New Jersey Department of Transportation

Americans with Disabilities Act
ADA/504

Self-Evaluation
and
Transition Plan

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1.0 Introduction

The Americans with Disabilities Act (ADA) of 1990 – also referred to as the "Act" or "ADA" – is a federal civil rights law prohibiting discrimination against persons with disabilities through five separate Titles, each of which targets a different aspect of potential discrimination:

- Title I- Employment
- Title II- State and Local Government Services
- Title III- Public Accommodations
- Title IV- Telecommunications
- Title V- Miscellaneous Provision.

Title II (42 U.S.C. §§12131-12164) specifically addresses accessibility to public services and public transportation by persons with disabilities. The Act applies to facilities built before and after 1990, and requires State and local governments and public entities/agencies to perform Self-Evaluations of their current facilities relative to the accessibility requirements of the ADA.

Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) is a federal law that states "no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under" any program or activity that receives Federal funding.

Together with Title II, the two laws work together to achieve the goal of making public rights-of-way and facilities accessible to persons with disabilities.[1] Agencies are then required to develop a program access plan – otherwise referred to as a Transition Plan – to address deficiencies identified in their Self-Evaluations.

1.1 FRAMEWORK FOR ADA COMPLIANCE

Relative to all public agencies that fall under Title II and Section 504 requirements, State Departments of Transportation (DOTs) face unique challenges in meeting ADA accessibility of the facilities they own or manage. The sheer size and geographic extent of State DOT facilities can easily span thousands of miles of public rights-of-way, magnifying the complexity and cost of efforts to achieve, maintain, and track compliance over time. A recent guide titled "ADA Transition Plans: A Guide to Best Management Practices" (hereafter referred to as the Guide) recognizes these challenges, while laying out a solid

[1] The public right-of-way consists of everything between right-of-way limits, including travel lanes, medians, planting strips, sidewalks, and other facilities.

groundwork for achieving compliance through a phased, step-like approach of demonstrated activities and accomplishments over time.[2]

In summary, the Guide outlines seven specific steps for achieving an "ideal scenario" for meeting ADA requirements with respect to the accessibility of facilities in the public right-of-way. These steps have been reorganized into the following functional areas:

- Step 1 - Fulfilling the administrative requirements of the ADA program through the designation of a dedicated staff person, provision of ADA notice, and adoption of procedures for resolving complaints in a timely and effective fashion.
- Step 2 - The second step involves the performance of a self-assessment (or "Self-Evaluation") of areas of compliance in which the agency falls short, including its internal and external ADA processes and the condition of its managed facilities.
- Step 3 - As a follow-up to the self-assessment (or "Self-Evaluation"), Step 3 is the development of a implementation plan (or "Transition Plan") to improve ADA accessibility and compliance with Title II and Section 504 through several required elements, including the development of a curb ramp installation schedule.
- Step 4 - The last step involves monitoring the progress of the implementation plan, conducting regular updates to ensure the plan and its priorities are valid and that compliance efforts are effective and properly directed.

1.1.1 Fulfilling Administrative Requirements of Program

Each State DOT has a responsibility to establish a basic program that meets the administrative requirements of the ADA. The basic elements of an ADA program include:

Designation of an ADA Coordinator

As a first step, each DOT must designate one responsible staff to coordinate ADA compliance with Title II across the department, to investigate complaints related to Title II, and to serve as a single source for ADA information inside and outside the department. This person would likely interface with local governments, advocacy groups, and the public, and be dedicated full-time to advancing compliance plans within the department.

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[2] NCHRP Report 20-7 (232), *ADA Transition Plans: A Guide to Best Management Practices*, National Academy of Sciences, National Cooperative Highway Research Program, May 2009.

Provision of Notice Regarding ADA Requirements

ADA's assurance of program accessibility dictates that services and programs offered by public entities – including DOTs – should be accessible to individuals with disabilities and ensure that they are not excluded because of limitations on access. Various methods of ensuring program accessibility include redesign, alteration of facilities, relocation of services or programs to an accessible location in a facility or to an accessible facility altogether. An important and related component of accessibility is the provision of information to the public about ADA. The provision of notice about the rights of the public under the ADA is a continuing responsibility of DOTs, which must determine the most effective way to accomplish this goal.

The target audience for public notice is expansive and encompasses anyone who already interacts, or could potentially interact, with the DOT - including applicants, beneficiaries, and other people interested in the DOT's programs, activities, or services. The notice should include information about Title II of the ADA and how it applies to the programs, services, and activities of the DOT. The presented information must be accessible to all, and therefore be provided in alternative formats including: audio tape, large print notice, Braille notice, HTML format in website content, provision of translators, and advertisements in publications with large print versions, etc.

Adoption and Publishing of Grievance Procedures

DOTs are required to adopt and publish procedures for resolving grievances arising under Title II of the ADA so that complaints of disability discrimination are resolved in a prompt and fair manner. Once developed, the grievance procedure should be distributed to all agency heads. Copies should be posted in public spaces of the building and on the DOT's website. The procedure must be available in alternative formats so that it is accessible to all people with disabilities.

While Title II and its implementing regulations do not specify what ADA grievance procedures must include, the Department of Justice (DOJ) has developed a model procedure that includes the following elements:

- A description of how and where a complaint under Title II may be filed with the government entity;
- If a written complaint is required, a statement notifying potential complainants that alternative means of filing will be available for people with disabilities who require such an alternative;
- A description of the timeframes and processes to be followed by the complainant and the government entity;
- Information on how to appeal an adverse decision; and
- A statement of how long complainant files will be retained.

1.1.2 Conducting a Self-Assessment

The development of a Transition Plan first begins with a Self-Evaluation, or inventory, of existing physical barriers in facilities managed by NJDOT, and a listing of all barriers that limit accessibility. Potential approaches for conducting this inventory include on-ground surveys, windshield surveys, aerial photo studies, and drawing reviews.

An Accessibility Barriers Checklist provided in the Guide highlights several areas where deficiencies are likely to be found, as shown in Table 1.1 below:

Table 1.1 Accessibility Barriers Checklist

ISSUE	POSSIBLE BARRIERS
Sidewalk and Pathway Clear Width	Narrow, Below Guidelines
Sidewalk and Pathway Cross Slope	Steepness, Irregularity, Variability, Warping
Landings Along Sidewalks and Pathways	Less Than 4 feet by 4 feet
Sidewalk and Pathway Grade	Steepness, Angle Points
Materials and Finishes	Deterioration of Surfaces, Deterioration of Markings, Appropriateness of material (ex. Cobblestones)
Gratings	Grating Type, Grate Opening Orientation
Discontinuities	Missing Sections, Gaps, Drops, Steps
Detectable Warning System	Missing, Inappropriate Materials, Inadequate Size, Wrong Location
Obstructions	Signs, Mail Boxes, Fire Hydrants, Benches, Telephones, Traffic Signal Poles, Traffic Signal Controller Boxes, Newspaper Boxes, Drainage Structures, Tree Grates, Pole Mounted Objects, Standing Water, Snow or Ice
Traffic Signal Systems	Lack of Provision for the Visually Impaired such as APS, Inadequate Time Allowed, Inoperable Buttons, Inaccessible Buttons
Curb Ramp	Missing, Does not Fall within Marked Crosswalk, Doesn't Conform to Guidelines
Curb Ramp Flares	Missing Where Required, Too Steep

Source: NCHRP Report 20-7 (232), *ADA Transition Plans: A Guide to Best Management Practices*, National Academy of Sciences, National Cooperative Highway Research Program, May 2009.

The development of such an inventory is the most challenging part of the Transition Plan process due to a lack of budgetary and staff resources to undertake and complete this time-consuming and complicated task.

As a result, the Best Practices Guide recommends some potential approaches for DOTs to move forward:

- Identifying dedicated funding and staffing prior to undertaking Self-Evaluation activities;
- Dividing the entire effort into two separate inventories – one solely for buildings and the other one for the right-of-way – so that a portion of the compliance effort can occur on a more accelerated schedule;
- Using phasing and prioritization to focus the initial stages of the inventory effort on the areas identified as most important based on criteria such as high pedestrian traffic areas or areas more commonly used by pedestrians with disabilities; and
- Dividing the inventorying tasks across regions or districts, with each region/district responsible for Self-Evaluation and development of an individual Transition Plan specific to its own geographic area.

1.1.3 Developing an Implementation Plan

Once the Self-Evaluation is completed and an inventory of required structural modifications to achieve accessibility is conducted, a plan must be developed for removing the identified barriers where they exist. While there is considerable variation between existing Transition Plans across State DOTs, each plan must cover at least four required elements, in addition to the involvement of the public and availability of the plan for public review. These elements include a) the inventory from the Self-Evaluation, b) discussion of methods to remove barriers and improve accessibility, c) a schedule for taking steps to achieve compliance, and d) an identified individual responsible for the plan's implementation.

Curb ramps receive special consideration in the Transition Plan because they are a vital to making sidewalks, street crossings, and other pedestrian routes that make the public right-of-way accessible to people with disabilities. Specifically, the Transition Plan requires a separate schedule dealing with remediation of curb ramp issues. The use of a ranking system based on several variables – to include location, degree of use, and degree of non-compliance – is viewed by the Best Practices Guide as a sound strategy to deal with this long-term issue.

1.1.4 Monitoring Progress

The final key step in achieving improvements in ADA compliance is continuous attention to incremental improvements and whether these are meeting the goals and targets set out in the Transition Plan schedule. As an example, progress can be monitored by ensuring that "x" percent of access ramps are installed every "y" years with the goal of "z" percent completion in a specified number of years. The key for effective monitoring relies on the setting of goals and targets by which to measure progress on an annual basis.

2.0 Transition Plan Requirements

As a key component of ADA compliance, the Transition Plan and its required and related elements - including its context within the transportation planning process and relevant projects covered by Title II/ Section 504, plan stakeholders, the review process, and future updates — are discussed in this section.

2.1 PLAN ELEMENTS

Per 28 CFR §35.150(d)(3)(9-12-06), Title II requires the Transition Plan to accomplish the following tasks, at a minimum:

- Identify physical obstacles in a public agency's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
- Describe in detail the methods that will be used to make the facilities accessible;
- Specify the schedule for taking the steps necessary to upgrade pedestrian access to meet ADA and Section 504 requirements in each year following the Transition Plan;
- Include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by Title II, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas;
- Indicate the official responsible for the implementation of the plan; and
- Provide opportunities to interested persons and groups to participate in the development of the plan, including the Self-Evaluation leading to the plan.

2.2 PROJECTS COVERED BY ADA AND SECTION 504

Any project for construction or alteration of a facility that provides access to pedestrians must be made accessible to persons with disabilities. Projects that alter the use of the public right-of-way - by making any changes that affect or could affect access, circulation, or use by affecting the structure, grade, or use of the roadway - must incorporate pedestrian access improvements within the scope of the project to meet the requirements of the ADA and Section 504.

Alterations include reconstruction, major rehabilitation, widening, resurfacing, signal installation and upgrades, and projects of similar scale and effect[3].

Maintenance activities and resurfacing beyond normal maintenance are not considered to be alterations, per the Department of Justice (DOJ). The FHWA considers the following to be maintenance activities: actions intended to preserve the system, forestall future deterioration, and maintain the functional condition of the roadway without increasing the structural capacity such as nonstructural thin surface treatments, joint repair, pavement patching, shoulder repair, signing, striping, minor signal upgrades, and repairs to drainage systems.

2.3 RELATIONSHIP TO THE TRANSPORTATION PLANNING PROCESS

The Transition Plan is intended to identify system needs and integrate them with the State's planning process through the Statewide Transportation Improvement Program (STIP) and metropolitan Transportation Improvement Program (TIP) documents. In order to be effective, a Transition Plan needs to be used in the annual planning of projects and related funding decisions[4].

Accessibility improvements should be incorporated into the transportation program on an ongoing basis through the following means:

- Any programmed construction projects must meet accessibility requirements when built;
- Accessibility improvements identified in the Transition Plan that are not within the scope of an alteration project should be incorporated into the overall transportation planning process, even as stand-alone projects; and
- During scheduling maintenance activities, agencies should identify ADA accessibility needs and incorporate them into the overall transportation planning process.

2.4 REVIEW PROCESS

Transition Plans should be reviewed by at least three main groups of stakeholders:

- Internal stakeholders that include DOT staff and individuals responsible for the development of the Plan within the agency;

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[3] Source: Federal Highway Administration Office of Civil Rights, "Questions and Answers About ADA/Section 504" accessed at: http://www.fhwa.dot.gov/civilrights/ada_qa.htm

[4] Ibid

- External stakeholders that include the FHWA, as part of its program, project, and investigative oversight role of its Federal-aid sub-recipients; and
- External groups of interested individuals who represent the public-at-large or are assembled or identified by the DOT for providing input throughout the Self-Evaluation and Transition Plan development process.

2.4.1 Internal Review

Section 504 requires FHWA to monitor compliance of Federal-aid recipients with respect to their Self-Evaluation and Transition Plans. As defined in the stewardship plan, FHWA Division offices are tasked with reviewing pedestrian access compliance with the ADA and Section 504 as part of their routine oversight activities.

A Transition Plan should be periodically reviewed by agency staff through a Self-Evaluation process, which should take place both *prior to* and *following* Transition Plan completion. These Self-Evaluation activities are intended to gauge the level of existing compliance and determine the potential need for additional areas of inclusion for accessibility improvements. Identified deficiencies should be catalogued and included in future Transition Plan updates.

2.4.2 External Review

In addition to agency staff, the public-at-large is a key stakeholder in ADA compliance and the agency's efforts to make steady, incremental improvements through the Self-Evaluation and Transition Plan processes. Opportunities for participation in the Self-Evaluations that lead to the development of a Transition Plan should be actively advertised as part of a more formal public outreach effort to members of the disabled community, interested persons, and other public stakeholders. A more comprehensive list of potential stakeholders for the review process include: activists, advocacy groups, general citizens, organizations that support the rights of the disabled, elected officials, State-designated bodies or committees, or a State Ombudsman.

Potential sources for disseminating information and making requests for comments throughout the Self-Evaluation process include: awareness days, newsletters, and information on the DOT website. Comments can be gathered though various means, including meeting comment forms, meeting transcriptions, a dedicated hotline, e-mail or written correspondence addressed to the agency. Completed Self-Evaluation and Transition Plan documents are required to be available for public inspection and review.

2.5 FUTURE PLAN UPDATES

While there is no required timeline for making future updates to a Transition Plan, NJDOT engages in Self-Evaluation activities as necessary to ensure that the

Transition Plan document is current and meets the needs of disabled persons. Since each plan is required to have an annual schedule that is ideally aligned with annual funding allocations through transportation planning and programming mechanisms, annual milestones should be adjusted regularly to reflect any changes in real world conditions.

3.0 NJDOT Progress to Date

This Section describes the advancement NJDOT has achieved to date since its recent assumption of Title II and Section 504 responsibilities. The department's current program and activities are geared toward making incremental, but steady progress to develop the baseline tools to create a full Transition Plan with the required elements, as described in Section 2.0. Ideally, NDJOT can accomplish this stretch goal within an intermediate timeframe (5-10 years), depending on the success of the inventory process and the ability to dedicate necessary funding. Its progress within the past three includes satisfying the administrative requirements of the program, engaging in interdepartmental coordination efforts to share ADA information across divisions, and the performance of leading activities (e.g. curb ramp inventory, training, assessment of best practices, etc) to directly support the Transition Plan development.

