. until the Wittpenn Bridge project is completed. Public Information Center was held on 5/8/08.

Various meetings held with community regarding Spruce St. closure and changes to Carlton Ave.

Cost: Draft update of financial management plan submitted.

Environment: Finding of No Significant Impact (FONSI) was approved on 7/16/02.

Revised permits approved on 7/21/08.

Plan: 7/9/09

Construction initiated late 10/08.

Row: All ROW available.

Schedule: Project under construction.

Utilities: PSE&G-Gas completed advanced gas work. Verizon has initiated their advanced work. All utility funds authorized.

Increased rail traffic will cause delays on St. Paul's Ave. Conrail has requested the Department eliminate the at-grade crossing adjacent to the bridge for safety and maintenance reasons. Need to determine how and when to implement.

Jersey City doesn't want it implemented until Wittpenn Br. project is completed. The Department's Railroad Engineering & Safety Unit conducted a diagnostic team meeting on 3/3/05 to determine how and when to implement. The recommendation was to keep the grade crossing open for now. Conrail has appealed and this issue will be revisited.

DBNUM 99417

Counties: Bergen Hudson

Municipalities: East Rutherford Boro Secaucus Town

Rte. 3 Sec. Hackensack River (eastbound and westbound) Rehabilitation Mile posts: 8.49 - 8.50

A design and construction contract is required to repair and slow the rate of deterioration to these structures. These bridges exhibit severe deterioration; if no significant repairs are initiated, the useful service life of these structures is compromised. Since the complete replacement of these structures is considered to be unfundable, it is recommended that this rehabilitation effort be undertaken. The rehabilitation design may likely result in more than one construction contract; however, at this time only one construction project is shown.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$54,922,000.

Comments:

Plan: Updated: 7/30/09

Project is in Design phase.

Rte. 7 Sec. Hackensack River (Wittpenn) Bridge, Contract 1 Mile posts: 0.20 - 0.60

This project will provide for the new river piers and fender system for a new vertical-lift bridge over the Hackensack River. The new bridge will be located approximately 200 feet north of the existing bridge.

The existing movable Wittpenn Bridge currently provides four ten-foot travel lanes (two eastbound and two westbound) with no shoulders. There is no physical separation between opposing traffic on the bridge. The new vertical-lift structure will carry two 12-foot through lanes, a 12-foot auxiliary lane and an 8 to 10-foot right shoulder in each direction as well as a six-foot sidewalk along the eastbound roadway. An eight-foot median consisting of two three-foot left shoulders and a two-foot raised median barrier will separate opposing traffic flows. The new structure will accommodate pedestrian and bicycle traffic. This project carries federal demonstration funding as follows: FY 2006 SAFETEA-LU/PL 109-59 \$0.8M (ID# NJ 195 available 20% per year). and FY06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$10,000,000.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$94,456,000.

Comments:

Community: A Resolution of Support has been obtained for the project.

Cost: Total construction cost for Contract 1 = \$84.9 M.

Environment: An Environmental Assessment was completed for this project. A Finding of Significant Impact (FONSI) was approved by FHWA in November 2005. Environmental Reevaluation approved 5/2/07.

Plan: Final design work proceeding with completion scheduled for Summer 2009.

Row: Right-of-Way acquisitions for Contract 1 consist of easements for utility relocations, Riparian parcels, and two business relocations. Right-of-Way acquisitions proceeding.

Schedule: Contract 1 is anticipated to be awarded for construction in Spring 2010, subject to available funding.

Utilities: PSE&G, AT&T, & Verizon submarine cables impacted by Contract 1. Plans for relocation accommodation completed.

Rte. 7 Sec. Hackensack River (Wittpenn) Bridge, Contract 2 Mile posts: 0.0 - 0.60

This project will provide for the off-line portions of the new bridge over the Hackensack River and the improvements to the interchange of Fish House Road. The new vertical-lift span will be constructed under Contract 3. There will be minimal traffic impacts with the construction as the bridge and ramps are on a new alignment approximately 200 feet north of the existing bridge.

The existing movable Wittpenn Bridge currently provides four 10-foot travel lanes (two eastbound and two westbound) with no shoulders. There is no physical separation between opposing traffic on the bridge. The new vertical lift structure will carry two 12-foot through lanes, a 12-foot auxiliary lane and an 8 to 10-foot right shoulder in each direction as well as a six-foot sidewalk along the eastbound roadway. An eight-foot median consisting of two three-foot left shoulders and a two-foot raised median barrier will separate opposing traffic flows. The new structure will accommodate pedestrian and bicycle traffic.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$112,524,000.

Comments:

Community: A Resolution of Support was obtained for the project.

Cost: Total construction cost of Contract 2 is \$101.3 M.

Environment: An Environmental Assessment was completed for this project. A Finding of No Significant Impacts (FONSI) was approved by FHWA in November 2005. Environmental Reevaluation approved 12/5/07.

Plan: Final design submission made on June 30, 2009.

Row: Right-of-Way acquisitions proceeding.

Schedule: Contract 2 is scheduled to be awarded for construction in Fall 2010, subject to available funding.

Utilities: Utilities impacted by Contract 2. Plans for relocation accommodations under development.

Rte. 7 Sec. Hackensack River (Wittpenn) Bridge, Contract 3 Mile posts: 0.20 - 0.50

This project will provide for the new vertical-lift span over the Hackensack River. The new bridge is being constructed approximately 200 feet north of the existing bridge.

The existing movable Wittpenn Bridge currently provides four 10-foot travel lanes (two eastbound and two westbound) with no shoulders. There is no physical separation between opposing traffic on the bridge. The new vertical lift structure will carry two 12-foot through lanes, a 12-foot auxiliary lane and an 8 to 10-foot right shoulder in each direction as well as a six-foot sidewalk along the eastbound roadway. An eight-foot median consisting of two three-foot left shoulders and a two-foot raised median barrier will separate opposing traffic flows. The new structure will accommodate pedestrian and bicycle traffic.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$90,798,000.

Comments:

Community: A Resolution of Support was received for the project.

Cost: Total construction cost for Contract 3 is \$89 M.

Environment: An Environmental Assessment was completed for this project. A Finding of No Significant Impact (FONSI) was approved by FHWA on 11/9/05. Environmental Reevaluation approved 5/2/07.

Plan: Final design was authorized on 4/14/09 with ARRA funding. Final design work scheduled to be completed Spring 2010.

Row: No impacts with this contract.

Schedule: Contract 3 is scheduled to be awarded for construction in Fall 2011, subject to available funding.

Utilities: No issues to date.

Rte. 7 Sec. Hackensack River (Wittpenn) Bridge, Contract 4 Mile posts: 0.00 - 0.60

This project will provide for the final bridge and approach roadway segments of the new vertical lift bridge over the Hackensack River and the improvements to the interchange at Fish House Road. New connection ramps to Newark Avenue and St. Paul's Avenue will be provided along with the demolition of the existing Wittpenn Bridge.

The existing movable Wittpenn Bridge currently provides four 10-foot travel lanes (two eastbound and two westbound) with no shoulders. There is no physical separation between opposing traffic on the bridge. The new vertical lift structure will carry two 12-foot through lanes, a 12-foot auxiliary lane and an 8 to 10-foot right shoulder in each direction as well as a six-foot sidewalk along the eastbound roadway. An eight-foot median consisting of two three-foot left shoulders and a two-foot raised median barrier will separate opposing traffic flows. The new structure will accommodate pedestrian and bicycle traffic.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$168,400,000.

Comments:

Community: A Resolution of Support was received for this project.

Cost: Total estimated construction cost for Contract 4 is \$243.6 M.

Environment: An Environmental Assessment was completed for this project. A Finding of No Significant Impact (FONSI) was approved by FHWA on 11/9/05. Environmental Reevaluation approved 5/2/07.

Plan: Final design to commence Summer 2009 with receipt of ARRA funding.

Row: There are ROW impacts with Contract 4. No issues to date.

Schedule: Contract 4 is scheduled to be awarded for construction in Fall 2012, subject to available funding.

Utilities: Utilities impacted with Contract 4. Relocation schemes not yet determined.

DBNUM **053C**

Counties: Hudson

Municipalities: Jersey City

Rte. 139 Sec. Contract 3 (Hoboken and Conrail Viaducts) Mile posts: 1.30 - 1.65

This project will provide for rehabilitation of the Hoboken Viaduct, as well as deck replacement and superstructure rehabilitation of the Conrail Viaduct. The project is not designed to accommodate bicycle/pedestrian facilities.

The following Federal appropriations were allocated to this project. FY06 SAFETEA-LU/HPP \$1,600,000 (ID# NJ 152),(available 20% per year). This appropriation also includes Route 139, Contract 2.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$193,818,000.

Comments:

Community: This project has public support.

Cost: No new issues at this time.

Environment: No new issues at this time.

Plan: Updated July 29, 2009.

The project is going through the Smart Solution Process.

The designer submitted a report which evaluated the ideas conceived at a Smart Solution Workshop.

This report has been reviewed by the Department.

The Smart Solutions Evaluation is complete, and redesign of the project will commence pending a Contract Modification to increase the design funding for the project.

Row: No new issues at this time.

Schedule: The award date has been adjusted in the official schedule to reflect the funding scenario that exists.

Utilities: There are extensive Utility Relocations for this project.

DBNUM **06373**

Counties: Hudson

Municipalities: North Bergen Twp.

Rte. 495 Sec. Route 1&9/Paterson Plank Road Bridge Mile posts: 0.8 - 1.0

A design and construction contract is required to repair, and to slow the rate of deterioration to this structure. Several elements of this bridge exhibit severe deterioration and if no significant repairs are initiated, the useful service life of this structure will be compromised. Since the complete replacement of this structure is considered unworkable, it is recommended that this rehabilitation effort be undertaken. The rehabilitation design may likely result in more than one construction contract; however, at this time, only one construction project is shown.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$50,649,000.

Comments:

Cost: Estimated total construction cost is \$ 50 million.

Environment: CED Documents approved on January 2, 2008.

Plan: Pipeline 3 - Bridge reconstruction project. Consultant design proposal under review. Consultant Agreement under preparation. Consultant Agreement executed on 03/24/09. The design kickoff was on 4/24/09.

Row: Temporary easements are required during construction.

Schedule: The schedule under review for establishing Baseline. The Baseline award scheduled for Summer 2011.

Utilities: No issue at this time.

