

FY 2009- 2018 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
New Jersey Department of Transportation

Route 23/80, Long-term Interchange Improvements

DB # 9233B6 UPC 009234

MILEPOST(S) 23: 5.1-5.7; 80: 52.8-53.75

COUNTY: Passaic Essex

MUNICIPALITY: Wayne Twp. Fairfield Twp.

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).

ASSET MANAGEMENT CATEGORY: Congestion Relief-Hwy Operational Improvements

LEGISLATIVE DISTRICT: 40 27

SPONSOR: NJDOT

STRUCTURE NO.: N/A

MPO	Phase	Fund	Amounts in Millions of Dollars											
			FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018		
NJTPA	FA	HPP20	\$1.000											

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Route 80, Eastbound, West of Hope-Johnsonburg Road to East of Ledgewood Avenue, Resurfacing

DB # 06410 UPC 064100 MILEPOST(S) 12.80 - 28.50
 COUNTY: Warren Sussex Morris MUNICIPALITY: Various

The existing roadway typically consists of three to four 12-foot asphalt concrete travel lanes with 12-foot asphalt concrete shoulders. The opposing traffic is separated by a woods and a grass median. The roadway condition is generally poor, consistently exhibiting rutting, high severity wheel path fatigue cracking, and localized patching. The outside shoulder is generally in fair to poor condition. It is proposed to mill and resurface the entire roadway with Superpave hot mix asphalt. All inlets and other roadway utility hardware will be adjusted to final grade. Raised pavement markers will be reinstalled. Deteriorated curb and curb with existing low reveal will be reconstructed. No utility work is anticipated. Only resurfacing and incidentals required to facilitate the resurfacing as outlined in the scope of work for 3R projects will be done.

Bridge decks within the project limits do not require rehabilitation; therefore, pavement will be transitioned to meet the bridge decks. A minimum vertical under clearance of 16 feet will be maintained at all underpasses with the exception of Structure 1427150 which will be at 15 feet, 8 inches.

ASSET MANAGEMENT CATEGORY: Road Assets-Highway Resurfacing LEGISLATIVE DISTRICT: 23 24 25

SPONSOR: NJDOT STRUCTURE NO.: N/A

MPO	Phase	Fund	Amounts in Millions of Dollars											
			FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018		
NJTPA	CON	I-MAINT	\$22.800											

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Route 80, Eastbound, West of Madison Avenue to Polify Road, Resurfacing

DB # 07310 UPC 073100 MILEPOST(S) 58.90 - 65.40
 COUNTY: Passaic Bergen MUNICIPALITY: Various

The existing roadway consists of jointed reinforced concrete pavement travel lanes with hot mix asphalt inside and outside shoulders. This segment of interstate highway ranked 26th statewide and received a Final Pavement Rating of 2.80 on the FY 2007 critical needs list generated by the Pavement Management System.

The pavement is severely distressed and has reached terminal serviceability. The scope of this project is to extend the life of the pavement and delay the need for the complete reconstruction identified in the PMS 2002 interstate study that was based upon FWD analysis.

Anticipated repairs to the concrete pavement include joint replacement, full and partial slab replacement and load transfer restoration. In addition, a surface treatment will be applied such as diamond grinding or a thin overlay to restore ride quality and friction.

This project is critical to the network strategy of preserving the integrity of interstate pavements and delaying the need for costly reconstruction currently estimated at \$10.96 million for this 6.5 mile eastbound section.

ASSET MANAGEMENT CATEGORY: Road Assets-Highway Resurfacing

LEGISLATIVE DISTRICT: 35 38 37

SPONSOR: NJDOT

STRUCTURE NO.: N/A

MPO	Phase	Fund	Amounts in Millions of Dollars											
			FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018		
NJTPA	CON	STATE	\$10.960											

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Route 80/287, Safety Improvement

DB # 00371A UPC 003711

MILEPOST(S) Route 80: 43.56 - 43.76; Route 287: 41.5 - 42.5

COUNTY: Morris

MUNICIPALITY: Parsippany-Troy Hills Twp.

This project will provide for the reconstruction of Ramp D (connecting I-287 northbound to I-80 westbound) and Ramp B (connecting I-80 westbound to I-287 northbound). Both ramps have been associated with above average vehicular turnovers and loss of control accidents. The deceleration lane for Ramp D will also be reconstructed. Acceleration lane improvement work for Ramp H (connecting I-80 eastbound to I-287 northbound) will also be included. The I-287 northbound structure over Littleton Road will be widened.

The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, \$800,000 (available 20% per year) (ID# NJ163).

ASSET MANAGEMENT CATEGORY: Safety Management-Safety Improvements

LEGISLATIVE DISTRICT: 26

SPONSOR: NJDOT

STRUCTURE NO.: 1420153

MPO	Phase	Fund	Amounts in Millions of Dollars											
			FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018		
NJTPA	CON	HPP20	\$0.800											
NJTPA	CON	I-MAINT	\$13.370											

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Route 80, North Street, Drainage Improvements

DB # 02412

UPC 024120

MILEPOST(S) 65.80

COUNTY: Bergen

MUNICIPALITY: Teterboro Boro

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.

ASSET MANAGEMENT CATEGORY: Road Assets-Drainage

LEGISLATIVE DISTRICT: 38

SPONSOR: NJDOT

STRUCTURE NO.: N/A

MPO	Phase	Fund	Amounts in Millions of Dollars											
			FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018		
NJTPA	DES	I-MAINT				\$0.400								
NJTPA	ROW	STATE				\$0.200								
NJTPA	CON	STATE						\$4.700						

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Route 80, Parsippany-Troy Hills Roadway Improvement

DB # 00371B UPC 003712 MILEPOST(S) Route 80: 41.50 - 45.60; Route 287: 41.50 - 41.80
 COUNTY: Morris MUNICIPALITY: Parsippany-Troy Hills Twp.