3.1 ADMINISTRATIVE REQUIREMENTS OF ADA

Entities with 50 or more employees must designate at least one employee to coordinate compliance with the respective regulations. NJDOT has met this basic program requirement, which also serves as a key required element of the Transition Plan, by designating a formal ADA Coordinator. NJDOT has also developed several notices related to ADA— including a grievance procedure, among others— and is planning wider dissemination of these documents internally and to the public.

3.1.1 Designation of ADA Coordinator

NJDOT has designated an ADA Coordinator and has made available to all interested individuals the name, office address, and telephone number for contact. The notice, as shown below, is also available in large print or on audio tape.

Chrystal Section
ADA Coordinator
New Jersey Department of Transportation
Division of Civil Rights/Affirmative Action
1035 Parkway Avenue
Trenton, NJ 08625
Main Office Building, 2nd Floor
Voice (609) 530-2939
Fax (609) 530-4030
E-mail: chrystal.section-williams@dot.state.nj.us

The ADA/504 Coordinator is charged with the responsibility for implementing, monitoring and ensuring the agency's compliance with Section 504 of the

Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990. As shown in **Appendix A**, the functions performed by the ADA Coordinator are outlined by the department's "Statement of Responsibility of ADA/504 Coordinator" and include the following:

- Monitoring the department's current policies and practices for implementing ADA/504.
- Identifying shortcomings in compliance and developing remedies.
- Evaluating remedial steps taken to eliminate the effects of discrimination.
- Monitoring complaint procedures that incorporate appropriate due process standards and providing for prompt and equitable resolutions of complaints filed under ADA/504.
- Ensuring agency compliance with ADA/504.
- Collaborating and coordinating with the heads of major divisions and Departments to enable ADA/504 compliance efforts.
- Establishing and maintaining collaborative relationships with critical external stakeholders, such as disability advocacy groups and organizations.
- Monitoring the agency's ADA/504 Transition Plan to ensure that all department facilities remain in compliance with applicable accessibility standards.
- Monitoring established procedures to ensure that requested auxiliary aids are provided for persons with disabilities.
- Conducting annual reviews of ADA/504 program areas.
- Conducting ADA/504 training programs for agency managers and employees.
- Preparing a report of ADA/504 accomplishments and problem areas for the Federal Highway Administration Annual Assurance Report.
- Monitoring the preparation of ADA/504 information for dissemination to the general public, including the "Notice to the Public" offer to provide reasonable accommodation upon request.
- Identifying, investigating, and eliminating ADA/504 discrimination when it is found to exist.

3.1.2 Notice of ADA Requirements

There are two notices that will be made available to all interested members of the general public – Notice Under ADA and the Notice of Nondiscrimination.

NJDOT adopted the US Department of Justice model Notice Under ADA, as shown in **Appendix B**, which includes brief statements about:

- Employment;
- Effective communication;
- Making reasonable modifications to policies and programs;
- Not placing surcharges on modifications or auxiliary aids and services; and
- Filing complaints.

Relevant information should be provided through this notice on an ongoing basis. The target audiences for the notice under ADA include applicants, beneficiaries, and other people interested in the state or local government's programs, activities, or services. NJDOT plans to include this notice to reach these audiences by including it in job applications, media outlets like newspapers, television and local radio, public information meetings, NJDOT's website, and public facilities, including NJDOT facility locations.

The Notice of Nondiscrimination provided herein as **Appendix C**, affirms that the department's programs, services, activities, operations, and employment practices comply with all requirements of 49 CFR Part 27, 28 CFR §35 and 42 U.S.C. §12101-12213. The Notice also provides contact information for the ADA Coordinator for questions, complaints, or requests. This document is designed to fulfill the requirement under 28 CFR §35.106, which states that:

> "A public entity shall make available to applicants, participants, beneficiaries, and other interested persons information regarding the provisions of this part and its applicability to the services, programs, or activities of the public entity, and make such information available to them in such manner as the head of the entity finds necessary to apprise such persons of the protections against discrimination assured them by the Act and this part."

This notice is made available at public information meetings and the NJDOT library.

3.1.3 Establishment of Grievance Procedure

NJDOT has established a grievance procedure for disability-based discrimination entitled "Grievance Procedure Under the Americans with Disabilities Act", as shown in **Appendix D**. The Grievance procedure includes language identifying the ADA Coordinator as the person responsible for gathering information about the complaint, procedures for resolving the complaint including the right to appeal, the timeframe for keeping complaints on file, language expressly prohibiting retaliation, an assurance of a prompt and full investigation, and an alternate address for filing complaints with FHWA.

All grievances should be in writing and submitted to the ADA Coordinator within 30 days of the alleged violation. The notice also includes language on the availability of alternative means of filing complaints, such as personal interviews or a tape recording of the complaint. While the use of the NJDOT Discrimination

Complaint Form—as shown in **Appendix E**—is recommended, it is not required, and alternative formats may be arranged for those requesting special accommodations.

The Grievance Procedure specifies that the ADA Coordinator or his/her designee will respond in writing (or other means should an accommodation be requested), and will offer a resolution or explain the position of the department with respect to the complaint. A Division office representative will meet with the complainant to discuss the complaint and possible resolutions. Within 45 days, the complainant will receive a response, in writing or other means as requested, detailing the final resolution and potential avenues of appeal, if available.

The NJDOT Discrimination Complaint Form, available from the ADA Coordinator, collects the following information:

- The complainant's name and contact information;
- The cause of alleged discrimination, including the option to select "Disability" from the available choices;
- Details of the party perpetrating the alleged discrimination;
- Details of the "Event" of discrimination;
- The "relief" or "settlement" requested; and
- A request for the complainant's and a witness's signatures, swearing or affirming that the charge is true.

Complaints received are logged in the NJDOT complaint log, included as **Appendix F,** and shall be kept on file for one year. A record of all such complaints, which may be in summary form, shall be kept for five years.

Complaints are pursued by the ADA Coordinator using an "Investigative Report" form, included as **Appendix G,** comprised of the following sections:

- Complaint;
- Respondent;
- Applicable Law;
- Basis;
- Issues/Allegations;
- Findings; and
- Conclusion.

3.1.4 Sub-Recipient Assurances to FHWA

There are two sets of assurances for ensuring oversight and compliance of ADA regulations, which should be included with contracts and applications in order to receive federal funding:

- NJDOT's assurance to FHWA as a recipient of Federal financial assistance from FHWA, and;
- Sub-recipients assurances to NJDOT, for contracts through which they receive Federal funding.

NJDOT's assurance is included as **Appendix H**. These assurances are inserted into any application, contract, or other instrument signed and submitted to the NJDOT and/or the Federal Highway Administration (FHWA) in order to receive Federal financial assistance. As of October of 2009, it is the practice of NJDOT to insert the Notice, or contents thereof, into its Professional Service Agreements and Construction Contracts.

3.2 INTERDEPARTMENTAL COORDINATION

NJDOT's efforts to address and resolve ADA compliance issues recognize the importance of cross-agency and interdepartmental coordination. Recent efforts aimed at greater collaboration include the institution of an ADA Work Group, training and awareness within the department, and identification of data and expertise-sharing opportunities across the agency.

3.2.1 Establishment of ADA Work Group

NJDOT Division of Civil Rights, ADA Unit, established an *ADA Work Group* to engage internal stakeholders on ADA-related issues. Collectively, members of this group span several functions within the department based on their varied backgrounds. The individual representatives of these groups were selected in consultation with NJDOT leadership and are considered to be Subject Matter Experts (SMEs) in their respective fields. The purpose of this group is to leverage the skills, experience, and expertise of staff on issues involving ADA compliance and accessibility.

Members of the ADA Work Group, as shown in **Appendix I**, currently include representatives from the following areas:

- Planning
- Program Management;
- Civil Rights and Affirmative Action;
- Communications and Web Design;
- Facilities;
- Maintenance Engineering and Operations;
- Office of Information Technology, including GIS;
- Operations Support;

- Regional Operations;
- Traffic Engineering & Safety;
- Transportation Data Development;
- Office of Information Technology (OIT)

3.2.2 Training, Awareness, and Information Dissemination

In 2010, NJDOT Civil Rights, ADA Unit developed an *External ADA Education and Training Program* designed to review external ADA regulations, demonstrate ADA's application in daily work activities, show how ADA has been integrated within departmental actions and protocols, and instruct personnel on the policies and procedures for appropriately managing ADA requests and inquiries on roadways and pedestrian facilities. As of this date, the ADA Unit has conducted 15 training sessions for 500 NJDOT employees throughout the state of NJ.

3.2.3 NJDOT Web Accessibility

The NJDOT Internet home page is located at http://www.state.nj.us/transportation/ and provides access for all users. Both the International Symbol of Accessibility and Telecommunications Relays Service (TRS) icons are located on the bottom right corner of the site. Accessibility to both web sites is obtained by clicking on the icons.

Under Section 508 (29 U.S.C. ' 794d), agencies must give disabled employees and members of the public access to information that is comparable to the access available to others. Provisions of Section 508 ensure access for people with vision impairments who rely on various assistive products to access computer-based information, such as screen readers, which translate content on a computer screen into automated audible output, and refreshable Braille displays. NJDOT has a comprehensive Web accessibility policy statement[5] provided at the bottom of the NJDOT home page, and on most other Web pages including various department Web pages. The objective of this policy is "to improve the ease with which all citizens, including those with disabilities, can access and benefit from web-based government services and information." As a part of this policy, the Office of Information Technology (OIT) shall provide Web accessibility consultation, testing, and remediation services to client agencies, while providing Web accessibility training to NJOIT employees as needed.

OIT works closely with the Office of Communications in developing and deploying websites within NJDOT. Communications needs to provide an approval on the Web content after consultation with the content provider.

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[5] NJDOT Web accessibility statement, Accessed at

http://www.state.nj.us/transportation/accessibility/

NJDOT affirms that all of its Web templates are section 508 compliant. These templates are standard "containers" that hold various types of web content. Guidelines—including ADA specific guidelines—for the revision of templates are included in the NJDOT Web Developers Guide, last updated in November of 2007. In order to test Section 508 compliance, a sample set of web pages are tested using the IBM Home Page Reader, an application that reads pages to blind users. To ensure that graphical content is available in an accessible format, text labels or descriptors for graphics and certain format elements are used which can be read with the Home Page Reader are used.

3.3 SELF-EVALUATION

The Americans with Disabilities Act of 1990 (Title II, 28 CFR §35.105) mandates NJDOT, as a public entity, to perform periodic evaluations of its services, policies, and practices relating to accessibility for individuals with disabilities. The goal of the Self-Evaluation process is to review and assess the Department's internal structures and processes for addressing ADA regulations, with particular emphasis placed on State roads, State highways, and State-owned facilities. Insights gained from this self-assessment are intended to serve as a baseline from which to develop a plan for improvements and corrections— the Transition Plan.

The Self-Evaluation framework covers three NJDOT functional areas: General Requirements, Program and Facility Accessibility, and Communications. The summarized findings for each area are as follows:

3.3.1 General Requirements

NJDOT has fulfilled most general requirements pertaining to ADA, including the designation of an ADA coordinator and publication of that individual's contact information, the existence of a Notice of Nondiscrimination and an internal grievance procedure, the proper filing of complaints, and written assurance to the FHWA that it will not discriminate on the basis of disability. All documents are available on the NJDOT Division of Civil Rights, ADA Unit website at http://www.state.nj.us/transportation/business/ada/documents.shtm. These documents are disseminated to sub-recipients and general stakeholders during all training sessions and public meetings.

The Department is revising its *New Jersey Department of Transportation Roadway Design Manual, Section 5, Major Cross Section Elements and Construction Details* to ensure ADA is addressed in the design of New Jersey roadways.

The ADA Coordinator serves on the *Roadway Design Manual* Work Group and is included as a subject matter expert (SME) at Scoping meetings and Project Field trips to ensure ADA is incorporated in projects.

Copies of both the Self-Evaluation and Transition Plans are made available during ADA training sessions conducted for local counties and municipalities and consultants. As of this date, the only comments received were in regards to ADA Program guidance: Should local counties and municipalities follow ADAAG or PROWAG?

As an ongoing goal toward ADA education and awareness, NJDOT's ADA Coordinator served on the American Council of Engineering Companies (ACEC) Design Summit panel May 2013. ADA policy training was administered to 200 transportation professionals including State, local counties and municipalities and the consultant community.

On September 11, 2013, Local Aid adopted Policy/Procedure No.011 for Construction Oversight Inspection. It addresses Civil Rights requirements throughout the document including ADA: Section XA.1(c); Section IXA.3(f); Section IXA.4(a)(5); Section IXA.4(c); Section IX.B.2(b)(2&5); and Section IX.B.2(c)(2). **(Appendix J)**

Throughout 2011-2013, Rutgers Center for Advanced Infrastructure Transportation (CAIT) in conjunction with NJDOT Civil Rights, ADA Unit and the Division of Local Aid conducted three trainings: Designing Pedestrian Facilities for Accessibility; ADA Curbs and Compliance ADA to over 820 local counties/municipalities and transportation professionals. **(Appendix K)**

On October 1, 2012 the Division of Local Aid adopted Policy/Procedure No. 010, Local Public Agency Eligibility Assessment for Federal Aid Funds. This document also addresses civil rights issues including ADA. See Attachment II under Source Documentation, and DBE Compliance; and also Attachment III under the following headings: Agency Responsibilities (Wage Rate Compliance, DBE Monitoring and Compliance, ADA compliance), Source Documents, and DBE Compliance. **(Appendix L)**

In 2014, it is NJDOT's goal to monitor sub-recipients in the advancement of ADA. Our initial strategy was to ensure sub-recipients were educated on ADA compliance through training. Counties, municipalities, MPOs, consultants and contractors have received ADA training via NJDOT in conjunction with FHWA and Rutgers University. The next objective is meeting with these entities. Meetings with the Metropolitan Planning Organizations (MPOs): North Jersey Transportation Planning Authority (NJTPA), Delaware Valley Regional Planning Commission (DVRPC), and South Jersey Transportation Planning Organization (SJTPO) will be scheduled for early 2014.

NJDOT's goal is to continue reaching out to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the Self-Evaluation process by submitting comments. Three major disability advocacy groups in New Jersey—The New Jersey Council on Developmental Disabilities, Disabilities Rights New Jersey, and the Progressive Center for Independent Living—were contacted to gauge

potential constituent interest in providing input on accessibility issues on state roadways and public rights-of-way. These agencies were requested to disseminate meeting information to their agency staff, their constituents, and any other member networks they were involved with that may also be interested in the topics covered by NJDOT's public outreach sessions. Two sessions were conducted in May 2011. The materials produced for these sessions included an invitation flyer, Power Point slides, brochure (English/Spanish), posters, a summary of NJDOT's Key ADA Activities and Accomplishments, Frequently Asked Questions (FAQs), an Executive Summary of the 2010 Transition Plan and an ADA Comment/Feedback Form for meeting Participants. (**Appendix M)**

The Self-Evaluation will be updated annually. Quarterly reports will be submitted to FHWA regarding timelines to address ADA non-compliance.