Middlesex County

DBNUM **9324A** Counties: Union Middlesex Municipalities: Linden City Carteret Boro

Tremley Point Access Local Roadway Improvements

The Tremley Point Connector Road is a new four-lane, predominantly pile-supported, approximately 1.1 mile long roadway/bridge featuring two 12-foot lanes in each direction and 3-foot wide right shoulders. The redevelopment of the Tremley Point area of Linden has been the subject of numerous reports and analysis. The local roadway system in Linden is unable to support the increase in truck traffic anticipated by the redevelopment of the Tremley Point Brownfield into more than six million square feet of warehouse and distribution space. The Tremley Point area is located less than 10 miles from Port Elizabeth, Newark and Newark Liberty International Airport. The NJ Turnpike is currently advancing the Environmental Assessment document with the USCG for a Connector Road from NJ Turnpike Interchange 12 to Tremley Point. This project is also funded through a special appropriation, FY06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$10,000,000, (\$9,189,390 available), and will be used for environmental mitigation.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$87,139,000.

Comments:

Status not available.

DBNUM **08417** Counties: Middlesex Municipalities: Plainsboro Twp. South Brunswick Twp. North Brunswick Twp.

Rte. 1 Sec. Forrestral Road to Aaron Road Mile posts: 12.80 - 21.50

Widening of Rt. 1 to provide six lanes of through traffic within the project limits. The project will provide at-grade intersections at all major road crossings.

Structure Numbers: 1201152, 1201153, 1201154, 1201155, 1201156, 1201160, 1201159, 1201157

The following special Federal appropriations were allocated to this project. FY06 SAFETEA-LU, \$2,500,000 (available 20% per year, ID# NJ266); \$3,500,000 (available 20% per year, ID# NJ251) and \$800,000 (available 20% per year, ID# NJ151).

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$250,000,000.

Comments:

Change to Concept Development in FY 2010 and Feasibility Assessment in FY 2011.

DBNUM **115B** Counties: Middlesex Municipalities: Piscataway Twp.

Rte. 18 Ext. Sec. Hoes Lane Extension to I-287 (3A) Mile posts: 45.59 - 47.79

Existing Hoes Lane from the Hoes Lane Extension to I-287 will be rehabilitated and will remain a four-lane roadway with signal modification. This project will be bicycle/pedestrian compatible.

The following special Federal appropriation has been allocated to this project: Liberty Corridor, \$12,000,000.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$35,778,000.

Comments:

Community: Held meetings with Mayor and a general information center and we are advancing project based on meeting and Public information center. Quarterly meeting to provide updates are held with Mayor.

Public Information Center held on November 24, 2008.

Cost: Currently the project is estimated to cost \$42 million total for construction.

Environment: Wetlands Individual Permit, Floodplain, water quality, Green Acres required.

Plan: Preliminary Design Submission July 2008

Final Design Submission Scheduled for January 2010.

Row: All ROW acquisition underway.

Schedule: Advanced utilities summer 2009

advertisement December 2010

Utilities: Extensive relocations will be required to remove utility poles from median. Advanced utility relocations to begin in 2009.

Monmouth County

DBNUM **NS9603** Counties: Monmouth Municipalities: Middletown Twp. Rumson Boro

Monmouth County Bridge S-31(AKA Bingham Avenue Bridge) over Navesink River & Rte. CR 8A

Bridge S-31 carries CR 8A across the Navesink River between Middletown and Rumson. It is a primary access route to the densely populated areas north and south of the river. The structure is in poor condition and the major bridge components are deteriorating. The bridge is eligible for the National Register of Historic Places. Possible improvements such as rehabilitation or replacement of the structure will be studied.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$50,000,000.

Comments:

The completion of Preliminary Design is taking longer than expected. Final Design will be delayed until FY 2013.

DBNUM **185** Counties: Monmouth Municipalities: Highlands Boro Sea Bright Boro

Rte. 36 Sec. Highlands Bridge over Shrewsbury River Mile posts: 11.50 - 11.75

The existing double-leaf bascule structure will be replaced with a 65-foot high, fixed-span structure on a shifted alignment. The existing structure is 1,247 feet long and the roadway consists of four travel lanes with no median barrier and a sidewalk. In addition to the new structure, the following will also be provided: new approach ramps on the eastern side (Ramps J, Ramps K/L), new fender system, new pedestrian bridge over Route 36/Ocean Avenue and a new pedestrian bridge over Ocean Avenue. On the western side, reconfiguration of egress and acceleration from Bay and Highlands Avenue will be provided, as well as new toll booths for the National Park Service with new transitions to the toll plaza, and realignment of Ocean Avenue to the National Park toll facility with new turn-arounds.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$137,378,000.

Comments:

Cost: Contract has been awarded to low bidder J.H. Reid in the amount of \$ 124,559,819 dollars.

Plan: The project is in construction.

Schedule: The project has been awarded to J. H. Reid on 12/21/07. The schedule construction completion date is 05/14/2011.

Morris County

DBNUM **00371B** Counties: Morris

Municipalities: Parsippany-Troy Hills Twp

Rte. 80 Sec. Parsippany-Troy Hills Roadway Improvement Mile posts: Route 80: 41.50 - 45.60; Route 287: 41.50 - 41.80

The I-80 pavement will be reconstructed and the bridge decks for the I-80 eastbound structures over I-287 northbound (1414168) and Smith Road (1414169) will be replaced. An additional lane will be added to Ramp G (connecting I-80 eastbound with I-287 southbound) and the weaving distance between Ramp G and Ramp L (connecting the Littleton Road frontage road to I-80 eastbound) will be increased. A new ramp will be constructed to provide access from I-80 eastbound to Littleton Road eastbound. Ramp B at South Beverwyck Road will be widened to provide a right-turn lane. The slip ramp from I-80 eastbound to the eastbound local lanes will be relocated to the east in order to provide a longer weaving distance from Ramp I (connecting I-287 southbound to I-80 eastbound). Ramp J (connecting I-287 southbound to I-80 westbound) will be reconstructed. The bridge decks for the I-80 westbound structures over I-287 northbound (1414168) and Smith Road (1414169) will be replaced.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$94,100,000.

Comments:

Community: A public information center was held on March 30, 2006. The public reaction was favorable. The Township of Parsippany-Troy Hills passed a resolution of support for the project on June 20, 2006.

Cost: Estimated construction cost is \$94 million.

Environment: Received FHWA concurrence for the right-of-way acquisition phase Environmental Re-evaluation document on September 10, 2008.

Received an approved Freshwater Wetlands Letter of Interpretation (LOI) from the NJDEP on July 9, 2007.

The Categorical Exclusion Document (CED) received concurrence from the FHWA on June 8, 2006.

The project will require a NJDEP Freshwater Wetland Individual Permit and a Highway Agency Storm Water General Permit.

Plan: Updated on 7/28/09

The project is in the Final Design phase of plan development.

Row: ROW acquisition process is underway.

Schedule: Construction of this project is currently anticipated to start in the Summer of 2011, if funds are available for construction.

Utilities: The Utility Agreement process is underway.

Ocean County

DBNUM **076C** Counties: Ocean Municipalities: Lakewood Twp. Toms River Twp.

Rte. 9 Sec. Lakewood/Toms River, Congestion Relief Mile posts: 94.8 - 101.7

This corridor consistently experiences high levels of congestion and crashes both weekdays and weekends under existing conditions. Growth continues in these two towns and the associated traffic will exacerbate these conditions over time. The 7.2 mile segment runs parallel to the Garden State Parkway (to the east) and provides an alternate route for north-south traffic in this area during incidents on the Garden State Parkway.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$588,000,000.

Comments:

Concept Development in FY 2010 and FY 2011.

DBNUM **06369** Counties: Ocean Municipalities: Toms River Twp.

Rte. 37 Sec. Mathis Bridge Eastbound over Barnegat Bay Mile posts: 11.4 - 12.4

Several elements of this bridge exhibit severe deterioration and if no significant repairs are initiated, the useful service life of this structure will be compromised. Since the complete replacement of this structure is considered unfundable, it is recommended that this rehabilitation effort be undertaken. The rehabilitation design may likely result in more than one construction contract; however, at this time, only one construction project is shown.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$73,000,000.

Comments:

Cost: Maintaining traffic during construction requires staging and utilizing the existing westbound structure to carry at least one lane of traffic eastbound to allow a contractor adequate work zone during construction.

Environment: Preliminary investigation does not suggest any major impacts due to the majority of the work out of the waterway.

Plan: Awaiting funding to finalize design contract.

Row: Minimal.

Schedule: Begin Design 8/09

Final Design Submission 4/10

Designer PS&E 5/10

Advertise 6/10

Utilities: Will be finalized during design.

DBNUM **00357** Counties: Ocean Municipalities: Stafford Twp. Ship Bottom Boro

Rte. 72 Sec. Manahawkin Bay Bridges Mile posts: 26.10 - 28.25

These structurally deficient structures are 2,400 feet long, carry four lanes of traffic and are in overall poor condition due to the condition of the superstructure. Fatigue cracks were observed in the steel floor beam webs at numerous locations during the 1995 inspection and painting operation for this bridge. Necessary retrofit was accomplished by drilling holes at the tip of the cracks in 1995. The 1999 inspection revealed propagation of cracks in the floor beam webs and bracket connection angles beyond the holes drilled in 1995 and also development of additional fatigue cracks. Heavy pitting and section loss in stringers, floor beams and thru-girders was noted at random locations. Construction of a new parallel bridge over Manahawkin Bay to the south of the existing structure. Rehabilitation of the three Trestle bridges (over Hilliards Thorofare, West Thorofare, and East Thorofare) to provide the structural/safety improvements and to extend service life 20+ years. Bridge replacement eliminated. Construction of Marsha Drive intersection improvements. This project is anticipated to be bicycle/pedestrian compatible.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$189,000,000.

Comments:

Community: The Department has been conducting community outreach program with all the Long Beach Island towns, Stafford Township and Ship-Bottom Borough. Public Information Center was held in July 25, 2005. It should be noted that these communities are in total support of the Manahawkin Bay Bridges rehabilitation/replacement FA-project.

Revised IPA was presented to Community Partnering Team in Fall 2006 and local officials raised concern about not getting full shoulders on three trestle bridges as presented to them in original IPA.

Cost: The revised construction cost estimate is \$ 163 M.

Environment: The Manahawkin Bay Bridges project is in an environmentally sensitive area, with numerous sub-aquatic vegetation (SAV), wildlife refuge, shell fish, and other environmental resources.

Plan: The project is in Preliminary Design.

Row: Minimal ROW acquisition may be required.

Schedule: The project schedule has been finalized.

Utilities: There are numerous submarine utilities, mostly in the north side of the Bay Bridges.

Passaic County

DBNUM 799

Counties: Bergen Passaic

Municipalities: Rutherford Boro Lyndhurst Twp. Clifton City

Rte. 3 Sec. Passaic River Crossing Mile posts: 3.83 - 6.36

The project focuses on the replacement of the Route 3 structure over the Passaic River. The Structural Inventory and Appraisal ratings indicate that the Passaic River structure is both structurally deficient and functionally obsolete. Combined with a sufficiency rating of 39.5, the structure has been placed on the Select List with the recommendation that the bridge be replaced.