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 is anticipated to be \$86.6 million.

ASSET MANAGEMENT CATEGORY: Road Assets-Hwy Rehab and Recon LEGISLATIVE DISTRICT: 26

SPONSOR: NJDOT STRUCTURE NO.: 1414168 1414169 1420154

MPO	Phase	Fund	Amounts in Millions of Dollars												
			FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018			
NJTPA	ROW	STATE	\$0.600												
NJTPA	CON	I-MAINT				\$32.490	\$28.110	\$26.000							

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Route 80, Truck Weigh Station, Eastbound, Knowlton Township

DB # 285A UPC 998500 MILEPOST(S) 1.55 - 2.75
 COUNTY: Warren MUNICIPALITY: Knowlton Twp.

This project will provide for the upgrade of the existing truck weigh station in Knowlton Township. Proposed improvements will provide upgraded weighing equipment (weigh-in-motion scale and automated internal directional signals, 70 foot long three-platform static scale, truck weight monitoring system and a closed-circuit television system) and support facilities that will enable New Jersey State Police to more effectively perform their duties in enforcing truck weight and safety regulations. Other improvements will include advanced warning signing as well as extending the acceleration/deceleration lanes on I-80. Only five truck parking spaces will be provided in order to contain the facility within existing right of way.

ASSET MANAGEMENT CATEGORY: Road Assets-Truck Size and Weight Control LEGISLATIVE DISTRICT: 23

SPONSOR: NJDOT STRUCTURE NO.: N/A

MPO	Phase	Fund	Amounts in Millions of Dollars											
			FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018		
NJTPA	CON	STATE			\$13.244									

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**Route 80, Westbound, East of South Beverwyck Road to West of the Route 23 Interchange,
 Resurfacing**

DB # 07311 UPC 073110

MILEPOST(S) 45.60 - 53.30

COUNTY: Morris Essex Passaic

MUNICIPALITY: Parsippany-Troy Hills Twp. Montville Twp. Fai

The existing roadway typically consists of three 12-foot asphalt travel lanes with a 12-foot asphalt shoulder with berm. The opposing traffic is separated by a 40-foot grass median with three-foot asphalt inside shoulder.

This segment of interstate highway ranked 34th statewide and received a Final Pavement Rating of 3.36 on the FY 2007 critical needs list generated by the Pavement Management System.

The existing roadway surface is in poor condition, exhibiting rutting, high severity longitude joint raveling, high severity patching and potholes, with some medium to high severity block cracking. Guide rail and bridge structures exist between the project limits. There are existing raised pavement markers within the project limits.

Improvements include patching, milling and structural overlay. It is proposed to mill a two-inch depth and overlay five inches over the entire roadway with Superpave hot mix asphalt. All inlets will be upgraded to current standard and/or adjusted to final grade. Raised pavement markers will be installed according to current standards. Deteriorated curb and curb with existing low reveal will be reconstructed. Substandard guide rail will be upgraded under this contract.

ASSET MANAGEMENT CATEGORY: Road Assets-Highway Resurfacing

LEGISLATIVE DISTRICT: 26 27 40

SPONSOR: NJDOT

STRUCTURE NO.: N/A

MPO	Phase	Fund	Amounts in Millions of Dollars											
			FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018		
NJTPA	CON	I-MAINT		\$22.760										

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Route 80, Westbound, West of Route 23 Interchange to East of Squirrelwood Road, Resurfacing

DB # 07309

UPC 073090

MILEPOST(S) 53.30 - 57.30

COUNTY: Passaic

MUNICIPALITY: Wayne Twp. Totowa Boro West Paterson Boro

This highway segment has been identified as critical pavement preservation need by the Pavement Management System and is deficient in ride quality, surface distress and structural thickness. This highway segment was identified in a 2002 interstate pavement study as needing complete reconstruction; however, funding of that magnitude is not available. It is, therefore, proposed to extend the life of this pavement by patching and structural overlay to improve the ride quality and structural capacity. The existing roadway typically consists of four 12-foot composite travel lanes with 12-foot asphalt outside shoulder with vertical concrete curb. The opposing traffic is separated by a concrete median barrier with 10-foot asphalt inside shoulders.

The existing roadway surface is in poor condition, exhibiting high severity reflective cracking, longitude joint raveling, rutting and patching. The concrete pavement exhibits some broken slabs. Guide rail and bridge structures exist within the project limits. There are existing raised pavement markers within the project limits.

Proposed improvements consist of concrete pavement repair, slab stabilization, milling and overlay. It is proposed to mill two inches in composite pavement areas and resurface five inches over the entire roadway with Superpave hot mix asphalt. All inlets will be upgraded to current standard and/or adjusted to final grade. Raised pavement markers will be reinstalled according to current standards. Deteriorated and low reveal curb will be reconstructed. Substandard guide rail will be upgraded under this contract.

ASSET MANAGEMENT CATEGORY: Road Assets-Highway Resurfacing

LEGISLATIVE DISTRICT: 40 35 34

SPONSOR: NJDOT

STRUCTURE NO.: N/A

MPO	Phase	Fund	Amounts in Millions of Dollars											
			FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018		
NJTPA	CON	STATE	\$10.000											