3.3.2 Program and Facility Accessibility

NJDOT is responsive to complaints regarding existing facilities. The primary deficiency is the lack of systematic prioritization, scheduling, and implementation of accessible features, including curb ramps, for existing facilities.

In 2011, Michael Baker, Inc. created a Curb Ramp Replacement Database. Attached is the NJ Curb Ramp Replacement Implementation Schedule Route Summary Report which incorporates data from the 2012-2021 STIP and the results of the Curb Ramp Prioritization Project. Attributes included in the database are as follows: Route (SRI), Milepost, Intersection ID, County, Latitude/Longitude, Intersection Prioritization Score, Number of Curb Ramps at intersection, Fiscal Year Scheduled Replacement, Date Installed, Maintenance Contract or STIP Project ID. (**Appendix N**)

Of the 1,706 intersections in the curb ramp database, 438 intersections are within STIP project limits. There are 39 intersections that are within the limits of more than one STIP project. Baker assumed that if multiple relevant STIP projects cover an intersection, the project with the earliest timeframe will be used. The DOT agreed with the assumption. There are 1,268 intersections outside of STIP project limits. Baker made the following assumptions regarding the intersections that fall outside of STIP project limits: These non-STIP intersections will be assigned to regional maintenance contracts; there will be a 10 year maintenance contracts for each region (North/Central/South), for a total of 30; The number of non-STIP intersections will be divided equally over 10 year maintenance contracts.

NJDOT's Curb Ramp Inventory Database includes detailed reports on curb ramps, such as: their existence, presence of a warning surface, if they're flush with gutter, landing is needed, landing meets width, ramp meets width and ramp aligns with sidewalk.

NJDOT headquarters and regional facilities inventoried in the 2010 Self-Evaluation have been made accessible for all users. Due to inclement weather

and the expectation of snow plows damaging detectable warning surfaces (DWS) on curb ramps, new DWS will be installed on curb ramps at all facilities, as needed.

3.3.3 Communications

NJDOT provides auxiliary aids to program participants with disabilities and notifies the public of the availability of these aids. Furthermore, it was reported that the NJDOT website is compatible with software used by the hearing and visually impaired.

In order to identify vital factors for the successful implementation of various elements of a Transition Plan, several resources of best practices have been explored including:

- State DOT Transition Plans;
- FHWA/Maryland State Highway Administration ADA Peer Exchange[6];
- US Department of Justice ADA Best Practices Tool Kit for State and Local Governments.

State DOT Transition Plans:

Many of the states identified for best practice review were selected from a survey conducted by the Maryland State Highway Administration (SHA), through AASHTO's Research Advisory Committee (RAC), to determine how different state DOTs are managing their ADA Transition Plans. Best practice states were selected based on the following criteria:

- Most recent update or Transition Plan;
- Available documents to share for literature review;
- Frequency of updates to the Transition Plan.

Literature and Transition Plan materials from five states - Colorado, Florida, Maryland, South Carolina and Tennessee have been reviewed for this purpose along with plans from some local agencies in New York, Florida and California.

FHWA/Maryland State Highway Administration (SHA) ADA Peer Exchange:

Maryland's SHA conducted an ADA peer exchange with assistance from FHWA to share best practices and lessons learned regarding ADA accessibility in Public

[6] Maryland SHA Americans with Disabilities Act, Outreach Activities, Maryland State Highway ADA Peer Exchange Report, Accessed at:

http://www.sha.maryland.gov/OPR/MDSHA_ADA_Peer_Exchange_Rpt_FINAL.pdf

Rights-of-Way (PROW) among representatives from the DOTs in the Mid-Atlantic area. Representatives from Maryland, Delaware, the District of Columbia, the City of Baltimore, Florida, Texas and FHWA participated in an open discussion on four identified areas of interests:

- Self Evaluation;
- Data Collection;
- Sub-recipient Oversight;
- Transition Plans.

The findings of this peer exchange have been synthesized and included into the best practices reviewed as a part of the NJDOT's Transition Plan best practices assessment.

US Department of Justice ADA Best Practices Tool Kit for State and Local Governments:

The Civil Rights division of the US Department of Justice assembled a toolkit for guiding state and local agencies in the following areas:

- Surveying facilities for ADA compliance and identifying barriers for making them accessible,
- Identifying areas of concern where the programs, services and facilities managed by the agency are having compliance problems related to ADA,
- Helping address the shortcomings and barriers to compliance and fix impediments to providing access to disabled individuals in compliance with ADA regulations.

This toolkit was adopted to supplement NJDOT's technical materials and regulations. Though it is not required that government agencies use this toolkit, it was adopted by NJDOT to be used as a checklist to provide a reasonable assessment of ADA policies, services and programs. Checklists regarding the role and responsibilities of an ADA coordinator, web accessibility, communications, and curb ramps and pedestrian crossings have been used to assess those respective areas from a program accessibility perspective.

3.3.4 Revision of Document for ADA Compliance

Two key documents - the NJDOT Design Manual-Roadway and the NJDOT Standard Specifications for Road and Bridge Construction – have been revised to integrate ADA requirements and standards into current NJDOT practices. These documents were submitted to FHWA in August 2013 for approval.

3.3.5 NJDOT Policies and Procedures

The NJDOT maintains policies and procedures for the purposes of providing consistency in operations, conveying management's philosophies, providing

guidance in training and improving communications and productivity. Currently, there are two policies which address ensuring safe access to all users within public rights of way. **(Appendix O)**

Complete Streets Policy (Policy No. 703): The New Jersey Department of Transportation shall implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities. This includes all projects funded through the Department's Capital Program. The Department strongly encourages the adoption of similar policies by regional and local jurisdictions who apply for funding through Local Aid programs.

Accommodating Pedestrian and Bicycle Traffic During Construction: The Department is committed to increasing pedestrian and bicycle travel options by routinely integrating bicycle and pedestrian accommodations into transportation systems, and by promoting walking and bicycling as preferred travel modes for short trips. Under the Departments current procedures, bicycle and pedestrian needs and opportunities, (current and future), and the means by which those needs and opportunities are to be incorporated into projects, are identified during the planning and scoping phases of project development.

The Department's general bicycle and pedestrian policy obligates the Department to provide safe access for bicycle and pedestrian traffic during the construction phase of our capital improvements; however, it is recognized that construction related activities present an inconvenience and an impediment to the maintenance of traffic for all modes, including bicycle and pedestrian as well as motor vehicle traffic. It is not possible in all cases to spare the traveling public from such inconveniences and the resulting impediments to the maintenance of traffic during construction. The Department places a priority on the *completion* of permanent capital improvements that meet the needs of all lawful travel modes over the undertaking of costly and extraordinary measures during construction to maintain traffic for all modes. Such extraordinary measures not only consume scarce resources which could be used to implement permanent solutions to other needs, but they also could result in extending the duration of construction which extends construction related travel impacts to the traveling public and local stakeholders. A key means of mitigating construction related impacts for all modes is to lessen the duration of construction.

Decisions regarding the approach to maintain bicycle and pedestrian traffic during construction, as well as motorized traffic, will be made on a case by case basis to respond to the unique circumstances which are present for each and every project. They will be made in cooperation and consultation with affected residents and local public officials. Appropriate means of accommodating bicycle and pedestrian traffic during construction will be developed within the planning, scoping and design phases of project development and will become an integral element of the project construction plans.

4.0 Transition Plan

The Transition Plan further examines and addresses ADA non-compliance issues captured in the Self-Evaluation Plan. NJDOT is taking a strategic approach in assuring state-owned highways and transportation facilities comply with the ADA. The New Jersey Department of Transportation's goal is to provide accessible state-owned transportation facilities for all persons living in, working in or traveling in New Jersey.

4.1 Accessibility

The ADA Curb Ramp Inventory was launched on NJDOT Business Objects website in April 2013. Access to run reports on projects missing curb ramps were granted to NJDOT and engineering staff at FHWA. The site can be accessed at: http://njdotintranetcr.dot.state.nj.us/itdevapps/itdefault.asp.

The lack of a TTY Line/Telecommunications Relay Service (TRS) was cited as a deficiency in the 2010 Transition Plan[7]. In July 2013, TRS was launched on NJDOT's internet website. One of the components of Title II focuses on removing barriers to effective communication. For persons who have hearing and speech disabilities, calling NJDOT is easy using TRS provided by NJ Relay. TRS is a free telephone service that allows persons with hearing or speech disabilities to place and receive telephone calls. TRS uses operators, called communications assistants (CAs), to facilitate telephone calls between people with hearing and speech disabilities and other individuals.

4.2 Projects and Compliance

Capital Program Support released a Corrective Action Notice (CAN) numbered 082 to its designers on June 28, 2012 updating ADA design requirements. **(Appendix P).** It is available on the NJDOT website: http://www.state.nj.us/transportation/eng/notices/CAN/pdf/CAN082.pdf. Information in the CAN includes updates to the department's Roadway Design Manual and a phase in strategy for design and construction.
Based on CAN082, many projects that were in design or construction had ADA related work added into the projects when it could be done within a reasonable time frame and cost. Also, since the release of CAN 082, the department has been working with the FHWA to further update its ADA standards to meet

[7] TTY is the more widely accepted term; however, TTYs are used my many people, including those who are deaf. A TTY is a special device that allows people who are deaf, hard of hearing, or speech-impaired to use the telephone by allowing them to type messages back and forth to one another instead of talking and listening. A TTY is required at both ends of the conversation in order to communicate.

newly released draft PROWAG standards. Updates to the department's standards are intended to be released in the near future. The department intends to evaluate all projects that have been substantially completed since July 1, 2012 for ADA compliance. The first step will include an evaluation of current site conditions. The second step will be to design and construct ADA upgrades as necessary to meet compliance. This work will involve selecting designers to evaluate site conditions and selecting designers to prepare design plans for construction. As per CAN 082, all projects that were in Final Design or an earlier phase subsequent to June 30, 2013 must meet ADA compliance.

The Division of Project Management (DPM) will work with FHWA to post a federally participating Term Agreement for Design and CE services for non-compliant ADA intersections in current construction projects and project substantially completed by 7/31/12. NJDOT is making every effort to address non-compliant intersections within the existing contract, but where that is not feasible due to factors such as complexity, cost to the current contract, etc it is necessary to have a vehicle to design these improvements. Once the department has the term agreement in place, a clear understanding of the projects that will fall into this category and the scope of each, it will look to establish regional construction contracts for the most efficient use of tax dollars. NJDOT's goal would be to have the consultants selected and under agreement by the end of this calendar year and the construction contracts awarded within the next year provided that there is no necessary ROW or utility relocations.

DPM reported **16** construction projects were substantially completed between July 1, 2012 and December 31, 2012. Non compliant locations were identified on **15** or **94%** of the projects. The anticipated completion date of ADA upgrades to be addressed outside of the current contract is December 2018. This list is subject to change as we are still working with FHWA as to what is considered "extent practicable" and the exact definition of ADA compliancy. (**Appendix Q**) Substantially completed projects included:

1. Rt. 73 Fox Meadow Rd.
2. Rt. 70/73 Marlton Circle Elimination
3. Rt. 30 Pomona
4. Rt. 40 Resurfacing MP 6.0-8.0 Salem Co.
5. Rt. 206 Rizzotte Dr. to Burlington Co. Line, Resurfacing
6. Rt. 45 Carpenter St. to Red Bank Ave.
7. Rt. 46 7L 8K
8. Rt. 120 Paterson Plank Road
9. Rt. 10 EB West of Harrison Ave., to Northfield Ave. Pavement
10. Rt. 33 Rocky Brook

11. Rt. 35 from South of Cherry Tree Road to Route 9
12. Rt. 1 resurfacing CR514 to I-287
13. Rt. 28 Green Brook to Hamilton Avenue
14. Rt. 9 from Alexander to Route 79 **(Non compliance not identified)**
15. Rt. 34/35 Resurfacing, Colts Neck and Wall Twp.
16. Rt. 36 Resurfacing, Miller Avenue to Union Avenue

DPM reported **39** projects active in construction have an anticipated final completion date of December 2018 for ADA upgrades to be addressed out of the current contract. This list is subject to change as NJDOT is still working with FHWA as to what is considered "extent practicable" and the exact definition of ADA compliancy. (**Appendix R**)

NJDOT's Division of Quality Management Services created an ADA Technically Infeasible Form. In alterations to existing facilities where full compliance with the ADAAG is technically infeasible, the alteration shall comply with these standards to the extent practicable. Designers must document the basis for their non-compliance determination using Form TIF-1 (ADA Technically Infeasibility Form). This form shall be completed and submitted to the Department as part of a project's Final Design Submission (FDS) and will be utilized in updating the Department's Transition Plan. Form TIF-1 and its instructions will be available on the Department's website. (**Appendix S**)

5.0 Next Steps

This Section includes a series of concrete steps that NJDOT can undertake to support the phased-in approach to compliance discussed at the outset of this Plan. These activities will need to be adjusted or revised as necessary in accordance with known and available resources, which have not been determined as of the writing of this Transition Plan.

5.1 IMMEDIATE ACTIVITIES (CURRENT YEAR)

Some immediate steps that NJDOT is undertaking to ensure ADA compliance in the current year are:

1. Complete ADA Policy by December 2013.
2. Amend the ADA 504/Transition Plan based on existing inventory efforts and continue to identify sources of funding for installing curb ramps.
3. Secure $1 million in dedicated State funding to incorporate ADA upgrades into projects in the STIP and Long-Range Transportation Plans.
4. Ensure ADA upgrades on programmed projects
5. Continue conducting site inspections of facilities.
6. Engaging those in the disabled community in the ADA planning process.
7. Begin assembling an external advisory group/stakeholder group to be involved in future Self-Evaluation and Transition Plan efforts, as a requirement of the Transition Plan.
8. Clarify roles for the ADA Work Group and develop a schedule of periodic meetings—including training and/or refresher courses— to make them more engaged on a regular basis.

5.2 SHORT-TERM ACTIVITIES (2 TO 3 YEARS)

The following initiatives could potentially be started in the short-term:

1. Secure dedicated state funding for incorporating ADA upgrades into programmed projects in the STIP and Long-Range Transportation Plans.
2. Meet with MPOs and various sub-recipients in local counties and municipalities.
3. Continue public outreach efforts with respect to the Self-Evaluation and Transition Plan processes.
4. Ensure ADA upgrades on programmed projects

5. Update Curb Ramp Database to include projects that are ADA compliant.
6. Amend the ADA 504/Transition Plan based on existing inventory efforts.
7. Continue training activities on ADA compliance.
8. As requested, prepare vital documents in Braille, large print and on cassette tapes if they are not currently available in alternative formats.

5.3 INTERMEDIATE-TERM ACTIVITIES (4 TO 6 YEARS)

In order to effectively evaluate ADA performance and compliance, the Transition Plan should be updated periodically as the short-term goals are met and facilities are inventoried. Intermediate goals include the following tasks:

1. Update ADA 504/Transition Plan (All sections if applicable).
2. Complete inventory of NJDOT pedestrian facilities.
3. Continue training activities on ADA compliance.
4. Continue public outreach efforts with respect to the Self-Evaluation and Transition Plan processes.
5. Ensure ADA upgrades on programmed projects.