In addition to the replacement of the Passaic River Bridge, the project also focuses on safety and operational improvements throughout the corridor. High traffic volumes combined with substandard geometry, lack of acceleration/deceleration lanes and shoulders have resulted in numerous accidents with high incidence of injury and congestion. The accident rate within the project limits is four times the statewide average. Route 3 at this location is the most congested freeway section in New Jersey.

The existing Route 3 structure and approaches consist of three travel lanes in each direction without shoulders. The proposed highway section will consist of three travel lanes in each direction with the addition of shoulders, acceleration lanes and deceleration lanes. In addition, collector-distributor roads will better facilitate local traffic.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$250,500,000.

Structure Numbers: 1601160, 1601161, 1601162, 1601163, 1601164, 0203151, 0203152, 0203153

Comments:

Community: A project specific Web-site and toll free hot line number have been developed to inform the local residents and commuters. A public information center and public hearing were held in October 8 and 10, 2002.

Resolutions of support have been received from each of the three municipalities that are affected by the project.

The project is supported by the Meadowlands Regional Chamber.

Cost: Construction costs are estimate to be approximately \$213,000,000.

Environment: A Findings of No Significant Impact (FONSI) has been approved by FHWA on June 9, 2003.

Plan: Updated 5/28/09:

The final design submission is due in August, 2009.

Row: Right-of-Way negotiations are in progress.

Schedule: The Route 3 at Passaic River project is currently scheduled for construction award during Spring, 2010. The advanced break-out projects, Park Avenue over Route 3 and Route 3 at Passaic Sewer Rehabilitation are currently under construction.

Utilities: Utility relocation schemes are in progress.

Rte. 3 Sec. Valley Road and Notch/Rifle Camp Road Interchange Mile posts: Rt. 3: 0 - 0.50; Rt. 46: 59.2 - 60.3 & Rte. 46

From Notch/Rifle Camp Road to the Valley Road interchange, Route 46 will be widened to provide shoulders and acceleration/deceleration lanes. An express/local configuration will also be provided along eastbound Route 46. The Notch Road/Rifle Camp Road structure will be replaced and the ramp system will be reconstructed to form a full diamond interchange. Access is provided to Rt. 46 WB via an overpass at Clove Road.

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 (not from the left as presently exists). Complete interchange upgrades will be made. The project will require the removal of four structures and replacing them with five new bridge structures. Each of these structures will be designed to meet minimum vertical underclearance of 16 feet, 6 inches. Four culverts will be impacted as well.

Structure Numbers to be replaced: 1606172, 1607150, 1607151 (replace with two structures), 1606167; Culverts to be extended: 1606170, 1606171, 1606173; Culverts to be abandoned: 1606168, 1606169.

The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, \$9,600,000 ,ID# NJ170,(available 20% per year).

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$155,650,000.

Comments:

Community: The Public information center was held on June 19, 2003 for the old scope.

The Public Officials Meeting was held with the three towns on 12/14/06 for the revised scope and Public Information Center was held on June 25, 2008. A resolution, dated Oct.3, 2006, was passed by the City of Clifton to address the traffic issues caused by the future expansion of Montclair State University. Also, a new bridge was added by the request of NJ Transit for a direct access to Rt.46 WB from Clove Road. Both the Clifton's and NJ Transit's traffic related issues were addressed in the revised scope.

Cost: The revised Construction cost: \$140 M.

Environment: CED for the original scope was approved in August 2003. However, for the revised scope, CED will be reviewed again.

Plan: Preliminary Design was completed in September 2008. The Final Design work started on 3/27/09.

Row: Right-of- Way funding was authorized for Phase A for FY 2009.

Right-of-Way fund for Phase B is needed for FY 2010.

Total ROW estimate: \$20.7 M

Schedule: Updated: 6/24/09

Funding: FD: FY 2008

ROW: FY 2009

Con: FY 2012

Utilities: Several utility lines will be relocated. However, the relocation of major water lines are very much limited.

Somerset County

DBNUM 779

Counties: Somerset

Municipalities: Hillsborough Twp.

Rte. 206 Bypass Sec. Mountain View Road to Old Somerville Road (Sections 14A & 15A) Mile posts: 63.40 - 66.40

This project will provide for the construction of a segment of Route 206 on new alignment, bypassing a segment of existing highway that has serious congestion and safety problems. The new segment of roadway will consist of four 12-foot travel lanes, two 10-foot outside shoulders, two five-foot inside shoulders, a concrete median barrier and two 15-foot outside borders between Amwell Road (CR 514) and Old Somerville Road. Between Amwell Road (CR 514) and Mountain View Road, the new segment of roadway will consist of two 12-foot travel lanes, two 10-foot outside shoulders, two three-foot inside shoulders, a 15-foot grass median and two 15-foot outside borders.

Advance utility work will be performed on the Texas Eastern pipeline, Buckeye pipeline and AT&T facilities.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$87,500,000.

Comments:

Community: A Public Information Center / Public Forum was held on June 3, 2009. The overall public reaction was favorable.

NJDOT worked with the FHWA, and officials from Somerset County, Hillsborough Township and Montgomery Township on the development of a 'consensus' scheme for the project. The 'consensus' scheme was presented to the public at a public information center held on June 13, 2007. The overall public reaction from Hillsborough Twp. and Montgomery Twp. residents was favorable to the 'consensus' scheme. Hillsborough Township passed a Resolution of Support for the 'consensus' plan on July 10, 2007 and Montgomery Township passed a Resolution of Support for the 'consensus' plan on August 2, 2007.

Cost: The construction cost of Contract B is estimated to be \$68 million.

Environment: An Environmental Re-evaluation document (ER) was approved (concurrence) by the Federal Highway Administration (FHWA) on September 17, 1999. The FHWA issued a Record of Decision for the Final Environmental Impact Statement (FEIS) on March 20, 1989.

The project will require a NJDEP Freshwater Wetland Individual Permit, Flood Hazard Area Individual Permit, reforestation plan and a Highway Agency Storm Water Permit.

Plan: Updated on 7/28/09

The project is in the Final Design phase of plan development. The 'Smart Solutions' review of the project was completed on August 22, 2007. The project plans will be revised to incorporate the 'Smart Solutions' changes.

Row: The right of way acquisition process is underway. Five new parcels will be required to accommodate the 'Smart Solutions' changes. A sixth parcel has been recently placed on the National and State Registers of Historic Places and is also on the Green Acres Recreational and Open Space Inventory.

Schedule: Construction of the project is currently anticipated to start in the Summer of 2011. Advanced Utility Relocation construction is currently anticipated to begin in the Spring of 2010.

Utilities: Currently preparing utility relocation schemes. Advance Utility Relocation construction plans for the Texas Eastern pipelines, Buckeye pipeline and AT&T facility will be prepared and work is anticipated to begin in the early Spring of 2010 under the Route 206 Bypass Contract A project.

DBNUM 04389

Counties: Somerset

Municipalities: Bedminster Twp. Bridgewater Twp.

Rte. 287 Sec. I-287/202/206 Interchange Improvements Mile posts: Rt. 287: 20.9-22.4 & Rte. 78

This project involves interstate interchange improvements at the I-78 and I-287 Interchange and at the Ramps from I-287 to the Route 202/206 interchange. The improvements will include widening of the I-287 SB Ramp to I-78 WB from one to two lanes and associated merging modifications with mainline I-78 WB and I-287 NB to I-78 WB Ramp. In addition the I-78 EB to I-287 NB Ramp will be shifted from a left-lane entrance onto I-287 NB to a right-lane entrance onto I-287 NB. This modification will eliminate the five-lane weave required for vehicles traveling on I-78 EB who use I-287 NB to access Route 202/206 (Pluckemin). Finally, the project will modify the interchange at Route 202/206 and I-287 by introducing a new ramp from 202/206 NB to I-287 SB requiring the shift in the I-287 SB to 202/206 NB & SB Ramp.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$36,700,000.

Comments:

Community: Support projects conceptual design.

Cost: construction Estimated at \$40 M for both projects.

Environment: Consultant will evaluate environmental impacts as part of Preliminary Design.

Plan: Completed schemes for FHWA review. Reviewing need based on management priority lists.

Row: TBD

Schedule: TBD

Utilities: TBD

Union County

DBNUM **06318F** Counties: Union

Municipalities: Elizabeth City

North Avenue Corridor Improvement Project (NACI)

This project consists of Section 1,3 and 4 of the four sections of the NACI project. It will result in final design for all four sections, and construction of Sections 1,3 and 4 providing direct ramp connections from North Avenue to Jersey Gardens Boulevard, construction of a flyover of the Kapkowski Road/North Avenue intersection, and grade separation of the North Avenue/Dowd Avenue and North Avenue/Division Street intersections. The new ramp connections and grade separations will reduce traffic at two major intersections, eliminate one of the three signalized intersections, eliminate a dangerous weave condition for eastbound North Ave traffic attempting to access the current Jersey Gardens on-ramp, and bolster bi-directional flow in support of future port-related and commercial uses. North Ave is a key east-west thoroughfare that lies between the intersections of US 1&9 and the Port Authority Marine Terminals at Port Newark and Elizabeth. It is a critical link that connects State and Interstate highways, NJ Turnpike Interchange 13A, Newark Liberty International Airport, the Marine Terminal Complex and major warehouse/distribution facilities, industrial parks and retail/commercial centers.

This project is also funded through the following special appropriations: 1) FY06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$10,000,000; 2)TEA-21, ID# NJ027, \$2,050,199, ; 3) SAFETEA-LU, ID# NJ200, \$4,560,000 (available 20% per year); 4) SAFETEA-LU, ID# NJ258, \$1,000,000 (available 20% per year).

Comments:

Status not available.

DBNUM **9324A** Counties: Union Middlesex

Municipalities: Linden City Carteret Boro

Tremley Point Access Local Roadway Improvements

The Tremley Point Connector Road is a new four-lane, predominantly pile-supported, approximately 1.1 mile long roadway/bridge featuring two 12-foot lanes in each direction and 3-foot wide right shoulders. The redevelopment of the Tremley Point area of Linden has been the subject of numerous reports and analysis. The local roadway system in Linden is unable to support the increase in truck traffic anticipated by the redevelopment of the Tremley Point Brownfield into more than six million square feet of warehouse and distribution space. The Tremley Point area is located less than 10 miles from Port Elizabeth, Newark and Newark Liberty International Airport. The NJ Turnpike is currently advancing the Environmental Assessment document with the USCG for a Connector Road from NJ Turnpike Interchange 12 to Tremley Point. This project is also funded through a special appropriation, FY06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$10,000,000, (\$9,189,390 available), and will be used for environmental mitigation.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$87,139,000.

Comments:

Status not available.

DBNUM **98545** Counties: Union

Municipalities: Hillside Twp. Union Twp.

Rte. 78 Sec. Garden State Parkway, Interchange 142 Mile posts: I-78: 52.8 - 53.7; GSP: 142.8

This project will provide for the construction of two missing ramps at the Garden State Parkway, Interchange 142 with I-78 to provide the movement from the Garden State Parkway northbound to I-78 westbound and the Garden State Parkway southbound to I-78 eastbound.

In addition, this project will provide preventive maintenance, reconstruction and safety improvements on I-78. Roadway pavement will be rehabilitated through pavement removal and replacement, concrete rubbilization where applicable and bituminous overlay. Structure work is limited to bridge deck maintenance and repairs such as sealing of cracks and patching of spalls.

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$23,064,737

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$140,180,000.

Comments:

Community: Union, Irvington, and Hillside Townships Officials have provided resolutions of support for the project.

A public hearing has been completed.

Cost: The project will be funded through a combination of Federal and State funds.

Environment: The Federal Highway Administration has approved the environmental document.

Plan: As of 5/28/09:

The project is currently under construction.

Row: The Right-of-Way acquisition process has been completed.

Schedule:

The Garden State Parkway North to I-78 westbound ramp will be opened during Fall, 2009.

Utilities: There are only minor utility impacts associated with the project.

Rte. 78 Sec. Union/Essex Rehabilitation, Contract B Mile posts: 53.70 - 58.50

This project will provide preventive maintenance, reconstruction and safety improvements. Roadway pavement will be rehabilitated through pavement removal and replacement, concrete rubbilization where applicable and bituminous overlay. Structure work includes concrete deck repair, deck joint reconstruction, installing preformed elastomeric joint sealers and resealing filled joints. Also, all bridges will be overlaid with 2" of HMA, except one bridge (Str. # 0723-161) due to underclearance restrictions.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$62,270,000.

Structure Nos.: 2011166, 2011168, 0723165, 0723170, 0724150, 0723161, 0723162, 0723164, 0723167, 0723169, 0723171, 0723172, 0723173, 0723174, 0723175, 0723176

Comments:

Environment: Environmental document has been approved.

Plan: This project is currently in preliminary design. The remaining budget, from the originally authorized preliminary design fund, has currently been used towards the preliminary design. Additional funds will be required to finish preliminary design in the amount of \$ 1,758,878.00. This will requires a modification of the STIP.

Utilities: Minimal

Status of FY 2009 Projects Over \$ 50 Million (NJ Transit)

T97 Access to Region's Core (ARC)

Counties: Various

Municipalities Various

The ARC program will expand "one seat" ride service to Manhattan by doubling the capacity of the Trans-Hudson commuter rail system. The centerpiece of the program is the Trans-Hudson Express Tunnel project (THE Tunnel). This project includes construction of a connection between the Main Line & NEC, added tracks along the Northeast Corridor Line, a new trans-Hudson River tunnel, and station under 34th Street in Manhattan. These improvements will allow accommodation of future travel demand and relieve congestion on alternative modes of travel.

CMAQ:

Funding for this project will include CMAQ funds. This project is CMAQ eligible because it meets federal eligibility requirements. The project will provide enhanced mass transit service and increased transit ridership. For the CMAQ justification see "CMAQ Report for NJ TRANSIT FY07 Capital Program."

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. .

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

The total project cost is estimated to be \$8.7 billion including the cost of new train equipment for opening day. There is an additional \$400 million for new train equipment to be purchased for 2030 service.

PROJECT COMPONENTS:

ARC - Early Action Items PSNY Track 1-4 Pltfrm Ext
ARC-PE
Study and Dev - ARC FEIS

ARC - Early Action Items PSNY Track 1-4 Pltfrm Ext

General Information:

Funding Notes:

Milestone:

	Milestone Description	Current Completion	Actual Completion
1	- Concept Planning Complete	3/1/2006	3/1/2006
3	- Board Approval Design Contract	4/1/2006	4/1/2006
4	- NTP Design (Contract or In-House)	4/1/2006	4/1/2006
5	- Design 30 Complete	3/1/2007	3/1/2007
6	- Environmental Complete CE Approved	6/1/2009	
7	- Design 100 Complete	3/1/2010	
12	- Advertise Primary Contract Construction	4/1/2010	
13	- Board Approval Primary Contract Construction	6/1/2010	
14	- NTP Primary (Contract or In-House) Construction	7/1/2010	
18	- 50 Complete	7/1/2012	
19	- Project Complete	7/1/2014	
20	- Closeout Complete	2/1/2015	

Issues:

Issue: NJ TRANSIT is awaiting FTA's concurrence on the CE.

Transit Activities:

Next Quarter (9/30/2009):

NJ TRANSIT will continue working with FTA on the Categorical Exclusion request.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$184,300,000.00	\$0.00	\$184,300,000.00

ARC-PE

General Information:

General Project Notes: The total Project Budget for Preliminary Engineering is \$120M. Funding Notes:

Milestone:

Milestone Description		Current Completion	Actual Completion
12	- Advertise Primary Contract Preliminary Engineering	12/1/2005	12/1/2005
13	- Board Approval Primary Contract Preliminary Engineering	8/1/2006	8/1/2006
14	- NTP Primary (Contract or In-House) Preliminary Engineering	9/1/2006	8/1/2006
18	- 50 Complete Preliminary Engineering	9/1/2007	9/1/2007
19	- Project Complete Preliminary Engineering	2/1/2009	2/1/2009
20	- Closeout Complete Preliminary Engineering	3/1/2009	3/1/2009

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$120,250,000.00	(\$2,336,000.00)	\$117,914,000.00

Study and Dev - ARC FEIS

General Information:

Funding Notes: The contract was amended to include the added time needed to prepare the SDEIS and to analyze changes to the project design. The milestones were revised to provide for an extended review period for the FRA. The ROD was executed on January 15, 2009. NJ TRANSIT is currently awaiting the approval letter from FTA to enter into final design.

Milestone:

Milestone Description	Current Completion	Actual Completion
12 - Advertise Primary Contract Negotiate cost proposal	9/1/2005	9/1/2005
13 - Board Approval Primary Contract Attain authorization	10/1/2005	10/1/2005
14 - NTP Primary (Contract or In-House) Initiate consultant work	11/1/2005	11/1/2005
18 - 50 Complete Preparation of document	5/1/2008	5/1/2008
19 - Project Complete ROD executed 1/15/09	1/1/2009	1/1/2009
19 - Project Complete Final FEIS document	11/1/2008	
20 - Closeout Complete Project closeout	12/1/2009	

Issues:

Issue: FTA's ROD is needed to start final engineering on the project.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$16,290,000.00	\$2,255,000.00	\$18,545,000.00

Counties: Various

Municipalities Various

Funding is provided for the design and construction of necessary improvements to make NJ TRANSIT's rail stations, and subway stations compliant with the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for upgrades and transit enhancements throughout the system including, but not limited to Somerville, and Ridgewood stations. This program also provides funding for other accessibility improvements at non-key stations

The total project cost for Ridgewood Station ADA Improvements is anticipated to be \$41 million, and \$36 million for Somerville Station ADA Improvements.

CMAQ:

Funding for Ridgewood Station will include CMAQ funds. Ridgewood Station is CMAQ eligible because it meets federal eligibility requirements. The project will provide enhanced mass transit service and increased transit ridership. For the CMAQ justification see "CMAQ Report for NJ TRANSIT FY10 Capital Program."

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

PROJECT COMPONENTS:

Ridgewood Station ADA Improvements

Ridgewood Station ADA Improvements

General Information:

General Project Notes: NJ TRANSIT has reached concurrence with the Village of Ridgewood on a design for advancement. Their endorsement of one of several schemes presented was ratified in Village resolution #06-303.

On August 1st, 2006, NJ TRANSIT's Board of Directors authorized the award of a design services contract to Vollmer Associates of Rochelle Park, NJ. Vollmer began design work in November 2006, and work is continuing toward the 30% design milestone in the spring of 2007. Funding Notes: These dates include the 30% and 60% Construction completion milestones.

Milestone:

Milestone Description	Current Completion	Actual Completion
1 - Concept Planning Complete	2/1/2006	2/1/2006
2 - Advertise Design Contract	5/1/2006	5/1/2006
3 - Board Approval Design Contract	8/1/2006	8/1/2006
4 - NTP Design (Contract or In-House)	11/1/2006	11/1/2006
5 - Design 30 Complete	4/1/2007	4/1/2007
6 - Environmental Complete	6/1/2008	6/1/2008
7 - Design 100 Complete	6/1/2008	6/1/2008
8 - Property Available	3/1/2009	3/1/2009
12 - Advertise Primary Contract	6/1/2008	6/1/2008
13 - Board Approval Primary Contract	10/1/2008	10/1/2008
14 - NTP Primary (Contract or In-House)	2/1/2009	2/1/2009
18 - 50 Complete	1/1/2010	
19 - Project Complete	12/1/2011	
20 - Closeout Complete	6/1/2012	

Issues:

Issue: The pile foundation design was approved by the NJDCA in June 2009.

Transit Activities:

Next Quarter (9/30/2009):

NJ TRANSIT expects Terminal Construction Corp. to have made significant progress in constructing the inbound high-level platform (HLP), including excavation and sheeting for the elevator shaft. Modification work to the underside of the Franklin Avenue bridge will also be nearing completion. Track work will begin in anticipation of the start of center island platform foundation work. Station building work (asbestos abatement, ticket office modifications, creation of accessible restrooms) will begin on, or about, July 7th. Landscaping of the Garber Square green will have advanced significantly, as well.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$26,010,000.00	\$14,728,000.00	\$40,738,000.00

T05 Bridge and Tunnel Rehabilitation

Counties: Various

Municipalities Various

This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

PROJECT COMPONENTS:

Lower Hack Drawbridge Drive Upgrade

Upper Hackensack Drawbridge Drive Replacement

Lower Hack Drawbridge Drive Upgrade

General Information:

General Project Notes: Funding Notes: Work is completed but minor punchlist items remains. The project budget was increased for additional force account. □□

Milestone:

Milestone Description		Current Completion	Actual Completion
1	- Concept Planning Complete	7/1/2001	7/1/2001
4	- NTP Design (Contract or In-House) Start design	6/1/2003	6/1/2003
7	- Design 100 Complete	6/1/2003	6/1/2006
11	- NTP Early Action (Contract or In-House) Material Order	7/1/2003	7/1/2003
14	- NTP Primary (Contract or In-House) Installtion of Drive Control	8/1/2006	8/1/2006
19	- Project Complete Operational Use	6/1/2009	6/1/2009
20	- Closeout Complete As Built	7/1/2009	

Transit Activities:

Next Quarter (9/30/2009):

Close out the project.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$2,048,668.00	\$2,361,322.00	\$4,409,990.00

Upper Hackensack Drawbridge Drive Replacement

General Information:

General Project Notes: Funding Notes: The construction activities for this project will resume in September 2009.