5.4 LONG-TERM AC TIVITIES (7 TO 10 YEARS)

Long-term goals aim to achieve the highest level of compliance with ADA regulations and incorporate ADA-related activities into the day-to-day activities of NJDOT. These goals are targeted for accomplishment within a 10-year timeframe, as mentioned in the Self-Evaluation report.

1. Ensure that all NJDOT buildings and facilities built after 1992 comply with ADA standards.
2. Continue public outreach efforts with respect to the Self-Evaluation and Transition Plan processes.
3. Use the ADA inventory database to improve compliance efforts.
4. Incorporate ADA compliance into the day-to-day work of NJDOT.
5. Complete and monitor annual progress of the curb ramp installation schedule.
6. Satisfy all the required elements of the Transition Plan.

6.0 Monitoring and Reporting

The ADA Coordinator will continue to develop, maintain and coordinate the Department's requirements under the Americans with Disabilities Act (ADA) which includes monitoring the curb ramp installation schedule and developing processes and procedures to identify future installations of accessible features for all users. This individual will ensure NJDOT is in compliance with ADA at early stages within the pipeline process by attending Capital Program Screening Committee meetings, Concept Development Core Group meetings, and project field trips. Quarterly progress updates on the department's practices with applicable accessibility standards will be submitted to FHWA, as well as annual Self-Evaluation and Transition Plans. NJDOT's goal is to provide ADA compliance on every project.

7.0 Appendices

Figure 7.1 Federal Funding Opportunities for Pedestrian Projects and Programs[8]

Funding

30. *What sources of funding may be used to comply with ADA and Section 504 requirements?*

Federal Funding Opportunities for Pedestrian Projects and Programs

ACTIVITY	NHS	STP	HSIP	RHC	TE	CMAQ	RTP	FTA	TrE	BRI	402	PLA	TCSP	FLH	BYW	SRTS
Pedestrian plan		•	•			•						•	•			
Paved shoulders	•	•	•	•	•	•				•			•	•	•	
Shared-use path/trail	•	•	•		•	•	•			•			•	•	•	•
Recreational trail							•							•		
Spot improvement program		•	•		•	•							•			•
Maps		•			•	•					•		•			•
Trail/highway intersection	•	•	•		•	•	•						•	•	•	•
Sidewalks, new or retrofit	•	•	•	•	•	•		•	•	•			•	•	•	•
Crosswalks, new or retrofit	•	•	•	•	•	•		•	•				•	•	•	•
Signal improvements	•	•	•	•	•	•							•			•
Curb cuts and ramps	•	•	•	•	•	•							•			•
Traffic calming		•	•	•									•			•
Safety brochure/book		•			•	•					•		•			•
Training	•	•	•		•	•	•				•		•			•

NHS National Highway System
STP Surface Transportation Program
HSIP Highway Safety Improvement Program
RHC Railway-Highway Crossing Program
TE Transportation Enhancement Activities
CMAQ Congestion Mitigation/Air Quality Program
RTP Recreational Trails Program
FTA Federal Transit Capital, Urban & Rural Funds
TrE Transit Enhancements
BRI Bridge (HBRRP)
402 State and Community Traffic Safety Program
PLA State/Metropolitan Planning Funds
TCSP Transportation and Community and System Preservation Program
FLH Federal Lands Highways Program
BYW Scenic Byways
SRTS Safe Routes to School

Each program has its own specific requirements and provisions. Further details on these sources of funding may be found in the following memo: *Flexible Funding for Highways and Transit and Funding for Bicycle & Pedestrian Programs*, February 6, 2006, at www.fhwa.dot.gov/hep/flexfund.htm. (9-12-06)

[8] Sources of funding that may be used to comply with ADA and Section 504 requirements, Accessed at http://www.fhwa.dot.gov/civilrights/ada_qa.htm#q30

7.1 APPENDIX A

Responsibilities of ADA/504 Coordinator

7.2 APPENDIX B

Notice Under ADA

7.3 APPENDIX C

Notice of Nondiscrimination

7.4 APPENDIX D

Grievance Procedure

7.5 APPENDIX E

NJDOT Discrimination Complaint Form

7.6 APPENDIX F

NJDOT Complaint Log

7.7 APPENDIX G

Investigative Report

7.8 APPENDIX H

NJDOT's Assurance to FHWA

7.9 APPENDIX I

Members of the ADA Work Group

7.10 APPENDIX J

Division of Local Aid Policy/Procedure No.011 for Construction Oversight Inspection

7.11 APPENDIX K

Rutgers (CAIT) ADA Training

7.12 APPENDIX L

Division of Local Aid Policy/Procedure No.010, Local Public Agency Eligibility Assessment of Federal Aid Funds

7.13 APPENDIX M

NJDOT ADA Public Outreach Materials

7.14 APPENDIX N

Curb Ramp Replacement Schedule

7.15 APPENDIX O

NJDOT Policies (Complete Streets and Accommodating Pedestrian and Bicycle Traffic During Construction)

7.16 APPENDIX P

Corrective Action Notice (CAN) 082

7.17 APPENDIX Q

Construction Projects Substantially Completed

7.18 APPENDIX R

Projects Active In Construction

7.19 APPENDIX S

ADA Technically Infeasible Form

7.1 APPENDIX A

Responsibilities of ADA/504 Coordinator

Designation of an ADA Coordinator

The Section 504 regulation at 49 CFR § 27.13 and the Title II regulation at 28 CFR § 35.107 provide that the recipients with 15 or more employees, and at any public entity with fifty (50) or more employees must designate at least one employee to coordinate compliance with the respective regulations. The public entity shall make available to all interested individuals the name, office address and telephone number of the ADA Coordinator, while a Section 504 recipient, at a minimum, must inform the public of the identity of its Coordinator.

Statement of Responsibility of ADA/504 Coordinator

The ADA/504 Coordinator is charged with the responsibility for implementing, monitoring and ensuring the agency's compliance with Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990. ADA/504 Coordinator responsibilities include:

- Monitoring the department's current policies and practices for implementing ADA/504.
- Identifying shortcomings in compliance and developing remedies.
- Evaluating remedial steps taken to eliminate the effects of discrimination.
- Monitoring complaint procedures that incorporate appropriate due process standards and providing for prompt and equitable resolutions of complaints filed under ADA/504.
- Ensuring agency compliance with ADA/504.
- Collaborating and coordinating with the heads of major divisions and departments to enable ADA/504 compliance efforts.
- Establishing and maintaining collaborative relationships with critical external stakeholders, such as disability advocacy groups and organizations.
- Monitoring the agency's ADA/504 Transition Plan to ensure that all department facilities remain in compliance with applicable accessibility standards.
- Monitoring established procedures to ensure that requested auxiliary aids are provided for persons.
- Conducting annual reviews of ADA/504 program areas.
- Conducting ADA/504 training programs for agency managers and employees.
- Preparing a report of ADA/504 accomplishments and problem areas for the Federal Highway Administration Annual Assurance Report.
- Monitoring the preparation of ADA/504 information for dissemination to the general public, including the "Notice to the Public" offer to provide reasonable accommodation, upon request.
- Identifying, investigating, and eliminating ADA/504 discrimination when found to exist.

7.2 APPENDIX B

Notice Under ADA

NEW JERSEY DEPARTMENT OF TRANSPORTATION

NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the **New Jersey Department of Transportation "NJDOT"** will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: **NJDOT** does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the ADA.

Effective Communication: **NJDOT** will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in **NJDOT** programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: **NJDOT** will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in **NJDOT** offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of **NJDOT** should contact the office of Chrystal Section **ADA/504 Coordinator, 1035 Parkway Avenue, Trenton, New Jersey, 08625, Main Office Building, 2nd Fl, phone (609) 530-2939, fax (609) 530-4030, Email: Chrystal.Section@dot.state.nj.us, Monday-Friday, 9:30 AM-5:30 PM** as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the **NJDOT** to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of **NJDOT** is not accessible to persons with disabilities should be directed to **Chrystal Section, ADA/504 Coordinator, 1035 Parkway Avenue, Trenton, New Jersey, 08625, Main Office Building, 2nd Fl, phone (609) 530-2939, fax (609) 530-4030, Email: Chrystal.Section@dot.state.nj.us, Monday-Friday, 9:00 AM-5:00 PM. NJDOT.** Recipients shall keep on file for one year all complaints of noncompliance received. A record of all such complaints, which may be in summary form, shall be kept for five years. (49 CFR 27.121(b)). The coordinator is responsible for complaint maintenance.

NJDOT will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

7.3 APPENDIX C

Notice of Nondiscrimination

NEW JERSEY DEPARTMENT OF TRANSPORTATION
AMERICANS WITH DISABILITIES ACT "ADA"

NOTICE OF NONDISCRIMINATION

The New Jersey Department of Transportation "NJDOT" does not discriminate on the basis of disability in admission to its programs, services, or activities, in access to them, in treatment of individuals with disabilities, or in any aspect of their operations. The NJDOT also does not discriminate on the basis of disability in its hiring or employment practices.

This notice is provided as required by Title II of the Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973. Questions, complaints, or requests for additional information regarding the ADA and Section 504 may be forwarded to the designated ADA and Section 504 compliance coordinator:

Chrystal Section, ADA Coordinator
New Jersey Department of Transportation, Division of Civil Rights
1035 Parkway Avenue, Trenton, New Jersey, 08625
Main Office Building, 2nd Fl.
Phone: (609) 530-2939, Fax: (609)0 530- 4030
Chrystal.Section@dot.state.nj.us,
Monday-Friday, 9:30 AM-5:30 PM

This notice is available from the ADA and Section 504 compliance coordinator in large print, or on audio tape.

James S. Simpson

James S. Simpson
COMMISSIONER
NEW JERSEY DEPARTMENT OF TRANSPORTATION

DATE: 10-12-10

7.4 APPENDIX D

Grievance Procedure

New Jersey Department of Transportation
Grievance Procedure under
the Americans with Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the New Jersey Department of Transportation "NJDOT". The NJDOT's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request. The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than **30** days after the alleged violation

To file a complaint with NJDOT Division of Civil Rights and Affirmative Action, you may contact the ADA/504 Coordinator at the following address, number or email:

Chrystal Section, ADA/504 Coordinator
New Jersey Department of Transportation, Division of Civil Rights
1035 Parkway Avenue, Trenton, New Jersey, 08625
Main Office Building, 2nd Fl.
Phone: (609) 530-2939, Fax: (609) 530- 4030
Chrystal.Section@dot.state.nj.us,
Monday-Friday, 9:30 AM-5:30 PM

To file a complaint with the United States Department of Transportation, please contact them at the following address, number and email:

US Department of Transportation
Federal Highway Administration
Office of Civil Rights
400 7th St., SW, Rm. 4132
Washington, DC 20590
Phone: 1 (202) 366-0693
Fax: 1(202) 366-1599
www.fhwa.dot.gov

1. A grievance may be filed in writing or orally, but should contain the name and address of the person filing it, and briefly describe the alleged violation. A form for this purpose is available from the designated ADA coordinator. In cases of employment related grievances, the procedures established by the Department of Personnel, N.J.A.C. 4A:7-1.1et seq. will be followed where applicable.

2. A grievance should be filed promptly within 30 days after the grievant becomes aware of the alleged violation. (Processing of allegations of discrimination which occurred before this grievance procedure was in place will be considered on a case-by-case basis.)

3. An investigation, as may be appropriate, will follow the filing of a grievance. The investigation will be conducted by the agency's designated ADA Coordinator. The rules contemplate informal but thorough investigations, affording all interested persons and their representatives, if any, an opportunity to submit evidence relevant to a grievance.

4. In most cases a written determination as to the validity of the grievance and a description of the resolution, if any, will be issued by the designated decision maker and a copy forwarded to the grievant no later than 45 days after its filing.

5. The ADA coordinator will maintain the files and records of the agency relating to the grievances filed.

6. The right of a person to a prompt and equitable resolution of the grievance filed hereunder will not be impaired by the person's pursuit of other remedies such as the filing of an ADA grievance with the responsible Federal department or agency or the New Jersey Division on Civil Rights. Use of this grievance procedure is not a prerequisite to the pursuit of other remedies.

7. The rules will be construed to protect the substantive rights of interested persons, to meet appropriate due process standards and to assure that the agency complies with the ADA and implementing Federal rules.

All inquiries regarding the agency's compliance with the ADA and the availability of accommodation which would allow a qualified individual with a disability to receive services or participate in a program or activity provided by the agency should be directed to the designated coordinator identified in (a) above.

All grievances alleging that the agency has failed to comply with or has acted in a way that is prohibited by the ADA should be directed to the designated ADA coordinator identified in this section, in accordance with the procedures set forth in N.J.A.C. 16:1B-4.

A grievance alleging that the agency has failed to comply with the ADA or has acted in a way that is prohibited by the ADA shall be submitted either in writing or orally to the designated ADA coordinator within 30 days of the grievant becoming aware of the alleged violation.

Upon receipt of a grievance, the designated ADA coordinator will notify the grievant of the receipt of the grievance and the initiation of an investigation into the matter. The designated ADA coordinator will also indicate a date by which it is expected that the investigation will be completed, which date shall not be later than 45 days from the date of receipt of the grievance unless a later date is agreed to by the grievant.

Upon completion of the investigation, the designated ADA coordinator shall prepare a report for review by the designated decision maker for the agency. The designated decision maker shall render a written decision within 45 days of receipt of the grievance, if practicable or unless a later date is agreed to by the grievant, which decision shall be transmitted to the grievant and/or the alternate contact person if so designated by the grievant.

Recipients shall keep on file for one year all complaints of noncompliance received. A record of all such complaints, which may be in summary form, shall be kept for five years. (49 CFR 27.121(b)). The NJDOT ADA/504 coordinator is responsible for complaint maintenance.

NJDOT prohibits retaliation for filing a grievance, complaint or participation in the process and any allegations will be promptly and fully investigated.

All complaints received are logged onto the "ADA Complaints Record Check Sheet", which is maintained by the ADA/504 coordinator. The check sheet is an ongoing document used to track the complaint process. When the coordinator receives a call or complaint from an individual or FHWA the information is logged onto the sheet under these fields: **Case No., Complainant, Respondent, Agency Filed With; Date Filed, Bases, Date of Report, and Decision**.

The coordinator investigates the complaint as per FHWA instruction and ADA Guidelines. Once the complaint is resolved a date is entered. A hard copy of the check sheet is stored in the coordinator's ADA file cabinet

New Jersey Department of Transportation
ADA/504 Complaint/Grievance Form

Name of Grievant: _____

Person Preparing Complaint (if different from Grievant): _____

Relationship of Preparer to Grievant (if applicable): _____

Address of Grievant: _____

Telephone Number of Grievant: _____ E-mail: _____

Nature of grievance:

Please describe the nature of the specific complaint or grievance, including any incident, barrier, or perceived denial of benefit of any service, program or activity.

Please include the **date** and as much detail as possible on the **location** of the alleged violation. Use additional pages or attachments to substantiate your description.

_____
_____
_____
_____
_____

Proposed resolution or accommodation:

Please describe what you believe should be done to resolve the grievance.

_____
_____
_____
_____

_____ _____
Signature of Grievant/Preparer Date

Please return this form in hard copy or e-mail it to:

Chrystal Section, ADA/504 Coordinator
New Jersey Department of Transportation, Division of Civil Rights
1035 Parkway Avenue, Trenton, New Jersey, 08625
Main Office Building, 2nd Fl.
Phone: (609) 530-2939, Fax: (609) 530- 4030
Chrystal.Section@dot.state.nj.us

Upon request, copies of this form will be provided in alternative formats. Please contact the ADA/504 Coordinator listed above.

7.5 APPENDIX E

NJDOT Discrimination Complaint Form

New Jersey Department of Transportation
ADA/504 Complaint/Grievance Form

Name of Grievant: _____

Person Preparing Complaint (if different from Grievant): _____

Relationship of Preparer to Grievant (if applicable): _____

Address of Grievant: _____

Telephone Number of Grievant: _____ E-mail: _____

Nature of grievance:

Please describe the nature of the specific complaint or grievance, including any incident, barrier, or perceived denial of benefit of any service, program or activity.

Please include the **date** and as much detail as possible on the **location** of the alleged violation. Use additional pages or attachments to substantiate your description.

_____
_____
_____
_____
_____

Proposed resolution or accommodation:

Please describe what you believe should be done to resolve the grievance.

_____
_____
_____
_____

_____ _____
Signature of Grievant/Preparer Date

Please return this form in hard copy or e-mail it to:

Chrystal Section, ADA/504 Coordinator
New Jersey Department of Transportation, Division of Civil Rights
1035 Parkway Avenue, Trenton, New Jersey, 08625
Main Office Building, 2nd Fl.
Phone: (609) 530-2939, Fax: (609) 530- 4030
Chrystal.Section@dot.state.nj.us

Upon request, copies of this form will be provided in alternative formats. Please contact the ADA/504 Coordinator listed above.

7.6 APPENDIX F

NJDOT Complaint Log

ADA

COMPLAINT LOG

CASE NO.	COMPLAINANT	RESPONDENT	AGENCY FILED WITH	DATE FILED	BASIS	DATE OF REPORT	DECISION

CONFIDENTIAL

7.7 APPENDIX G

Investigative Report

INVESTIGATIVE REPORT

1. **COMPLAINANT**

2. **RESPONDENT**

3. **APPLICABLE LAW**

4. **BASIS**

5. **ISSUES/ALLEGATIONS**

6. **FINDINGS**

7. **CONCLUSION (attach pictures)**

7.8 APPENDIX H

NJDOT's Assurance to FHWA

NEW JERSEY DEPARTMENT OF TRANSPORTATION
AMERICANS WITH DISABILITIES ACT "ADA"/ 504

ASSURANCES

Pursuant to the requirements of section 504 of the rehabilitation act of 1973 (29 USC 794), the New Jersey Department of Transportation, desiring to avail itself of federal financial assistance from the US Department of Transportation, hereby give assurance that no qualified disabled person shall, solely by reason of his disability, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination, including discrimination in employment, under any program or activity that receives or benefits from this federal financial assistance.

The New Jersey Department of Transportation further assures that its programs will be conducted, and its facilities operated, in compliance with all the requirements imposed by or pursuant to 49 CFR Part 27, 28 CFR § 35 and 42 USC § 12101-12213.

James S. Simpson

James S. Simpson
COMMISSIONER
NEW JERSEY DEPARTMENT OF TRANSPORTATION

DATE: 10-12-10

7.9 APPENDIX I

Members of the ADA Work Group

NJDOT ADA/504 EXTERNAL WORKGROUP

Mission Statement:
"Working to ensure that persons with disabilities have equal access to and enjoyment of New Jersey's roadway and pedestrian facilities and any NJDOT program, activity, service or benefit provided to the general public."

Vision:
"To provide safe and efficient transportation services by removing existing accessibility barriers on NJDOT roadways and in pedestrian facilities, communications, policies and programs through ongoing partnerships with members of the disability community, interested citizens, and local and regional stakeholders in the State of New Jersey."

ADA WORKGROUP

NJDOT was charged with developing an ADA/504 Program after a baseline assessment by FHWA in 2007. In 2008, the Director of Civil Rights and staff met Senior Leadership to establish an ADA Workgroup to assist with ensuring ADA compliance on NJ state-owned roadways and pedestrian facilities. The ADA Workgroup is composed of subject matter experts on external ADA related issues, appointed by upper management, who provide technical guidance on ADA and inform ADA/Civil Rights Unit on transportation projects and activities.
Composed of personnel from:

- **Operations – Traffic Engineering & Safety**
- **Operations Support**
- **Facilities/Regions Operations**
- **Capital Program Management**
- **OIT/GIS/IT**
- **Communications**

Responsibilities

- **Serve as "ADA Ambassadors" for the Department**
- **Maintain a greater understanding of Title II and ADA**
- **Be able to answer or direct staff questions to the appropriate channels**
- **Set a good example by knowing NJDOT guidelines and procedures for addressing complaints and inquiries from the public**
- **Assists other NJDOT staff in following correct ADA processes and procedures**
- **Ongoing coordination with ADA/Civil Rights Unit in advancing the Department's ability to providing accessibility**

- **Identify gaps and opportunities for improvement within the Department**

Accomplishments

- **Gap analysis of ADA-relevant data across Departmental Divisions (based on group interviews)**
- **Draft Transition Plan**
- **Compilation of ADA resources and Best Practice Materials**
- **Mission and Vision Statement for the Program**
- **External ADA Training Materials**
- **Public documents and outreach materials (i.e. – brochure, complaint form, Transition Plan, etc.)**
- **Data summaries on disabled population throughout New Jersey**

NJDOT ADA Work Group (as of 10/10)

Group/ Division	Last Name	First Name	Phone	Email
Group 1 *Operations- Traffic Engineering & Safety*	Barretts	Chris	609-530-2600	Chris.Barretts@dot.state.nj.us
	Bartlett	Douglas	609-530-3717	Doug.Bartlett@dot.state.nj.us
	Dillion	Douglas	609-530-3729	Douglas.Dillon@dot.state.nj.us
Group 2 *Operations Support*	Bhanderi	Harish	609-530-3700	Harish.Bhanderi@dot.state.nj.us
	Black	Dan	609-530-5383	Dan.Black@dot.state.nj.us
Group 3 *Facilities/Regions Operations*	Brenner	Al	609-530-2029	Al.Brenner@dot.state.nj.us
	Sheldon	Scott	973-770-5126	Scott.Sheldon@dot.state.nj.us
	Griggs	Clint	732-625-4302	Clint.Griggs@dot.state.nj.us
	Uzlyaner	Victor	856-486-6685	Victor.Uzlyaner@dot.state.nj.us
	DeAngelo	Michael	609-530-2031	Mike.Deangelo@dot.state.nj.us
	Laurita	Charles	609-530-2062	Charles.Laurita@dot.state.nj.us
	Joseph	Jean	973-770-5129	Jean.Joseph@dot.state.nj.us
Group 4 *Capital Program Management*	Knapp	John	609-530-2294	John.Knapp@dot.state.nj.us
	Bizuga	David	609-530-5273	David.Bizuga@dot.state.nj.us
	Dube	Dick	609-530-2875	Richard.Dube@dot.state.nj.us
Group 5 *Planning*	Section-Williams	Chrystal	609-530-2939	Chrystal.SectionWilliams@dot.state.nj.us
	Thomas	Paul	609-530-8039	Paul.Thomas@dot.state.nj.us
	Davis	Sheree	609-530-6551	Sheree.Davis@dot.state.nj.us
	Kingsland	Debbie	609-530-3525	Debbie.Kingsland@dot.state.nj.us
	Powell	Joe	609-530-5290	Joseph.Powell@dot.state.nj.us
Group 6 *OIT/GIS/ IT*	Tidd	John	609-633-8850	john.tidd@oit.state.nj.us
	Gulbinsky	Mark	609-530-3097	Mark.Gulbinsky@dot.state.nj.us
	Sereni	Dave	609-530-5357	Dave.Sereni@dot.state.nj.us
Group 7 *Communications*	Brown	Alex	609-530-2110	Alex.Brown@dot.state.nj.us

7.10 APPENDIX J

Division of Local Aid Policy/Procedure No.011 for Construction Oversight Inspection

New Jersey Department of Transportation

New Jersey Department of Transportation
Division of Local Aid and Economic Development

I. Policy/Procedure No. 011

II. Supersedes: Directive dated July 13, 2012

III. Subject: Construction Oversight and Inspections for Federal-Aid Highway Projects

IV. Effective Date: October 7, 2013

V. Purpose:

To establish a process for the NJDOT Division of Local Aid and Economic Development (Division) and ensure compliance with applicable federal laws and regulations governing the oversight of federally funded locally administered construction projects.

VI. Discussion

The New Jersey Department of Transportation provides funds to Local Public Agencies (LPA's) for construction projects on the federal-aid system through the Federal Highway Administration's (FHWA's) Federal-aid Highway Program. LPA's receiving federal-aid funds are responsible for administering their projects and meeting all federal-aid requirements. The NJDOT, through its Stewardship Agreement with FHWA, is responsible for ensuring that each LPA receiving FHWA funds is adequately staffed and suitably equipped to undertake the federal-aid projects; to provide the supervision and inspection required to complete each project in conformance with the approved plans and specifications; and to ensure that all federal requirements are met. Generally speaking these requirements are set forth in Title 23 - Highways; 48 CFR - Federal Acquisition Regulation; and 49 CFR 18 - the Common Grant Rule.

VII. Authority

23 CFR 635; Title 49 CFR 18 and 26; 23 CFR 630 and 635; 23 USC 112, 114 and 302

VIII. Definitions

Adequate Staffing: *(23 CFR 635.105)* Requires the LPA to be adequately staffed and suitably equipped to undertake and satisfactorily complete the work.

Buy America Certifications-Steel/Iron Thresholds: *(23 CFR 635.410(b)(4), 23 CFR 635.410(c)(1), 23 CFR 635.410* requires that all steel or iron products permanently incorporated into a federal-aid project must be manufactured in the United States. This includes application of coatings.

Buy America requirements apply to the entire federal-aid project. Steel or iron products purchased with non federal funds are not exempt from this requirement. Waivers are permissible in rare cases as specified in 23 CFR 635.410 (c) (1). Minimal use of foreign steel or iron is permissible if the costs of such materials does not exceed one-tenth of one percent (0.10%) of the total cost or $2,500, whichever is greater, as specified in 23 CFR 635.410 (b)(4). The LPA responsible charge is responsible for ensuring the Buy America certification is received at the time of delivery and prior to the steel or iron product being incorporated into the project. The Buy America certification from the manufacturer must state the country where the steel or iron product was melted and manufactured including application of coatings which enhance the value of the material. The certification must include a materials description, quantity of material represented by the certification, country of manufacture and notarized signature of a person having legal authority to bind the supplier.

Contract Manager: The Local Aid representative assigned to conduct the construction oversight/inspection review of a project.

Corrective Action(s): Specific written comments detailing the steps to be taken by the LPA to correct the identified deficiency. Corrective actions must have completion dates; specify the documentation to be provided, and provide the consequences for failing to complete the action. (ie., recovery of reimbursements, withdrawal of Federal funding; restrictions on future authorizations, etc.).

Finding(s): Written comments identifying non-compliance, non-adherence to the laws, regulations, contract provisions, grant agreements, standards, measures, expected performance, defined business practices, and benchmarks against which the review is based upon and evaluated against. Failure to document evidence of cost incurred resulting in questionable costs are not eligible for Federal-Aid. Written findings should include the deficiency, criteria/standard, and corrective actions required with specific time frames for implementation.

Inspection: *(23 CFR 635.105)* The process of visual examination or physical measurement of an item for comparison against applicable requirements. The characteristics of a product or item are assessed using both visual observations and measurements.

Inspector: The LPA's authorized representative assigned to inspect the work for conformance to the contract as per the contract and as defined by the NJDOT 2007 Standard Specifications for Road and Bridge Construction.

Resident Engineer (RE): *(23 CFR 635.105)*The NJDOT Construction Management Handbook defines the duties of a resident engineer (RE) to include supervision to ensure the proper on-site fulfillment of the contract by working with the contractor and taking required action to correct

problems that may arise. The RE will provide proper coverage at all times to ensure compliance of the contract. Additional duties are described in the NJDOT Construction Handbook.

Observation(s): A written comment on a condition identifying a deficiency in internal control, or combination of deficiencies, that adversely affects the entity's ability to initiate, authorize, record, process, or report data reliably in accordance with the applicable criteria or framework. This deficiency, will adversely affect the required, or desired state, or expectation, with respect to the program or operation being reviewed. Observations should include the deficiency, criteria/standard and recommendations. Observations may require follow up by the LPA. If the LPA fails to follow up within the specified timeframe the deficiency, if warranted, may then be considered a Finding.

Oversight: The act of ensuring that the Federal-Aid Highway Program is delivered consistent with applicable laws, codes, regulations and policies; as defined in the FHWA/NJDOT Stewardship Agreement. FHWA and NJDOT are required to enter into a Stewardship Agreement pursuant to Title 23, USC. The Stewardship Agreement identifies the roles of FHWA and NJDOT in the accomplishment of these goals and objectives.

Responsible Charge: [23 CFR 635.105(a) (4)] requires LPA's to provide a full-time employee to be in responsible charge of Federal-aid construction projects. The person in responsible charge of LPA administered projects need not be an engineer. The "responsible charge" requirement applies even when a consultant is providing construction engineering services. The regulations do not restrict an agency's organizational authority over the person designated in "responsible charge," and the regulations do not preclude sharing of these duties and functions among a number of public agency employees. The regulations also do not preclude one employee from having responsible charge of several projects and directing project managers assigned to specific projects. The LPA must designate the employee in responsible charge prior to the preconstruction meeting. Duties include: Administering inherently governmental activities, including those dealing with cost, time, adherence to contract requirements, construction quality and scope of Federal-aid projects; maintains familiarity of day to day project operations including project safety issues; makes or participates in decisions about changed conditions or scope changes that require change orders; directs project staff, agency or consultant, to carry out project administration and contract oversight, including proper documentation; is aware of the qualifications, assignments and on the job performance of the agency and consultant staff at all stages of the project; visits and reviews the project on a frequency that is commensurate with the magnitude and complexity of the project; on the jobsite for the time needed to verify and insure that the project receives adequate supervision and inspection to ensure that work is accomplished in conformance with approved plans and specifications.

Source Document: (23 CFR 635.123) requires each LPA to adopt procedures that provide adequate assurance that the quantities of completed work on federal-aid construction projects will be determined accurately and on a uniform basis. All such determinations and all related source documents upon which payment is based must be a matter of record.

The source documents can consist of notes (documentation) of the following: counts; measurements; (length, width, depth, and slope); calculations of area; volume; weights; sketches; compliance with contract plans and specifications; field changes; comments; and delivery tickets collected and initialed by the inspector at the point of unloading. Source documentation establishes the quantities for payment. Source documentation provides backup and serves as proof of eligibility for pay quantities. Lack of source documents in support of pay items will result in the loss of funding participation.

IX. Procedures

The procedures are divided into the following sections: Section A - Construction Inspection; Section B - Report Preparation; and Section C - Final Inspection/Project Closeout.

Preconstruction meetings are required for all Federal-Aid projects prior to construction work commencing. It is the responsibility of the LPA to arrange and conduct a preconstruction meeting. The Contract Manager shall notify the LPA in the authorization letter of this requirement.