Milestone:

	Milestone Description	Current Completion	Actual Completion
1	- Concept Planning Complete Engineering and Field Inspection	9/1/2001	9/1/2001
4	- NTP Design (Contract or In-House)	7/1/2003	7/1/2003
7	- Design 100 Complete	3/1/2004	3/1/2004
11	- NTP Early Action (Contract or In-House) Material Order	4/1/2004	6/1/2004
14	- NTP Primary (Contract or In-House) Installation	12/1/2006	12/1/2006
19	- Project Complete Operational Use	3/1/2010	
20	- Closeout Complete As Built	6/1/2010	

Transit Activities:

Next Quarter (9/30/2009):

Start conduit and raceway installation for control and power wires.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$1,860,000.00	\$661,844.00	\$2,521,844.00

T199 Job Access and Reverse Commute Program

Counties: Various

Municipalities Various

The Job Access and Reverse Commute Program, funded through the Transportation Equity Act for the 21st Century (TEA-21), is intended to support transportation services to connect welfare recipients and other transit dependents to jobs and related employment activities. JARC program funds are matched with Local and/or TANF funds.

Specific projects are identified at the MPO level.

PROJECT COMPONENTS:

Local-Job Access/Reverse Commute Prog (FY03-05)

Local-Job Access/Reverse Commute Prog (FY03-05)

General Information:

General Project Notes: Services are being provided as planned. Funding Notes: The milestone was revised to reflect the lack of receipt of Burlington County's final invoice.

Transit Activities:

Next Quarter (9/30/2009):

Prepare to closeout Round 6 and continue all services with Round 7 and 8 JARC funds.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$79,203,000.00	(\$40,000,000.00)	\$39,203,000.00

T550 Light Rail Vehicle Rolling Stock

Counties: Various

Municipalities Various

Funding is provided for annual lease payments for Hudson Bergen Light Rail, Newark City Subway, Newark City Subway Extension vehicles and also for the mid-life overhaul and reliability/safety improvements of vehicles.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

PROJECT COMPONENTS:

Hudson-Bergen LRT-MOS I
Hudson-Bergen LRT-MOS II

Hudson-Bergen LRT-MOS I

General Information:

General Project Notes: Change Order No. 1 IOS Infrastructure Financing (\$137,342,186) Change Order No. 2 Contract language modifications 0 Change Order No. 3 Item 1 Payment for LRT Cars 16,594,699 Item Car Payment Milestone schedule 0 Item 3 Two additional NCS LRT Cars (included in (included in NCS) Item 4 Reduction in cost of NCS LRT Car spare parts (included in NCS) Item 5 Compensation for legal fees 188,157 Item 6 Revised contract values for HBLRT and NCS LRT Cars 0 Change Order No. 4 Contract Language Modifications 0 Funding Notes:

Issues:

Issue: The Mocco property remains on the critical path to closeout.

Transit Activities:

Next Quarter (9/30/2009):

Obtain concurrence from Mocco and DAG's on final IPPM's. Negotiate final settlement.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$936,848,000.00	\$53,048,000.00	\$989,896,000.00

Hudson-Bergen LRT-MOS II

General Information:

General Project Notes: Change Order No. 5 MOS II D/B Work		554,097,537
Change Order No. 6 N-30 Weehawken Tunnel Differing site Conditions	0	
Change Order No. 7 LRT Vehicles (HBLR)	69,999,881	

Funding Notes: The project budget was adjusted to reflect the final net interest cost of the GANS.

Issues:

Issue: Resolution of final contract value with TFCRC is on critical path for closeout. NJ TRANSIT is continuing on a parallel path of litigating the matter and mediating the Request for Equitable Adjustment.

Transit Activities:

Next Quarter (9/30/2009):

Continue weekly negotiation meetings on the direct cost of open change orders. Limited Discovery will continue. Mediation is scheduled for October 2009.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$1,268,216,000.00	(\$115,426,000.00)	\$1,152,790,000.00

Counties: Hudson

Municipalities Kearney Secaucus

This project involves expansion of rail capacity on the Northeast Corridor across the Hackensack River in the vicinity of the existing Portal Bridge. The Portal Bridge is an almost 100-year-old, two-track, moveable swing-span rail bridge over the Hackensack River in New Jersey between the cities of Kearny and Secaucus. The project will evaluate alternatives including replacement, rehabilitation or modification of the existing bridge along with the construction of an additional bridge for added capacity.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

PROJECT COMPONENTS:

Study and Dev - Portal Bridge EIS

Study and Dev - Portal Bridge EIS

General Information:

Funding Notes:

Milestone:

Milestone Description	Current Completion	Actual Completion
12 - Advertise Primary Contract Disseminate RFP	6/1/2006	6/1/2006
13 - Board Approval Primary Contract Obtain Board Authorization	8/1/2006	8/1/2006
14 - NTP Primary (Contract or In-House) Begin consultant effort	8/1/2006	8/1/2006
18 - 50 Complete Submit draft report to FRA	10/1/2007	10/1/2007
19 - Project Complete Final report complete (ROD)	12/1/2008	12/1/2008
20 - Closeout Complete Project closeout	6/1/2009	6/1/2009

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$5,550,000.00	\$393,594.00	\$5,943,594.00

T135 Preventive Maintenance-Bus

Counties: Various

Municipalities Various

This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

PROJECT COMPONENTS:

Preventative Maintenance - Bus

Preventative Maintenance - Bus

General Information:

Funding Notes:

Transit Activities:

Next Quarter (9/30/2009):

Anticipate grant awards.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$981,302,000.00	\$0.00	\$981,302,000.00

T39 Preventive Maintenance-Rail

Counties: Various

Municipalities Various

This program provides funding for the overhaul of rail cars/LRV's and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law..

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

PROJECT COMPONENTS:

Preventative Maintenance - Rail

Preventative Maintenance - Rail

General Information:

General Project Notes: Funding Notes:

Transit Activities:

Next Quarter (9/30/2009):

Continue to track cost of ongoing maintenance of equipment and facilities.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$1,540,730,000.00	\$8,261,000.00	\$1,548,991,000.00

Counties: Various

Municipalities Various

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace overaged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace overaged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

PROJECT COMPONENTS:

Comet V Purchase (Debt Repay)
Dual Power Locomotive Purchase (26)
MU Replacement (110 EMU, 6 DMU, 2 DPV)
Multi-Level Coaches Base (103)
Passaic-Bergen DMU (2)

Comet V Purchase (Debt Repay)

General Information:

Funding Notes: Last debt payment due in FY 2016.

Transit Activities:

Next Quarter (9/30/2009):

A contractual payment of \$31.9 million will be made in September 2009.

Dual Power Locomotive Purchase (26)

General Information:

Funding Notes:

Milestone:

	Milestone Description	Current Completion	Actual Completion
4	- NTP Design (Contract or In-House) Award Contract to Consultant	1/1/2006	1/1/2006
5	- Design 30 Complete Specification Development 30 percent	9/1/2006	9/1/2006
7	- Design 100 Complete Specification Development 100 percent	3/1/2007	3/1/2007
12	- Advertise Primary Contract Advertise RFP for DPL	5/1/2007	5/1/2007
13	- Board Approval Primary Contract NJT Board Approval	7/1/2008	7/1/2008
14	- NTP Primary (Contract or In-House) NTP given to Manufacturer	9/1/2008	9/1/2008
18	- 50 Complete First DPL Delivered	7/1/2011	
19	- Project Complete Last DPL delivered	12/1/2012	
20	- Closeout Complete Warranty expires on last DPL	12/1/2014	

Issues:

Issue: Project is proceeding on schedule.

Transit Activities:

Next Quarter (9/30/2009):

Continue conducting progress meetings with Bombardier. Complete all preliminary design review activities. Begin the Final Design Review (FDR) activities.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$415,715,014.00	\$75,624,000.00	\$491,339,014.00

MU Replacement (110 EMU, 6 DMU, 2 DPV)

General Information:

General Project Notes: General and Technical Provisions are being finalized. Funding Notes: The milestones were revised to allow additional time for negotiation. NJ TRANSIT may use State funds for this project. Should this occur, reporting will cease. Best and final offers to be submitted by CAF and Rotem by July 31, 2009.

Milestone:

Milestone Description	Current Completion	Actual Completion
1 - Concept Planning Complete Submittal of Final Concept Report	4/1/2006	4/1/2006
5 - Design 30 Complete Technical Provisions at 30 percent complete	5/1/2006	5/1/2006
12 - Advertise Primary Contract Advertise RFP	10/1/2007	10/1/2007
13 - Board Approval Primary Contract NJT Board Approval	10/1/2009	
14 - NTP Primary (Contract or In-House) NTP Given to Carbuilder	11/1/2009	
18 - 50 Complete First Revenue Car Delivered	10/1/2012	
18 - 50 Complete 50 First Revenue Car Delivered	9/1/2011	
19 - Project Complete 100 percent of the cars delivered to NJT	1/1/2014	
20 - Closeout Complete Warranty expires on the last cars	1/1/2016	

Transit Activities:

Next Quarter (9/30/2009):

Review Best and Final offers that will be submitted by CAF and Rotem on July 31st. and choose a car builder.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$290,730,500.00	\$430,969,833.00	\$721,700,333.00

Multi-Level Coaches Base (103)

General Information:

Funding Notes: NJ TRANSIT will continue to report until the warranty for the car is completed (currently estimated to be in 2011).

Milestone:

	Milestone Description	Current Completion	Actual Completion
1	- Concept Planning Complete	11/1/1999	11/1/1999
5	- Design 30 Complete Specification Development	6/1/2000	6/1/2000
7	- Design 100 Complete Specification Development Complete	5/1/2001	5/1/2001
12	- Advertise Primary Contract Advertise RFP	6/1/2001	6/1/2001
13	- Board Approval Primary Contract Board approval to exercise	12/1/2002	12/1/2002
14	- NTP Primary (Contract or In-House) Notice to proceed	3/1/2003	3/1/2003
18	- 50 Complete 1st car in revenue service	12/1/2006	12/1/2006
19	- Project Complete 103rd Car delivered	2/1/2008	3/1/2008
20	- Closeout Complete Completion of warranty period	2/1/2011	

Transit Activities:

Next Quarter (9/30/2009):

Continue to monitor FMI program and warranty on cars.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$273,935,472.00	(\$2,801,472.00)	\$271,134,000.00

Passaic-Bergen DMU (2)

General Information:

Funding Notes: The milestones were revised to allow additional time for negotiation. Best and final offers to be submitted by CAF and Rotem by July 31, 2009.