A. Construction Inspection

An initial and final inspection shall be conducted on each construction project. An initial inspection shall be conducted when the project is no more than 10% to 15% complete. Additional interim inspections should occur at least monthly or more frequently if warranted due to the size and complexity of a project, or to ensure previously identified deficiencies were remedied.

Construction Oversight Inspections will consist of four major activities:

1. Review of Project Files Prior to Inspection
2. Field Inspection-Invoice Review
3. Field Inspection-Office Review
4. Field Inspection-Site Review

The Construction Oversight Inspection Project Data Sheet (Attachment 1), the Invoice Review Form (Attachment 2), and Inspection Checklist (Attachment 3) will be used to conduct the inspections. The outcome of the inspections will be summarized on the Local Aid Construction Oversight Inspection Summary Report (Attachment 4). The Contract Manager shall use the Inspection Checklist each time an inspection is conducted. The Federal-aid Construction Oversight Checklist will be filled out in its entirety. Sections not applicable to the inspection will be so noted on the checklist. The completed checklist will be signed and dated by the Contract Manager at the time of inspection. Copies of all materials reviewed during the inspection will be attached to the checklist and included in the project file.

Findings, Observations, Corrective Actions, Recommendations, and overall Quality of Work will be summarized in the Inspection Summary Report (Attachment 4).

1. Review of Project Files Prior to Inspection

The District Office will contact the LPA in writing prior to the Oversight Inspection. A copy of this correspondence shall be placed in the project file.

Prior to any field inspection, the Contract Manager shall review and verify if the following documentation is complete and in the project files:

a) Notice of federal authorization to LPA (listing any conditions to authorization).
b) Executed Federal-Aid Agreement.
c) Civil Rights requirements.
    1. DBE – approved Form A CR266F-Schedule of ESBE/DBE Participation or CR266S-Schedule of SBE Participation (formerly Form A).
    2. Trainees – approved memorandum-follow up may be needed as this may not be completed prior to the initial inspection.
d) Pre-construction Meeting Minutes.
e) Notice to Proceed.
f) Material records [(Material Questionnaire Form DC-2891-(Attachment 7)], mix design reports
g) Contacts (including Resident Engineer and Responsible Charge)
h) Schedule including - notice to proceed, duration, start date, substantial completion, and end date.
i) Wage rates (in effect).
j) Change Order(s) submitted on project.
k) Previous inspection reports -outstanding issues from previous inspections; resolutions to problems previously reported; and corrective actions taken to eliminate unsatisfactory work.

2. Field Inspection–Payment Voucher

The following billing requirements have been established for locally administered federal-aid projects.

a) LPA's must award a construction contract within four months of receiving a Notice-to-Proceed from NJDOT. The Notice-to-Proceed is issued by NJDOT after FHWA authorizes the funding.
b) NJDOT must receive an initial billing (payment voucher) no later than three months after the initial billing after NJDOT has concurred in the award of the construction contract.

c) NJDOT must receive subsequent billings (payment vouchers) no later than three months after the initial billing and every three months thereafter.

At least one review of a payment voucher shall be completed by the Contract Manager prior to substantial completion of the contract. Additional payment vouchers may be reviewed at the discretion of the District Manager as needed, but must occur prior to project close-out.

A payment voucher review may be conducted along with a construction field inspection using the Invoice Review Form (Attachment 2). The review will be completed as follows:

a) After the latest LPA construction payment voucher has been received, the Contract Manager will assemble the following documents prior to review of the voucher:

1. Fully executed copy of the latest payment voucher
2. Detailed copy of construction contract estimate
3. Copy of bid items and prices for awarded contract.
4. All materials or equivalent summary sheet(s) in support of the contract estimate selected for the voucher review.
5. All daily inspection reports (NJDOT DC-29A Forms or equivalent for the voucher time period). If needed, copies should be requested from the LPA.

b) Examine the LPA's Payment Voucher to ensure:

1. Amount authorized and approved for payment is in agreement with the payment amount. Verify authorized signatures.
2. Payment Voucher is properly authorized and approved by state officials, if the voucher has been paid.
3. Invoice is coded to the correct Federal project.
4. Invoice payment amount is in agreement with the approved contract progress estimate. Date of cost incurrence (construction work performance) is subsequent to the Federal Agreement project authorization date.
5. Review the payment voucher to ensure <u>all</u> quantities submitted to date DO NOT exceed the contract amount for each contract line item.

c) Identify and document the sample pay items within the payment voucher that will be tracked for project documentation and note the items as samples on the Invoice Review Form in the first table. The samples shall include the first three, as applicable, and include two major quantity items (not lump sum) based on costs incurred (not including asphalt, concrete, steel / iron).

d) For each sample item per the time period specified in the payment voucher, obtain the below information and organize copies of the information in the assigned Exhibit (copy of the sampled material numbered) by the first table:

1. Manufacturer invoices.
2. Material delivery documentation.
3. Inspection reports with supporting field notes (include a copy of representative inspection report).
4. Material Certifications.
5. Buy America Certification with step verification (include copies).

e) For sample #1 in Table 1, check to ensure:

1. The inspection reports are signed and dated (note by whom).
2. The unit of measurement on the payment voucher is the same unit of measurement documented in the inspection reports.
3. The unit price in the payment voucher is the same as the contract unit price.

f) Using the Table 2, for each sample and for the time period of the payment voucher, add up the quantities documented by the inspection reports and compare the number to item quantity within the summary of pay items <u>and</u> on the payment voucher. Provide explanation for any differences.

g) Using the Table 3 , for each sample item, ensure the items are in accordance with the contract documents and are consistent. Entries should be either Yes, No, or N/A. Provide explanation for any No responses.

All exhibits used during the review shall be marked and attached to the Invoice Documentation Review Form. The final version shall be signed by the Contract Manager preparing the form. Any discrepancies, Observations, Findings or Recommendations will be noted on the Inspection Summary Report.

3. Field Inspection - Office Review

An initial field inspection shall be scheduled prior to the project construction being 10% to 15% complete. This will aid in identifying issues early and will ensure they will be minimized as the project is advanced. Construction activities and source documentation will be inspected to ensure the project is constructed in accordance with approved plans and specifications, and standard construction techniques. Additional inspections may be less comprehensive and focus on a particular aspect of the project.

a) Review of Documentation Dates: It is imperative the dates of work be checked while reviewing all project documentation. If any work has been completed prior to the date of Federal-Aid authorization and/or notice to proceed, including change orders, then all of the work prior to authorization or the contract notice to proceed will be considered ineligible for payment with federal funds. Work occurring after the completion date is also considered ineligible for payment. Therefore, any costs associated with work occurring prior to authorization or after contract completion will be recorded as a non-participating project cost. Cost incurred for activities occurring before the Federal Project authorization date, contract notice to proceed date and/or change order date are also ineligible for federal reimbursement.

b) Review of Project Diary/Daily Inspection Reports: (*23 USC 114 & 302 and 23 CFR 635.105 Project Supervision and Staffing*) The Contract Manager shall examine the project diary, inspector's daily reports, progress charts, and other data compiled in the field office to facilitate project control. Diaries and inspectors daily reports must be complete yet concise, accurate, and factual. The diary entries shall be signed and dated by the person/inspector preparing the document. During review, verify discussions with the contractor were documented in writing and included in the project file. Review and confirm that there is a complete audit trail for work performed, measured, and paid.

Project diaries should provide a day to day record including the following:

1) Contractors/Subcontractors onsite.
2) Weather conditions.
3) Rejected material or work, work shutdowns or resumption of operations.
4) Work conducted on the jobsite that day including equipment on the project.
5) Materials certifications and testing on the project materials-ie. concrete core sample taken.
6) Important decisions made that day or project related discussions.
7) Any visitors and/or inspectors visiting the jobsite.
8) Documentation of accidents occurring within the project limits.
9) Maintenance and Protection of Traffic Plans including detours or any Work Zone Safety Issues

c) DC-29a or Equivalent Daily Inspector's Report: A DC-29a Daily Inspector's report shall be completed by LPA's inspector on a daily basis. The DC-29a must contain the following as a minimum:

1) Description and location of item of work completed.
2) Date, time, weather conditions, name of contractor/subcontractor(s) or their crew, including the number and type of personnel on the jobsite at the time of inspections.
3) Trainee documentation (if applicable).
4) Type of work performed, a sketched diagram of work completed, and measurements (note length, width, and height) taken if applicable (example: ADA Handicap accessible ramp).
5) Verification of compliance to Traffic control plan.
6) Materials testing, ie slump test result for concrete batch.
7) Asphalt/Concrete tickets have been collected and on file with the DC-29a.
8) Inspection, verification and approval of forms prior to pouring of concrete (refer to Sec. 504.03.02 of 2007 NJDOT Standard Specifications for Road and Bridge Construction.) A note on the inspector's form should say "Authorization to pour…". This is assurance that the inspector approves of the material to be placed.
9) Detailed documentation of Placing of Hot Mix Asphalt (refer to Sec. 401.03.03 – of 2007 NJDOT Standard Specifications for Road and Bridge Construction).
10) Daily reports should be signed by inspector and dated.
11) Equipment and number of workers onsite; subcontractor workers are onsite. Appropriate supervision is being provided.
12) Inspector's signature.

d) Measurement of Quantities: *(23 CFR 635.123)*The Contract Manager shall verify the measurements and the methods used in the measurement of quantities meet contract requirements.

Recommended inspection techniques include:

1) Verify the items reviewed were measured in the units called for in the contract provisions and the methods of measurement prescribed in the contract documents, specifications, plans, etc. were followed.

2) Examine project records to insure all materials measured for payment were delivered and incorporated into the project or stockpiled for future incorporation.
3) Where area methods of measurement are specified, make dimensional checks to the extent necessary to verify the actual work was performed. Ensure measurements were made at the proper time and prior to the subsequent placement of other courses of materials.
4) Where final quantities are determined by volume computations, verify the method of measurement and documentation of calculations.

e) Monthly Item Summary Sheet: The Resident Engineer or Responsible Charge (person overseeing the project on a daily basis) must keep a daily tally (either via spreadsheet or handwritten notes) of each material brought and placed on the jobsite on a daily basis. At the end of the month, a complete summary of all of the materials (based on daily quantity tallies) shall be tallied and used as a basis of payment to the contractor. Materials summary sheets can be written or computer generated, but must provide an accurate record of work completed to date.

   Review for accuracy of the material summary sheets can be accomplished by cross checking the materials summary sheet with monthly summaries on file. Unit and unit prices should accurately reflect the bid price or adjusted price if adjusted. A field check of the completed item quantity may also be applicable.

f) Civil Rights Documentation review for Labor, Wage Rate, and EEO Compliance: During construction inspections, a review shall be conducted to determine if the following information has been submitted and/or is being kept on file:

   1) DC-126 Wage Rate Inspection-Reports submitted to Local Aid monthly by the Person in Responsible Charge, and then a copy to the District Office.

   2) DC-127 Monthly Summary of Contractor's Payroll -Reports submitted monthly to Local Aid by the Person in Responsible Charge, and then a copy to the District Office.

   3) CR347-2-Payroll Certification Form Statement of Compliance - Completed by contractor each week and submitted to person in Responsible Charge must be submitted with CR-347.

4) CR347 -Payroll Form WH-347 U.S. Department of Labor Attachment - Prepared by contractor each week and submitted to person in Responsible Charge, and then a copy to the District Office. Submitted with each certified payroll. If back of this form is filled out the FA-7 can be omitted.

5) CC-257R - Monthly Employment Utilization Report - Prepared by the contractor and by any sub-contractors. This must be filled out and submitted on- line through the State of New Jersey portal.

6) CR-267- Monthly Report, Utilization of Disadvantaged Business Enterprise/Monthly Report, Utilization of Emerging Small Business Enterprise - Prepared by the contractor and reviewed by the person in Responsible charge. Submitted to the District and forwarded to the NJDOT Division of Civil Rights each month.

7) CR-268 Final DBE (or ESBE) Report/Final Emerging Small Business Enterprise Report - Completed by the contractor and reviewed by the resident engineer, signed by the contractor and notarized. Submitted to the District and forwarded to the NJDOT Division of Civil Rights [Note: DBE (or ESBE)'s must be approved by the LPA and submitted to Local Aid before award of contract. Any changes to DBE (or ESBE)'s after construction must be approved by the LPA and submitted to the District Office.

8) Proposed Training Program - At or just after the Pre-construction meeting, the contractor will submit a proposed training program (per Section V, Subsection A of the Construction Procedures Handbook) which includes the proposed training positions, standard program hours per position, minimum available hours per position, estimated start date per position, which training to be provided by the contractor or sub-contractor. The proposal is to be reviewed and recommended by the LPA's person in Responsible charge prior to forwarding to District. This will be forwarded to Civil Rights for review and approval. The signed and submitted Training Guidelines for all positions and the Part A Memorandum for all candidate trainees will be submitted by the contractor, to the LPA for submission to Local Aid for submission to NJDOT Civil Rights for review and acceptance of the proposal. The Training Guidelines and Part A Memorandum require concurrence by the NJDOT-DCR/AA.

9) CR-2 Bi-Weekly Training Report - Prepared by the contractor and submitted to the person in Responsible Charge for review and acceptance based on agreement with form DC-29 or alternate field reports. This must be submitted to the District monthly.

10) CR - 1409 Contractor's Quarterly Training Report - Prepared by the contractor and submitted to the sponsor's person in Responsible Charge for review and acceptance. The last 1409 is to be marked as Final. This is to be submitted to the District each quarter.

11) CR- 3 Training Certificate For Reporting Hours to NJDOT Certificate - Prepared by the contractor, it is to be signed by the Contractor, Trainee, and the LPA's Resident Engineer. This must be submitted to the District.

12) CR266F-Schedule of ESBE/DBE Participation or CR266S-Schedule of SBE Participation (formerly Form A).

g) The Contract Manager shall document the following if applicable on the project:

1) DBE/ESBE/SBE: Goal; Contractor Commitment; and DBE Payment. Provide the dollar values and percentages identified on the project. Explain any discrepancies identified.

2) Trainees: Review the proposed Trainee Program and note and explain: the minimum program goal versus the actual hours worked; review field checks and interviews and cite any conformance issues identified.

3) Review Wage Rate Checks to determine if any were completed. Document amount completed to date, any findings and/or discrepancies identified.

h) Buy America Certifications-Steel/Iron Thresholds: [*23 CFR 635.410 Buy America, Project Waivers 23 CFR 635.410(c)(1)*] The Buy America certification must be available at the time of delivery, which shall be prior to incorporating the steel/iron product in the project. Typically, a certification states: ***"All manufacturing processes for these steel and iron materials, including the application of coatings, have occurred in the United States."*** The Buy America certification from the manufacturer must state the country where the steel or iron product was melted and manufactured including application of

coatings which enhance the value of the material. The certification must include a materials description, quantity of material represented by the certification, country of manufacture, and notarized signature of a person having the legal authority to bind the supplier. The certification must be current, and be specific to the material and project at hand. Step certification is encouraged when manufacturing occurs at different locations. This involves separate, self-supporting, certifications that are prepared at each location and accompany the product to the job site, providing a documentation trail confirming all manufacturing has occurred in the United States.