Milestone:

Milestone Description		Current Completion	Actual Completion
7	- Design 100 Complete	3/1/2006	3/1/2006
12	- Advertise Primary Contract	10/1/2007	10/1/2007
13	- Board Approval Primary Contract	10/1/2009	
14	- NTP Primary (Contract or In-House)	11/1/2009	
18	- 50 Complete	10/1/2012	
19	- Project Complete	1/1/2014	
20	- Closeout Complete	1/1/2016	

Transit Activities:

Next Quarter (9/30/2009):

Review Best and Final offers that will be submitted by CAF and Rotem on July 31st. and choose a car builder.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$42,554,000.00	(\$33,270,000.00)	\$9,284,000.00

T37 Rail Support Facilities and Equipment

Counties: Various

Municipalities Various

This program includes rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for systemwide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet, Hoboken Wheel Tru Machine Replacement and Northeast Corridor Hudson and Dock Interlocking modification.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

PROJECT COMPONENTS:

MMC Expansion

MMC Expansion

General Information:

General Project Notes: Continued installation of plumbing, mechanical, and electrical building systems for the S & I facility (Building #2). Continued testing and trouble shooting of the upgraded fire alarm system. Continued testing of the new Sanding and Fueling facility. Funding Notes: The overall budget remains unchanged. □□The federal interest represents \$483,453.06 from the sale of land to the Paterson Parking Authority and \$16,546.94 from proceeds of the sale of Wildwood Bus Garage.

Milestone:

Milestone Description		Current Completion	Actual Completion
1	- Concept Planning Complete Design Concept Complete	9/1/2000	9/1/2000
2	- Advertise Design Contract Advertise Design	12/1/2000	12/1/2000
3	- Board Approval Design Contract Granted NJT Board Approval	5/1/2001	5/1/2001
4	- NTP Design (Contract or In-House) Start preliminary Engineering	6/1/2001	6/1/2001
5	- Design 30 Complete 30 Design Complete	12/1/2001	12/1/2001
6	- Environmental Complete Site Environmental Testing	9/1/2001	9/1/2001
7	- Design 100 Complete Design	2/1/2003	2/1/2003
12	- Advertise Primary Contract Construction Contract	3/1/2003	3/1/2003
13	- Board Approval Primary Contract Construction Contract	7/1/2003	7/1/2003
14	- NTP Primary (Contract or In-House) Start Construction - Construction Contract	9/1/2003	9/1/2003
18	- 50 Complete Overall Project	6/1/2006	6/1/2006
19	- Project Complete Operational Use - Overall Project	12/1/2007	12/1/2007
20	- Closeout Complete Overall Project	12/1/2009	

Transit Activities:

Next Quarter (9/30/2009):

NJ Transit forces are anticipated on site to continue installation of the catenary system.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$98,505,000.00	\$8,180,000.00	\$106,685,000.00

T150 Section 5310 Program

Counties: Various

Municipalities Various

This program provides for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. Formerly known as Section 16 Program.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.
MATCH funds are provided from the State.

PROJECT COMPONENTS:

Local-E and D Bus Purch Prog (Contracts 1-3)
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Local-E and D Bus Purch Prog (Contracts 1-3)

General Information:

Funding Notes: The project's name was reviewed and changed to reflect the current contracts that are included in this report.

Transit Activities:

Next Quarter (9/30/2009):

Develop bid package and advertise for larger vehicles.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$45,786,000.00	\$0.00	\$45,786,000.00

T151 Section 5311 Program

Counties: Various

Municipalities Various

This program provides funding for rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

PROJECT COMPONENTS:

Local-Rural Transit Program Contracts (FY05-09)

Local-Rural Transit Program Contracts (FY05-09)

General Information:

General Project Notes: Sussex County procurement dates changed due to their delay in developing vehicle specifications. NJ Transit has opted to now purchase bus on behalf of County. Funding Notes: NJ TRANSIT has agreed to make bus purchase for one of the counties.

Milestone:

Milestone Description	Current Completion	Actual Completion
12 - Advertise Primary Contract Buy two (2) 40-ft Buses for Expansion	7/1/2009	
14 - NTP Primary (Contract or In-House) NTP Buy two (2) 40-ft Buses for Expansion	9/1/2009	
17 - NTP Other (Contract or In-House) Option to purchase <30 ft. bus	9/1/2009	10/1/2007
18 - 50 Complete First Vehicle Delivered 40-ft buses	3/1/2010	
19 - Project Complete All vehicles delivered 40-ft buses	8/1/2010	
20 - Closeout Complete Contract Complete	2/1/2011	

Transit Activities:

Next Quarter (9/30/2009):

Continue to receive invoices and open bids and anticipate notice to proceed for vehicle for Cumberland County.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$87,973,000.00	\$152,000.00	\$88,125,000.00

T50 Signals and Communications/Electric Traction Systems

Counties: Various

Municipalities Various

This project provides funding for continued modernization/improvements to the signal and communications systems, including completion of systemwide installation of automatic train control (ATC) and Positive Train Stop (PTS), signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

PROJECT COMPONENTS:

Automatic Train Control (ATC)
Morristown Line Bi-Directional Signal Improvements

Automatic Train Control (ATC)

General Information:

General Project Notes: On-going implementation. Funding Notes: Milestone were revised due to force account reassignment to emergency restoration of Broad interlocking from fire damage. The budget was revised to reflect the increase in the design line item to complete the As Built drawings.

Milestone:

Milestone Description		Current Completion	Actual Completion
1	- Concept Planning Complete	12/1/1997	12/1/1997
5	- Design 30 Complete	12/1/1998	12/1/1998
7	- Design 100 Complete	11/1/2008	11/1/2008
11	- NTP Early Action (Contract or In-House) Begin to order material	1/1/1997	1/1/1997
14	- NTP Primary (Contract or In-House) Construction	3/1/1997	3/1/1997
17	- NTP Other (Contract or In-House) Modify Comet I cab cars	9/1/1997	9/1/1997
18	- 50 Complete	6/1/2002	6/1/2002
19	- Project Complete Operational Use	12/1/2008	12/1/2008
20	- Closeout Complete Project Administration Complete	9/1/2009	
20	- Closeout Complete	6/1/2009	

Issues:

Issue: There are no critical issues.

Transit Activities:

Next Quarter (9/30/2009):

Complete punch list work and as-built drawings revisions.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$90,000,000.00	\$0.00	\$90,000,000.00

Morristown Line Bi-Directional Signal Improvements

General Information:

Funding Notes: The NTP for the switches was delayed one month but will not delay the overall start of field work.

Milestone:

Milestone Description		Current Completion	Actual Completion
4	- NTP Design (Contract or In-House) In-House	4/1/2009	4/1/2009
7	- Design 100 Complete	12/1/2011	
9	- Advertise Early Action Contract Switches	3/1/2009	3/1/2009
11	- NTP Early Action (Contract or In-House) Switches	6/1/2009	6/1/2009
14	- NTP Primary (Contract or In-House) Begin Construction	11/1/2009	
18	- 50 Complete Construction	12/1/2010	
19	- Project Complete Operational Use	6/1/2012	
20	- Closeout Complete	9/1/2012	

Issues:

Issue: There are no critical issues.

Transit Activities:

Next Quarter (9/30/2009):

Continue design work. Award contracts for signal material.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$8,976,000.00	\$16,024,000.00	\$25,000,000.00

T42 Track Program

Counties: Various

Municipalities Various

Funding is provided for an annual program of track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, ROW fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

PROJECT COMPONENTS:

Track Program

Track Program

General Information:

General Project Notes: 2006 Work Scope: 1) Install 19,665 ties on the RVL, Track 2 from Cranford to Raritan. 2) Install 8,540 ties on all three tracks on the Main Line, Ridgewood to Waldwick. 3) Install 8,050 ties on the Main Line, Track 1 from Waldwick to Suffern. 4) Install 2.5 miles of CWR on the Gladstone Branch from Far Hills to Gladstone and in Gladstone Yard. 5) Install 4,600 ties on the Morristown Line, Track 1 from Orange to Millburn. 6) Install 7,800 concrete ties with a Track Laying-Machine (TLM) on the eastbound track of the Morristown Line between Summit and Millburn. 7) Perform systemwide orgotherm welding. Funding Notes: Additional TTF funds were added to this project.

Transit Activities:

Next Quarter (9/30/2009):

Enhanced Track Rehabilitation Project materials will continued to be charged to this program.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$111,036,138.23	(\$17,000,000.00)	\$94,036,138.23

Counties: Various

Municipalities Various

This program provides funding for transit expansion projects, including new fixed guideway, new station construction and rolling stock acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Restoration of commuter rail service to Lackawanna Cutoff; Port Morris Improvements; Rail Spur to the Meadowlands Sports Complex; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new Portal Bridge, new rail station improvements such as Atlantic City Line/River LINE connection, River LINE Cramer Hill Station, Moynihan Station, Penn Station New York Platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year.

Federal Funds are set-aside for possible federal projects that will emerge from the transportation planning and environmental review process. As soon as these projects have received their necessary federal approvals the projects will appear in the STIP as individual projects.

Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

PROJECT COMPONENTS:

ARC - Moynihan Station Fit-Out: Design

ARC - Moynihan Station Fit-Out: Design

Milestone:		Current Completion	Actual Completion
	Milestone Description		
14	- NTP Primary (Contract or In-House) Begin Design	6/1/2011	
19	- Project Complete	6/1/2013	
20	- Closeout Complete	8/1/2013	

Issues:
 Issue: The milestone date are placeholders as published by the SEIS document. Resolution of the overall project funding and schedule are required before there can be execution of any lease agreement and further definition of milestone dates.

Transit Activities:
Next Quarter (9/30/2009):
 Anticipate determining further action on this project.

Baseline Budget:			
	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$13,000,000.00	\$0.00	\$13,000,000.00

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Section IIIb

DVRPC Major Project Status

Delaware Valley Regional Planning Commission (DVRPC)

Major Project Status Report State Transportation Improvement Program (STIP) for New Jersey (FY2010 - 2013)

Federal regulations require that the STIP list major projects from the previous STIP and identify any significant delays in the planned implementation. The following is a list of major projects from the FY2009-2012 STIP.