The Contract Manager will confirm and assure manufacturers certifications have been received for all pay items requiring a certification per the contract documents with emphasis on the requirements of the NJDOT Standard Specification. Sample material will be selected and reviewed to determine if the material provided satisfies the requirements of the contract. The Contract Manager will review source documentation to confirm placement of the material on the project through delivery tickets, inspection reports with supporting field notes, calculations, measurements and photographs. If the Buy America Certifications are not on file, then the Contract Manager shall note on the checklist and/or the invoice the material is missing. This will be considered a Finding and the LPA will then be requested to immediately provide the certification for the materials.

Buy America requirements apply to all utility relocation work regardless of funding) that is part of a FHWA funded contract, and to all federally funded standalone utility work. Standalone, non-FHWA funded, contracts are not covered.

The LPA must determine the aggregate cost of the materials and ensure the threshold allowances for foreign steel or iron materials, 0.1% or $2500 (whichever is greater), is not exceeded. The Contract Manager shall review the LPA records of all foreign steel placed on the project to determine if the regulatory thresholds for foreign steel/iron have been exceeded.

If the threshold limits have been exceeded, then the LPA must replace the foreign steel/iron with domestically produce steel/iron. If the steel/iron cannot be replaced, then the LPA must be notified the entire project cost is not eligible to receive federal funding. If the limits have not been exceeded, the LPA shall be reminded to continue to track the placement of foreign steel/iron items on the project.

i) Materials-Quality Assurance Testing and Acceptance: (*23 USC 112 & 23 CFR 635.411 Patented / Proprietary Products*) The Contract Manager shall review the contract documents to identify any required material testing prior to conducting the field inspection. The LPA resident engineer/inspector will keep copies of the materials testing (typically, asphalt and concrete) on file must supply the results of all the material tests. During the office inspection, the Contract Manager will review the test results on file to determine if that all required material testing has occurred as defined in the contract documents, plans and specifications and that the frequency of such testing was achieved. The testing must adhere to contract documents, which includes NJDOT standard specifications. If the material tests are all available, then it shall be noted in the checklist. If they are not, then the LPA resident engineer/inspector must be informed that copies of the testing must be made available to NJDOT once they receive them. Failure to conduct the required material testing will result in the LPA to be considered non compliant with the terms and conditions of the contract and the cost for that item shall be questioned for Federal-aid participation.

Guidance on materials Quality Assurance and Acceptance Testing is included in the:

NJDOT 2007 Standard Road and Bridge Specification located at:

http://www.state.nj.us/transportation/eng/specs/2007/Division.shtml

Supplemental specifications provide guidance for federally funded LPA projects at:

http://www.state.nj.us/transportation/business/localaid/fedaid.shtm
This location provides a link to the 2011 Supplemental Specifications.

The latest versions of these documents will apply.

Specifications noted below are in the 2007 edition. They provide guidance on materials compliance and Proprietary Items.

j) Project Schedule: (*23 CFR 635.121 Contract Time*) The project schedule will be reviewed to determine if it is based on critical path methodology, and is current. There should be evidence the LPA is monitoring the schedule contract progress and evaluating any impacts on project time. Any schedule revisions must be supported by change orders, which should be on file. Failure to monitor the schedule shall

be considered a failure by the LPA to provide a critical project control. A corrective action shall be issued to the LPA requiring an up to date and accurate progress schedule be provided within a certain timeframe. The schedule shall be reviewed by the Contract Manager for accuracy and conformance to the NJDOT Standard Specifications.

The Contract Manager shall monitor the LPA oversight over the contract to determine if the project progress, contractor payment, and contract completion are in sync with the project schedule. If not, the Contract Manager will identify the discrepancies and contact the LPA with a request to provide a corrective action with a definitive timeframe. The Quality of Work will be noted as Unsatisfactory if this results in a Finding. Follow up on corrective actions will be done with the LPA by the Contract Manager. The Contract Manager will inform the LPA of the consequences of failing to complete the action. (ie., Recovery of reimbursements, withdrawal of Federal funding; restrictions on future authorizations, etc.).

k) Change Orders: (*23 CFR 635.102, 635.120, 635.121 Change Orders (Extra Time and Work Extensions)*The Contract Manager will review the resident engineer's files to determine if the LPA has generated changes to contract quantities or plans and specifications. Changes of plan or quantities will be made in accordance with the contract provisions and NJDOT 2007 Standard Specifications for Road and Bridge Construction (104.03 Changes To The Contract) which require the issuance of a field order directing the contractor to overrun contract quantities or perform supplemental work with timely processing of a change order to occur prior to contractor reimbursement. The price of supplemental items of work must be negotiated with the contractor. Evidence must be in the file the LPA developed an independent estimate of cost to be used in negotiations with the contractor. The change order should have been formally adopted and approved by the governing body and the Local Aid District Office before payment for the supplemental or overrun items is made.

Extension to the contract completion date will be made in accordance with NJDOT 2007 Standard Specifications for Road and Bridge Construction (108.11 Extensions to Contract Time) which specifies the conditions and documentation required to allow an extension to contract time. The Contract Manager will review the LPA file and document evidence of LPA compliance with extension of contract time requirements and timely processing before approving a Change Order allowing the extension to contract time. Change Orders should

be documented and on file and there should also be a field order issued by the LPA person in responsible charge to direct the contractor to perform the work subject to each change of contract. Subsequently, a change order with adjusted contract values and/or a time modification will be approved by the LPA officials and submitted to the District Office in a timely manner.

If the field orders and change orders are not on file, then the LPA will be considered to be in non compliance with the terms and conditions of the contract and the related cost of overruns and supplemental items need to be questioned for Federal-aid reimbursement. The Contract Manager must notify the LPA that the failure to adequately document timely extensions of contract completion will require assessment of liquidated damages against the contract.

4. Field Inspection-Site Review

a) During the site review, the Contract Manager will check the following:

1) Inspectors are actively working on the project site.
2) Adequate staffing is being provided to cover inspections of contract work (example- inspectors reviewing work at multiple locations of a project if needed).
3) Assess the quality of construction and workmanship (as noted in NJDOT 2007 Standard Specifications for Roads and Bridge Construction).
4) Visually inspect Buy America items to verify they are manufactured in the USA.
5) Check measurements to verify the item was constructed in compliance with plan dimensions or specification limits if necessary (use a Smart Level to check the slope on constructed ADA Ramps). Review shall be based on the guidance provided on the pay item in the NJDOT 2007 Standard Specifications for Roads and Bridge Construction.

b) Project Maintenance and Protection of Traffic – Work Zone Traffic Control: Review of the following items shall be conducted:

1) Inspect & verify if Advance Road Construction Signs are posted as per Traffic Control & Detour Plan if required.
2) Verify that signs are visible at all times and free of obstructions

3) Quality and Reflectivity of signs, drums & cones is as per Specifications (ATSSA - Quality Guidance for Temporary Traffic Control Devices)
4) Drums and cones are in good and acceptable condition. Damaged items must be removed and replaced immediately.
5) Verify the route is as per the approved plans and is adequately signed.
6) Verify if there is presence of traffic director/flaggers at site if needed.
7) Verify if access to pedestrians is provided during construction and meets ADA requirements (temporary sidewalk, sidewalk closures, signs prohibiting pedestrian access, etc.)

c) Civil Rights Review-Project Postings and Required Documents: (*49 CFR 26-Disadvantaged Business Enterprise*) The Division of Civil Rights and Affirmative Action Wage Rate and EEO posters must be posted by the LPA's Responsible Charge in the office. Posters must also be posted at the project site by the Contractor in conspicuous locations (where employees congregate), and if possible in the contractor and/or subcontractor's office. The Responsible Charge shall periodically verify the Contractor has the required information posted.

Projects may be reviewed more frequently if recurring deficiencies are identified or there is a failure to reconcile Corrective actions/Observations/Findings on a project. Reimbursement of existing or future payment vouchers may be withheld until deficiencies are satisfactorily addressed.

B. Report Preparation

The Contract Manager shall prepare the Local Aid Construction Oversight Inspection Summary Report (Attachment 4) upon concluding the inspection, and completion of the appropriate documentation: Project Data Sheet (Attachment 1), Invoice Review Form (Attachment 2), and/or Federal-aid Construction Oversight Inspection Checklist (Attachment 3).

1. Report Package: The Construction Oversight Inspection Report package should consist of the following:

a) Transmittal Letter on NJDOT letterhead to the appropriate LPA representative: LPA Responsible Charge, County Engineer, Municipal Engineer or LPA representative identified in Section 16 of the Federal-Aid Agreement.
b) Project Data Sheet (Attachment 1)

c) Invoice Documentation Review Form (if applicable for that review)-(Attachment 2)
d) Federal-aid Construction Oversight Inspection Checklist (Attachment 3)
e) Local Aid Construction Oversight Inspection Summary Report (Attachment 4)
f) Photographs pertaining to the preformed inspection are to accompany the attachments.

2. **Inspection Report Summary Form: The Inspection Report will consist of a Summary of Findings, Observations, Corrective Actions, and Follow-up, required with associated due dates.**

a) Findings and Observations: The Summary of Findings and Observations should consist of concise narratives or statements, but be of sufficient detail to clearly summarize the Findings and Observations. Findings and Observations shall include deficiencies, criteria/standards, and required corrective actions. Generally speaking, Findings involve non-compliance to laws, regulations, contract provisions etc., while Observations involve deficiencies that adversely impact the project.

b) Corrective Actions: Each Corrective Action should specify a time frame for implementation by the LPA. Recommended time frames for select high risk findings are listed below. The District Manager may exercise discretion in establishing time frames based on the specifics of the project and/or the cited deficiency.

1) Buy America non compliance – LPA must provide documentations within 10 business days.
2) ADA non compliance – LPA must provide corrective action plan, and schedule, to address identified deficiencies within 10 business days.
3) Source Documentation –LPA must provide missing source documents within 10 business days.
4) DBE goal compliance – LPA must provide corrective action plan for required goal attainment within 10 business days.
5) Work Zone Safety – Contract Manager should notify the LPA's Responsible Charge of the deficiencies at the time of the inspection and corrective action implemented by the LPA within 2 hours or in accordance with Section 159 of the NJDOT Standard Specifications for Road and Bridge Construction 2007.

e) Distribution: A copy of each Construction Oversight Inspection Report shall be forwarded by letter to the LPA's Responsible Charge within 10 working days. The transmittal letter is intended to serve as an executive summary of the report and should include the date of inspection, Findings, Corrective Actions and due dates. Letters are to be signed by the District Office Manager or designee. A pdf copy of each Construction Oversight Inspection Report package shall be forwarded to the Division Office Construction program manager. The signed original report package, and all backup documentation associated with the inspection shall be retained in the District Office project file.

C. Final Inspections

A Final Inspection is required for all Federal-aid projects. The Contract Manager is responsible for conducting the Final Inspection.

For final project inspections to be approved, the LPA shall provide the District a record that the corrective actions/Observations/Findings have been resolved. The District will attend the final inspection.

1. LPA shall notify the District in writing that the project is substantially complete (All pay items have been completed).
2. The Contract Manager shall conduct a Final Inspection along with the person in Responsible Charge or representative.
3. The Contract Manager shall provide the LPA with a written notification of any necessary corrective action required in accordance with this Procedure.
4. LPA will implement corrective action in accordance with this procedure.
5. The Contract Manager will conduct a follow up inspection to confirm all corrective actions have been completed.
6. The Contract Manager will advise the LPA to submit a final payment voucher and all required close-outs documents within six months from the date of final inspection and completion of all corrective actions.
7. Construction Oversight Inspection Summary Form shall be completed for all Final Inspections.

X. Resources

- New Jersey Department of Transportation's Construction Procedures Handbook:http://www.state.nj.us/transportation/eng/construction/pdf/handbook.pdf
- 2011 version of the Construction Handbook: http://www.state.nj.us/transportation/eng/construction/pdf/2011_CPH_Index.pdf
- FHWA Construction Program Management and Inspection Guide 2004
- Construction Program Management Inspection Guide participant Workbook-Training 2012
- Contract Administration Core Curriculum Reference Guide 2006
- FHWA Area Engineer Manual 2010
- NJDOT Construction Procedures Handbook
- Quality Guidelines for Temporary Traffic Control Devices and Features 2008-09 Edition

XI. Attachments

A. Project Data Sheet – Attachment 1
B. Invoice Documentation Review Form – Attachment 2
C. Federal-aid Construction Oversight Inspection Checklist Attachment 3
D. Local Aid Construction Oversight Inspection Summary Report – Attachment 4

Approved: _____ **Date:** 9/11/13

Michael Russo
Director, Local Aid and Economic Development

New Jersey Department of Transportation

ATTACHMENT 1

PROJECT DATA SHEET

DIVISION OF LOCAL AID AND ECONOMIC DEVELOPMENT

Project Name: **Local Aid District:**

Date:

Limits:

County:

Municipality:

Federal Project No.:

State Job No.:

Inspection Report No.:

Inspected By (Name, Title):

Additional Attendees (Name, Title):

Contract Completion Date (CCD):
Current CCD:
Adjusted CCD:
Substantial CCD:

Change in Completion Date and Reason for Change (Change Order # and Date):

Pre-Construction Meeting Date:

Notice to Proceed Date:

Award Date:

Award Amount:

Contractor:

DBE/ESBE Contractor(s):

DBE/ESBE Goal $ %

Contractor Commitment $ %

DBE/ESBE Payment $ %

DBE/ESBE Discrepancies:

Project Status (% Complete) **Time** % **Work** % **Payment** %

Active Operations (At time of Inspection):

New Jersey Department of Transportation

ATTACHMENT 2

INVOICE DOCUMENTATION REVIEW FORM

DIVISION OF LOCAL AID AND ECONOMIC DEVELOPMENT

Project Name: _____

Date of Review: _____

Reviewers: _____

TABLE 1

Sample #	Item #	Item	Item Description	Contract Measurement	Contract Price
		Asphalt			
		Concrete			
		Steel / Iron			
		1st highest cost item			
		2nd highest cost item			

TABLE 2

Sample #	Determined Quantity	Summary of Pay Item Quantity	State Voucher Quantity	Difference (+/-)

TABLE 3

Sample	#1	#2	#3	#4	#5
Product purchased from approved vendor listed on the SA-11					
Strength consistent with Specs.					
Dimensions identified on inspection reports (L*W*D) and dimensions are consistent with Plans / Specs.					
Depth of Material installed consistent with Plans / Specs.					
Quality assured through specified testing					
Mix Design used consistent with Plans / Specs.					
Buy America Certification					
Prefabricated item meets Plans / Specs.					

Acceptable Response: Yes (Y) / No (N) / Not Applicable (N/A)

Explanation for any NO responses:

New Jersey Department of Transportation

ATTACHMENT 3
FEDERAL AID CONSTRUCTION OVERSIGHT INSPECTION CHECKLIST
DIVISION OF LOCAL AID AND ECONOMIC DEVELOPMENT

Staffing Information	Name:	Title:
LPA Representative		
Inspected by		
On Page 8 - Please fill out Attendees List.		