DBNUM	County	Project Title	Project Status
D9902	Burlington	Hanover Street Bridge over Rancocas Creek, CR 616	Construction deferred to FY2012
252A1	Burlington	Route 70, Route 38 to Route 73, Operational and Safety Improvements	Project has been split into two new projects: 252A1 with 252A1B, which is expected to begin FA in 2010
94068	Burlington	Route 73, Fox Meadow Road/Fellowship Road	Construction began in March 2009
567	Burlington	Route 73/70, Marlton Circle Elimination (5)	Construction began in March 2009
01356	Burlington	Route 130, Craft's Creek Bridge	Project currently in final design; construction has been deferred to FY11
02309	Burlington	Route 130, Crystal Lake Dam	Project currently in preliminary design; final design has been deferred to FY11
94024	Burlington	Route 206, Assiscunk Creek Bridge Replacement (40)	Project under construction; scheduled to be complete by December 15, 2009
03326	Burlington	Route 295, Route 130 to Route 29/I-195 Interchange, Resurfacing	Under construction
D9903	Burlington	Smithville Road Bridge over Rancocas Creek, CR 684	Project currently in design; right of way has been deferred until FY10
07303	Camden	Campbell Revitalization Area, Camden	Project on hold
9377	Camden	Route 30, Cooper River Drainage Improvements	Under construction
93263	Camden	Route 30, Warwick Road to Jefferson Avenue	Final design and right of way are scheduled to begin by the end of 2009; construction has been deferred to FY12
00349	Camden	Route 42, Grenloch-Little Gloucester Road (AKA College Road) (CR 673)	Under construction
252B2	Camden	Route 70, Covered Bridge Road, Intersection Improvements	Project has been combined with 252B3, which is expected to begin FA in 2010
252B1	Camden	Route 70, Kingston Road, Intersection Improvements	Project has been combined with 252B3, which is expected to begin FA in 2010
X227A1	Camden	Route 168, Benigno Boulevard	Construction has been deferred to FY12 because right of way funds were not available in July 2008

DBNUM	County	Project Title	Project Status
355	Camden	Route 295/42/I-76, Direct Connection, Camden County	Project to be rescored. Which will result in at least a 7 year delay for construction
D0503	Gloucester	Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Grenloch Road, CR 630	Right of way has been delayed until FY11
D0807	Gloucester	Kings Highway, Resurfacing & Safety Improvements (CR 551)	Under construction
97050	Gloucester	Route 45, Swedesboro-Franklinville Road (CR 538)	Under construction
00372	Gloucester	Route 295, Gloucester/Camden Rehabilitation, Route 45 to Berlin-Haddonfield Road	Under construction
04321	Gloucester	Route 295, Paulsboro Brownfields Access	Project is still in Study and Development
D0808	Gloucester	Tanyard Road, Resurfacing & Safety Improvements (CR 663)	Under construction
04316	Mercer	Route 1 Business, Brunswick Circle to Texas Avenue	Project is currently in conceptual design which is expected to be completed by February 2010. Construction has been deferred to FY12
031A	Mercer	Route 1, Millstone River, Bridge Replacement	Under construction
551B	Mercer	Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek	The project is on hold and will be addressed in the Route 29 Boulevard Project currently under development.
9101	Mercer	Route 33, Conrail Bridge Removal	Under construction
9194A	Mercer	Route 95, Reed Road Wetland Mitigation Site	Project was terminated in April 2009
L064	Mercer	Route 206, South Broad Street Bridge over Assunpink Creek	Project is currently in preliminary design. Construction is expected to begin in January 2010
326	Mercer	Route 206, Stony Brook Bridges	Project was terminated in January 2009
99362A	Mercer	Trenton Amtrak Bridges Detour Route	Project on hold as DB# 99362 has been rescored.

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Section IIc

SJTPO Major Project Status

South Jersey Transportation Planning Organization

Major Project Status Report

DBNUM	County	Project	Status
244	Atlantic	Route 52, Causeway Replacement, Contract A	Completed
244A	Atlantic Cape May	Route 52, Causeway Replacement and Somers Point Circle Elimination, Contract B	Under Construction
98323	Atlantic	Delilah Road Bridges over Route 30, Railroad and Water Mains, CR 646	Completed

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Section IV

Glossary

GLOSSARY

The following serves as a guide to terms used in the capital plan:

CAPITAL INVESTMENT STRATEGY CATEGORIES

The New Jersey Statewide Capital Investment Strategy (SCIS) classifies projects according to the type of work to be done.

Bridge Assets

Projects designed to keep existing bridges functioning and in a state of good repair, including work which replace bridges or rehabilitates existing bridges to conform with current design standards.

Road Assets

Projects designed to keep the existing highway system functioning and in a state of good repair, including work which upgrades segments of the system to current design standards.

Mass Transit Assets

Projects designed to bring the transit system to a state of good repair. This classification includes rail, light rail and bus assets, including associated systems and technology improvements. Mass Transit Asset projects may also be funded with National Highway System (NHS) funds. ISTEA has created a "national highway system," consisting of the interstate highway system and other key highway links. The NHS funding category has been established to support improvement projects on this key network.

Airport Assets

Projects designed to preserve, maintain and improve New Jersey aviation facilities for the development of an efficient air transportation system that responds to the needs of its users and the public.

Transportation Support Facilities

Projects designed to preserve, maintain and improve physical plant infrastructure including office buildings, rest areas, maintenance facilities, toll plazas and existing park/ride locations. Bus stops and train stations are included under Mass Transit Assets.

Safety Management

Projects designed to enhance safety and reduce the frequency and severity of crashes.

Congestion Relief

Projects designed to improve the flow of people and goods along transportation corridors.

Multimodal Programs

Projects designed to address improvements and provisions for alternative modes of transportation, such as aviation, goods movement, bicycle/pedestrian, ferries, paratransit, intermodal connections, rail, maritime and others modes.

Local Systems Support

Projects designed to provide for the development and implementation of transportation improvements on the local roadway network.

PHASES OF WORK

This classification indicates the stage of development of a project as it moves through the "project development pipeline."

Planning Study (PLS)

A phase or type of work involving traffic studies needs analyses, corridor studies, and other work preparatory to project development. See also "Concept Development."

Concept Development (CD, LCD)

A phase or type of work involving traffic studies needs analyses, corridor studies, and other work preparatory to project development. CD denotes NJDOT concept development; LCD denotes concept development by a local entity (MPO, county, municipality).

The purpose of concept development is to deliver projects to Feasibility Assessment with a well-defined need and a recommended concept that has been environmentally screened and has received community support. Concept development includes the following major elements:

- * early and intensive public involvement
- * an evaluation of project need
- * an analysis of physical deficiencies
- * environmental screening
- * evaluation of alternative strategies/fulfillment of CMS requirements
- * definition of potential concepts, limits and/or complimentary strategies as well as staging and phasing opportunities
- * address community design/aesthetic opportunities
- * order of magnitude cost estimate

The concept development process is divided into the following four phases:

1. Background Research and Work Program Development
2. Problem Identification and Project Need
3. Congestion Management Strategies and Fulfilling Congestion Management System (CMS) Requirements
4. Concept Development and Analysis

Feasibility Assessment (FA, LFA)

A phase or type of work intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns and costs. The end products of scoping are: a recommended scheme with a realistic cost estimate; an approved environmental document; reasonable assurance that environmental permits can be obtained; community support, or documentation explaining why such support cannot reasonably be obtained; and identification of right of way (ROW) needs and costs. Scoping consists of two phases in NJDOT: Feasibility assessment and final scope development. FA denotes feasibility assessment by NJDOT; LFA denotes local feasibility assessment by a local entity (MPO, county, municipality).

Feasibility assessment is the first phase of scoping, during which the Division of Project Planning and Development performs sufficient engineering to determine whether the concept emerging from concept development can be feasibly evolved into a project in light of environmental and community constraints and issues. If it cannot be reasonably demonstrated that environmental approvals and community support are forthcoming, the concept will neither become a project, nor pass into the Five-Year Capital Program.

During feasibility assessment, project schemes that balance project objectives against environmental, community, engineering and budget constraints are developed. If alternatives which can resolve the problem to full engineering standards in light of constraints cannot be developed, then a full range of design and alignment alternatives will be considered, including those which back off desirable standards and instead meet minimum standards, which drop below minimum standards, or even those which do not achieve one or more of the project goals. In essence, the Division of Project Planning and Development (DPPD) will systematically “ratchet down” project expectations until a good fit between engineering goals and environmental and political considerations are achieved. This will lead to the development of what has been termed as the Initially Preferred Alternative (IPA).

During feasibility assessment, the community involvement will generally be limited to coordination with municipal staff and officials, although, if deemed necessary, the Department may decide to conduct the public meetings normally reserved for preliminary design. This may include the obtaining of the actual resolution of support from the community governing body.

Feasibility assessment will culminate in a presentation to the Screening Committee regarding the potential project. The Screening Committee’s recommendations will be presented to the Capital Program Committee for approval. If deemed a worthy project, the project will be assigned to a Project Manager and entered into the pool of projects for preliminary design. If the project is determined to be “fatally flawed,” it will be recommended for termination, or recycled for reconsideration as part of a further concept development.

Preliminary Design (PD, LPD)

Preliminary design is the process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative. PD denotes preliminary design by NJDOT; LPD denotes local preliminary design by a local entity (MPO, county, municipality).

During preliminary design, the Project Manager who was liaison for the Feasibility Assessment phase will assume full control of the project. A number of activities will be simultaneously set in motion, based on the Initially Preferred Alternative (IPA): community involvement, environmental documentation, and design services.

To obtain the formal community involvement buy-in, a public meeting will generally be arranged, which may lead to some minor adjustments to the project's scope. Ultimately, the local officials will be asked to provide a resolution of support endorsing the project.

To obtain the environmental approvals for the IPA, consultation with outside agencies, such as the State Historic Preservation Office may be necessary. The approved environmental document will be based on technical studies conducted by the environmental teams within the Division of Environmental Resources, and will generally consist of a Categorical Exclusion. The preliminary design phase will not be considered complete until the environmental document is approved.

The preliminary design conducted during this phase will be initiated to facilitate later final design activities. They will be based on the IPA, and consist of, among other things: development of base plans for final design; development of geometric design sufficiently to clarify environmental impacts and to define right-of-way parcels; utilities discovery and verification; geotechnical studies (soil borings and analysis); preliminary drainage work; and development of property acquisition cost estimates.

Project Development PRD—A phase or type of work used by NJ TRANSIT which is intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns and costs.

Design (DES)

A phase or type of work consisting of taking a recommended solution and scope of work defined in the preliminary design phase and developing a final design, including right-of-way and construction plans.

Design and Construction (EC)

Funding is provided for both design and construction costs.

Design and Right of Way (ER)

Funding is provided for both design and right of way costs.

Design, Right of Way and Construction (ERC)

Funding is provided for design, right of way, and/or construction costs.

Right of Way (ROW)

A phase or type of work in which the land needed to build a project is purchased.

Construction (CON)

A phase or type of work involving the actual building of a project.

Capital Acquisition (CAP)

Term used to denote the acquisition of rolling stock by NJ TRANSIT.

Statewide Investment (SWI)—NJ TRANSIT uses this designation to describe a series of coordinated smaller-scale projects in multiple locations, and in multiple phases of work, that address a specific mobility issue.

Utility (UTIL)

In some cases, the utility relocation work associated with a project must be programmed separately from the actual construction phase of work. These items are shown under the "Utility" category.

FUNDING CATEGORIES

Projects are funded under various funding categories, depending on the type of work to be done.

DOT FUNDING CATEGORIES

Bridge

This federal-aid funding category provides funds for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete according to federal definitions.

Bridge-Off

This federal-aid funding category provides funds for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete according to federal definitions. This funding is used for bridges that are off the federal-aid system.

Congestion Mitigation and Air Quality (CMAQ)

This federal-aid funding category was established under the federal Intermodal Surface Transportation Efficiency Act (ISTEA) to support projects which improve air quality and/or relieve congestion without adding new highway capacity. These funds are especially targeted for states like New Jersey with serious air quality problems.

Demonstration Funds (DEMO)

Federal transportation acts sometime target specific projects in various states in addition to general programs for federal support. This funding category includes "demonstration" funding provided under ISTEA, as well as "high priority project" funding provided under TEA-21 and SAFETEA-LU. These projects, for "demonstration" or "high priority project" funding often have special rules applying to their use.

Equity Bonus Program (EB)

This federal funding category provides funding to states based on equity considerations. These include a minimum rate of return on contributions to the Highway Account of the Highway Trust Fund, and a minimum increase relative to the average dollar amount of apportionments under TEA-21. Selected states are guaranteed a share of apportionments and High Priority Projects not less than the state's average annual share under TEA-21. This program replaced TEA-21's Minimum Guarantee Program.

Ferry (FERRY, FERRY FTA, FERRY-FHWA DISC)

Federal funds are allocated for the rehabilitation and/or development of ferry facilities throughout the state.

High Priority Projects (HPP 10, HPP 20)

Federal transportation acts sometime target specific projects in various states in addition to general programs for federal support. This funding category includes "high priority project" funding provided under SAFETEA-LU. Designated percentages are available each year under the federal legislation. HPP 10 project funding is available at the rate of 10%, 20%, 25%, 25% and 20% for each year of the legislation). HPP 20 project funding is available at the rate of 20% each year of the legislation.

Highway Safety Improvements (HSIP)

The primary purpose of this federal funding category is to establish the policy for development and implementation of a comprehensive highway safety program in each state.

Interstate Maintenance (I-Maint)

A federal-aid funding category has been established to promote resurfacing, rehabilitation, and preventive maintenance on the interstate system.

National Boating Infrastructure Grant Program (NBIG)

Federal funds are provided to construct, renovate, and maintain tie-up facilities for vessels that are 26 feet or more in length. Activities eligible for funding are: construction, renovation and maintenance of public and private boating infrastructure tie-up facilities; one-time dredging only between the tie-up facility and the already maintained channel; installation of navigational aides; application of funds to grant administration; and funding preliminary costs.

National Highway System (NHS)

ISTEA has created a "national highway system," consisting of the interstate highway system and other key highway links. The NHS funding category has been established to support improvement projects on this key network.

Other (OTHER)

This represents funding provided from sources other than state or federal funding. Sources could include the Port Authority of New York and New Jersey, other state agencies, private developers, counties or municipalities.

Planning (PL, PL-FTA)

This federal-aid funding category provides funds for the federally mandated transportation planning process conducted within each Metropolitan Planning Organization.

Rail-Highway Grade Crossing (RHC)

This is a federal funding category which is intended to develop and implement safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings. Eligible activities include signing and pavement markings at crossings, active warning devices, crossing surface improvements, sight distance improvements, grade separations and the closing and consolidation of crossings.

Recreational Trails (REC. TRAILS)

New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The NJ Department of Environmental Protection, Division of Parks and Forestry administers the program.

Safe Routes to Schools (SRTS)

This federal funding category provides funds to the states to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The program establishes two distinct types of funding opportunities: infrastructure projects (engineering improvements) and non-infrastructure related activities (such as education, enforcement and encouragement programs).

Scenic Byways (SCENIC BYWAY)

This federal funding category recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for designation of these roads as National Scenic Byways, All-American Roads or America's Byways.

Statutory References

State

The "State" or "TTF" category is used to show the disposition of funding received from the New Jersey Transportation Trust Fund.

Statewide Planning and Research (SPR, SPR-FTA)

Federal law requires a percentage of funds allocated to states for highway improvements to be devoted to planning and research activities.

Surface Transportation Program (STP)

The Surface Transportation Program is a federal-aid funding category established under ISTEA, which encompasses funding previously made available under various smaller federal-aid categories as well as a broad, flexible component. Funding must be set aside for safety (STP-SY) and transportation enhancement (STP-TE). Sub-allocations must be made to urbanized and non-urbanized areas (STP-NJ, funding provided to NJTPA; STP-STU, funding provided to DVRPC; STP-SJ, funding provided to SJTPO).

To Be Determined (TBD)

In the Five-Year Capital Plan, funding for the fifth year (FY 2012) has not yet been determined.

Various Federal (VAR FEDERAL)

This funding category is used to denote unanticipated allocations of Federal funds, outside the parameters of the regular apportionment process. Until such allocations are made, the exact funding source is not known.

NJ TRANSIT FUNDING CATEGORIES

Transit funding categories are indicated generally by reference to federal statutory categories and are identified as follows:

Casino Revenue – Annual allocation of the 7.5% of the Casino Tax Fund appropriated for transportation services for senior and disabled persons.

COPS (Certificates of Participation)—Funds freed up on existing COPS Notes substituting insurance policy for a cash reserve fund to guarantee payment to the note holders.

CMAQ (Congestion Mitigation and Air Quality)—This federal-aid funding category was established under the federal Intermodal Surface Transportation Efficiency Act (ISTEA) to support projects which improve air quality and/or relieve congestion without adding new highway capacity. These funds are especially targeted for states like New Jersey with serious air quality problems.

FFGA (Full Funding Grant Agreements)—FFGAs are authorized under Federal transit law and are the designate means for providing new starts funds to projects.

MATCH—These are local funds that are needed to match Federal funding (JARC and S5311).

METRO-NORTH—This is funding received from the METRO-North transit agency.

OTHER—Potential federal earmarks or unidentified non-traditional transit funds.

PANYNJ—Anticipated Port Authority of New York and New Jersey funds.

Section 5307—Federal Transit Administration Urbanized Area Formula Program. Includes funding for transportation enhancements (Sect. 5307-TE).

Section 5309—Federal Transit Administration Fixed-Guideway Modernization Program

Section 5309D—Federal Transit Administration—Federal Congressional earmarks to projects.

Section 5316—This is a Federal Transit Administration program which provides funding for selected municipal plans that either increase job accessibility for the most disadvantaged members of the population, or facilitate reverse commute movements (offering access to employment outside of the urban centers).

Section 5317—Improved public transportation services, and alternatives to public transportation, for people with disabilities beyond those required by the Americans with Disabilities Act of 1990 (ADA).

Section 5339—Federal Transit Administration—Federal Congressional earmarks to projects for Alternatives Analysis.

§5310 (Section 5310)—Programs for Elderly and Persons with Disabilities—Federal funds are provided for the purchase of small buses or van-type vehicles with lifts for private or non-profit agencies that serve the elderly and persons with disabilities. (Formerly known as the Section 16 Program)

§5311 (Section 5311)—Non-urbanized Area Formula Program—Federal funding is provided for rural public transportation programs. (Formerly known as the Section 18 Program)

State— The "State" or "TTF" category is used to show the disposition of funding received from the New Jersey Transportation Trust Fund.

Surface Transportation Program (STP)--The Surface Transportation Program is a federal-aid funding category established under ISTEA, which encompasses funding previously made available under various smaller federal-aid categories as well as a broad, flexible component. Funding must be set aside for transportation enhancement (STP-TE).

PROJECT CATEGORIES

For the purpose of program planning and analysis, transportation improvements are classified into categories, generally defined by the type of "product" they produce. This classification system improves the department's ability to develop system objectives and performance measurements. These classifications are:

Bridge Preservation

This classification includes work, which is designed to keep the existing bridges functioning, and in a state of good repair, including work which rehabilitates or replaces existing bridges to current design standards. Program categories within this classification include bridge rehabilitation and replacement, bridge capital maintenance, bridge management, local bridges, NJ TRANSIT bridges, and railroad overhead bridges.

Bridge and Roadway Preservation

This classification includes work which is designed to keep both existing bridges and roadway in a state of good repair. Under this category, in addition to

roadway improvements, existing bridges within the project limits will be rehabilitated or replaced, bringing bridges to current design standards.

Capital Program Delivery

This classification includes a variety of activities that provide direct support to the capital program pipeline. Program categories within this classification include program implementation costs, planning program and studies, project scoping and design, right of way and utility, construction, unanticipated expenses, project cost settlement, and transportation grants, corridor studies.

Capital Program Support

This classification includes a variety of “overhead” type activities that indirectly contribute to the project pipeline. Program categories within this classification include facilities and equipment, contractor support, operational support.

Congestion Relief

This classification encompasses work that improves the flow of people and goods along transportation corridors. Specific programs under this heading include highway operational improvements, bottleneck widening, missing links, major widening, intelligent transportation systems, demand management, and congestion management system.

Intermodal Programs

This classification includes work that addresses improvements/provisions for alternative modes of transportation. Program categories within this classification include aviation, goods movement, bicycle/pedestrian, ferries, paratransit, intermodal connections, rail, maritime and other modes.

Local Aid

This classification provides for development and implementation of transportation improvements on the local roadway network. Program categories within this classification include local aid to counties, local aid to municipalities, local aid discretionary, local aid other programs, economic development, local roadway improvements, bicycle/pedestrian, regional planning and project development.

Quality of Life

This classification includes work which is designed to enhance the environment associated with, or impacted by, transportation improvements. Program categories within this classification include transportation enhancements, noise walls, landscape, air quality, signs, wetland mitigation, environmental remediation and rest areas.

Roadway Preservation

This classification includes work that is designed to keep the existing highway system functioning and in a state of good repair, including work which upgrades segments of the system to current design standards. Program categories within this classification include highway rehabilitation and reconstruction, highway resurfacing, highway capital maintenance, drainage, truck size and weight control, pavement management system, interagency agreements and dams.

Safety

This classification includes work that is designed to improve safety for the traveling public on the existing highway system. Program categories within this classification include safety improvements, safety management, and safety capital maintenance, rockfall mitigation.

METROPOLITAN PLANNING ORGANIZATIONS

Metropolitan Planning Organizations (MPOs) are planning organizations that serve as the forum for cooperative transportation decision making for metropolitan planning areas as required by federal regulations. MPOs consist of representatives of state and local governments and major transportation agencies. There are three MPOs in New Jersey:

DVRPC – Delaware Valley Regional Planning Commission. The MPO covering the counties of Mercer, Burlington, Camden, and Gloucester.

NJTPA – North Jersey Transportation Planning Authority. The MPO covering the counties of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union and Warren.

SJTPO – South Jersey Transportation Planning Organization. The MPO covering the counties of Cape May, Atlantic, Cumberland, and Salem.