A. Construction Inspection:

A.1 Review of Project Files Prior to Inspection:		Yes/No
A.1.01	Notice of federal authorization to LPA.	☐ Yes ☐ No
A.1.02	Executed Federal Aid Agreement.	☐ Yes ☐ No
A.1.03	Civil Rights requirements:	☐ Yes ☐ No
A.1.04	DBE Approved (Form A)-CR 266F-Schedule of ESBE/DBE Participation or CR 266S-Schedule of SBE Participation	☐ Yes ☐ No
A.1.05	Trainees-Approved memorandum	☐ Yes ☐ No
A.1.06	Pre-construction Meeting Minutes.	☐ Yes ☐ No
A.1.07	Notice to Proceed.	☐ Yes ☐ No
A.1.08	Material records [(Material Questionnaire Form DC-2891-(Attachment 7)], mix design reports.	☐ Yes ☐ No ☐ N/A
A.1.09	Contacts (including Resident Engineer and Responsible Charge).	☐ Yes ☐ No
A.1.10	Schedule including-Notice to Proceed, Duration, Start date, Substantial Completion, End date.	☐ Yes ☐ No
A.1.11	Wage rates (in effect).	☐ Yes ☐ No
A.1.12	Change Order(s) submitted on project.	☐ Yes ☐ No ☐ N/A
A.1.13	Previous inspection reports.	☐ Yes ☐ No ☐ N/A
A.1.14	During the initial field inspection, were the construction activities and source documentation inspected to insure project is in accordance with the approved plans, specification and standard construction techniques.	☐ Yes ☐ No
Comments		

A.2 Field Inspection Office Review:		Yes/No or Other
A.2.01	During the initial field inspection, were the construction activities and source documentation inspected to insure project is in accordance with the approved plans, specification and standard construction techniques.	☐ Yes ☐ No
A.2.02	Was any work done prior to the date of the Federal Aid Authorization and/or notice to proceed, including change orders?	☐ Yes ☐ No

A.2.03	Was any work including change orders, occurring after the date of completion?	☐ Yes ☐ No
A.2.04	Are all, Inspector's Daily Reports (DC-29a), Progress Charts, Project Diary and other documentation acceptable, concise, accurate and factual?	☐ Yes ☐ No
A.2.05	Are weekly and monthly estimates being reviewed by the person in Charge to ensure proper payments are being made according to the Daily Inspection Reports (DC-29a)?	☐ Yes ☐ No
A.2.06	Is the project diary accurately depicting the day to day record of all activities, contractors, materials, inspections (visitors and/or inspectors), and accidents? Delivery tickets are being collected/initialed by the inspector with the discharge location noted?	☐ Yes ☐ No
A.2.07	Is a DC-29a or Equivalent Daily Inspector's Report being completed on a daily basis by the LPA's Inspector?	☐ Yes ☐ No
A.2.08	Does the DC-29a or Equivalent Daily Inspectors Report contain details regarding: • Date and Location of Item • Date, Time, Weather • Names of Contractor Crew • Type of Work Performed • Traffic Control Plan • Materials Testing, Certifications, Inspection, and Authorization to Pour • Important decisions mad or project related discussions • Equipment and number of workers on site. • All DC-29a's are signed by the LPA Inspector	☐ Yes ☐ No
A.3 Measurement of Quantities		
A.3.01	Are all items reviewed, measured in the units called for in the contract provisions and method of measurement prescribed in the contract documents, specifications, and/or plans?	☐ Yes ☐ No
A.3.02	ADA Ramps, Curbs, and Sidewalks: Are the field notes of measurements taken at each location of L, W, D and Slope of forms?	☐ Yes ☐ No
A.3.03	Is there a statement of inspection and conformance with plans specs re: base, backfill, condition, compaction, concrete time/type of curing, etc.?	☐ Yes ☐ No
A.3.04	Are field modifications noted in the field notes and plan sheets?	☐ Yes ☐ No
A.3.05	Do the project records insure all materials measured for payment were delivered and incorporated into the projects or stockpiled for future incorporation?	☐ Yes ☐ No ☐ N/A
A.3.06	Are there notes (DC 29's,etc.) re: foundation, rebar spacing, backfill, forms, approval to place concrete, HMA depth/temp checks, tack coat application rate, time of curing application, joints, condition of sub-base/base, etc.? (Written assurances that the key requirements are covered)	☐ Yes ☐ No ☐ N/A
A.3.07	Do the area methods of measurements verify the work done and depict the actual work performed? Ensure measurements were made at the proper time and prior to subsequent placement of other courses of materials.	☐ Yes ☐ No ☐ N/A
A.3.08	Does the method of measurements and documentation of calculations reflect the final quantities accurately?	☐ Yes ☐ No

A.3.09	Is the LPA person in Responsible Charge keeping a Daily Tally of the Materials being placed on the jobsite? Is there an exact correlation between the inspector's field measurements and computations and the quantities shown in "Summary sheets" (if any) and the quantity in the Pay Estimate?	☐ Yes ☐ No
A.3.10	Are the material summary sheets accurate?	☐ Yes ☐ No
A.3.11	Do the unit prices on the material summary sheets reflect the bid price or adjusted price?	☐ Yes ☐ No
A.3.12	Was the field check of the completed quantity conducted?	☐ Yes ☐ No
Note: During inspection take photographs of all items relevant to the inspection.		
Comments		

A.4 Field Inspection Office Review: Civil Rights		**Yes/No or Other**
A.4.01	Are DC-126 Wage Rate-Inspection Reports submitted monthly? Does the person in Responsible Charge keep copies? Are Copies sent to the District Office?	☐ Yes ☐ No ☐ N/A
A.4.02	Are DC-127 Monthly Summary of Contractors Payroll Reports submitted monthly? Does the person in Responsible Charge keep copies? Are Copies sent to the District Office?	☐ Yes ☐ No ☐ N/A
A.4.03	Is the CR347-2-Payroll Certification Form Statement of Compliance completed and sent to the person of Responsible Charge? Are Copies sent to the District Office?	☐ Yes ☐ No ☐ N/A
A.4.04	Is the CR347-Payroll Certification Form WH-347 prepared by the Contractor each week? Submitted to the person in Responsible Charge? Are Copies sent to the District Office?	☐ Yes ☐ No ☐ N/A
A.4.05	Is the CC-257R – Monthly Employment Utilization Report prepared by the Contractor and by the Sub-Contractors using online link?	☐ Yes ☐ No ☐ N/A
A.4.06	Is the CR-267-Monthly Report DBE/ESBE being prepared monthly, being reviewed by the person in Responsible Charge, submitted to the District Office and forwarded to Div. of Civil Rights?	☐ Yes ☐ No ☐ N/A
A.4.07	Is the CR-268 Final DBE or ESBE Report competed by the Contractor, reviewed by the Resident Engineer, signed by Contractor and notarized?	☐ Yes ☐ No ☐ N/A
A.4.08	Is there a Proposed Training Program? Has the Contractor submitted the Training program before beginning of construction?	☐ Yes ☐ No ☐ N/A
A.4.09	Is the CR-2 Bi-Weekly Training Report being prepared by the Contractor? Submitted to the person in Responsible Charge? Are Copies sent to the District Office?	☐ Yes ☐ No ☐ N/A
A.4.10	Is the CR-1409 Contractor's Quarterly Training Report being prepared by the Contractor? Submitted to the person in Responsible Charge? Are Copies sent to the District Office?	☐ Yes ☐ No ☐ N/A
A.4.11	Has the CR-3 Training Certificate for Reporting Hours to NJDOT been prepared by Contractor and Signed by Contractor, Trainee, and the Sponsor's Resident Engineer? Has it been sent to the District Office?	☐ Yes ☐ No ☐ N/A

A.4.12	US Dept. of Labor "Employee Rights under Family and Medical Leave Act" WHD Pub 1420 Eng.-Federal & State.			☐ Yes ☐ No ☐ N/A
A.4.13	Is the DBE status report on file?			☐ Yes ☐ No ☐ N/A
A.4.14	DBE/ESBE/SBE Goal. Contractor Commitment and DBE Payment.			☐ Yes ☐ No ☐ N/A
	DBE/ESBE Contractor:			
	DBE/ESBE Goal (%):	_____%	DBE/ESBE Amount:	$_____
A.4.15	What amount of hours is the Trainee Goal? What are the minimum/actual hours worked?			_____hours
A.4.16	How much of the trainee goal has been achieved?			_____hours
A.4.17	Were any discrepancies found with Trainee Interviews, field checks and conformance issues?			☐ Yes ☐ No ☐ N/A
A.4.18	Has the LPA been performing wage rate inspections?			☐ Yes ☐ No ☐ N/A
A.4.19	Are wage rate inspections detailed and any discrepancies identified?			☐ Yes ☐ No ☐ N/A
Comments				

A.5 Field Inspection Office Review: Buy America Certifications-Steel/Iron Thresholds		Yes/No or Other
A.5.01	Was the Buy America Certification for the material available at the time of delivery?	☐ Yes ☐ No ☐ N/A
A.5.02	Does the Certification state: "All Manufacturing Processes for these steel and iron materials, including the application of coatings, have occurred in the United States."	☐ Yes ☐ No ☐ N/A
A.5.03	Is the Certification Current, Signed and Dated?	☐ Yes ☐ No ☐ N/A
A.5.04	Does the material have a Step Certification and does it involve supporting, certifications that are prepared at each location and provide documentation of the trail confirming all manufacturing occurred in the United States?	☐ Yes ☐ No ☐ N/A
A.5.05	Can the manufacturer's certifications for all pay items be confirmed to meet all requirements of the NJDOT Standard Specifications?	☐ Yes ☐ No ☐ N/A
A.5.06	Has a sample material be selected and reviewed to determine if the material satisfies the requirements of the contract?	☐ Yes ☐ No ☐ N/A
A.5.07	Can the placement of the material on the project be determined through inspection reports, field notes, calculations, measurements and photographs?	☐ Yes ☐ No ☐ N/A
A.5.08	If Utility Relocation exists on the project, are the Buy America requirements met for the utility relocation work performed?	☐ Yes ☐ No ☐ N/A

A.5.09	Is the foreign steel threshold less than 0.1% or $2500.00 (whichever is greater)?	☐ Yes ☐ No ☐ N/A
Comments		

A.6 Field Inspection Office Review: Materials-Quality Assurance Testing and Acceptance		**Yes/No or Other**
A.6.01	Have the contract documents been reviewed to identify any required material testing?	☐ Yes ☐ No ☐ N/A
A.6.02	Does the LPA resident engineer or inspector keep copies of the materials testing results on file?	☐ Yes ☐ No ☐ N/A
A.6.03	Does the testing adhere to the contract documents including NJDOT Standard Specifications?	☐ Yes ☐ No ☐ N/A
Comments		

A.7 Field Inspection Office Review: Project Schedule		**Yes/No or Other**
A.7.01	Has the project schedule been reviewed to determine if it is based on the critical path methodology and is current?	☐ Yes ☐ No ☐ N/A
A.7.02	Has the schedule been reviewed by the Local Aid Contract Manager?	☐ Yes ☐ No ☐ N/A
A.7.03	Are the project progress, contractor payment, and contract completion in sync with the project schedule?	☐ Yes ☐ No ☐ N/A
A.7.04	If discrepancies exist, have the corrective actions with a definitive timeframe been identified to the LPA?	☐ Yes ☐ No ☐ N/A
Comments		

A.8 Field Inspection Office Review: Change Orders	**Yes/No or Other**

A.8.01	Has the LPA generated changes to the contract quantities or plans and specifications?	☐ Yes ☐ No ☐ N/A
A.8.02	Are the changes of plan and specifications made in accordance with the contract provisions and NJDOT Standard Specifications for Road and Bridge Construction?	☐ Yes ☐ No ☐ N/A
A.8.03	Were the prices for supplemental items of work negotiated with the Contractor?	☐ Yes ☐ No ☐ N/A
A.8.04	Is the extension to the contract completion date in accordance with the NJDOT Standard Specifications for Road and Bridge Construction, specifying the conditions and documentation required to allow an extension to the contract time?	☐ Yes ☐ No ☐ N/A
A.8.05	Has the change order with adjusted contract values and/or time modification been approved by the LPA officials and been submitted to Local Aid in a timely manner?	☐ Yes ☐ No ☐ N/A
A.8.06	Were there any major overruns or underruns? Were they covered by change orders?	☐ Yes ☐ No ☐ N/A
Comments		
List any change orders; their purpose; Additions with the dollar amount; Deletions with the dollar amount; New and supplemental work amounts and basis for new cost; Include dates of work, the change order and the approvals.		

A.9 Construction Inspection Site-Review:		**Yes/No or Other**
A.9.01	Are Inspectors working actively on the project site?	☐ Yes ☐ No ☐ N/A
A.9.02	Is adequate staffing been provided to cover inspections of contract work?	☐ Yes ☐ No ☐ N/A
A.9.03	Does the quality and workmanship meet the standards of the NJDOT 2007 Standard Specifications for Roads and Bridges?	☐ Yes ☐ No ☐ N/A
A.9.04	Are the Buy America Items manufactured in the United States of America?	☐ Yes ☐ No ☐ N/A
A.9.05	Do the measurements verify that the item was constructed in compliance with the plan dimensions and specifications?	☐ Yes ☐ No ☐ N/A
A.9.06	Was a visual check of steel or iron materials including the coating performed during the placement of the items to verify compliance with Buy America regulations?	☐ Yes ☐ No ☐ N/A
A.9.07	Do all ADA Ramps compliant with the recent ADA Standards?	☐ Yes ☐ No ☐ N/A
A.9.08	Have the slopes on ADA Ramps been checked with the Smart Level?	☐ Yes ☐ No ☐ N/A
Comments		

A.10 Construction Inspection Site-Review: Project Maintenance and Protection of Traffic – Work Zone Traffic Control	**Yes/No or Other**

A.10.01	Are Advanced Road Construction Signs posted as per Traffic Control & Detour Plan?	☐ Yes ☐ No ☐ N/A
A.10.02	Are the Signs visible at all times and free of obstruction?	☐ Yes ☐ No ☐ N/A
A.10.03	Does the quality and reflectivity of the signs, drums and cones meet the standards of ATSSA – Quality Guidance for Temporary Traffic Control Devices?	☐ Yes ☐ No ☐ N/A
A.10.04	Are the drums and cones in good and acceptable condition?	☐ Yes ☐ No ☐ N/A
A.10.05	Is the detour route as per approved plans and adequately signed?	☐ Yes ☐ No ☐ N/A
A.10.06	If required, is there a presence of the Traffic Director/Flaggers at the site?	☐ Yes ☐ No ☐ N/A
A.10.07	Is there ADA compliant access being provided to pedestrians during construction?	☐ Yes ☐ No ☐ N/A
Comments		

A.11 Construction Inspection Site-Review: Civil Rights Review – Project Postings and Required Documents		**Yes/No or Other**
A.11.01	Are the Division of Civil Rights and Affirmative Action Wage Rate and EEO posters posted by the LPA's person in Responsible Charge in the office?	☐ Yes ☐ No ☐ N/A
A.11.02	Are the posters posted at the project site by the Contractor in conspicuous locations?	☐ Yes ☐ No ☐ N/A
A.11.03	Are the posters posted in the Contractors and Sub-Contractors office?	☐ Yes ☐ No ☐ N/A
A.11.04	Is the responsible charge periodically verifying if the contractor has posted the required information?	☐ Yes ☐ No ☐ N/A
Comments		

A.12 Construction Inspection Site-Review: Final Inspection		**Yes/No or Other**
A.12.01	Has the LPA provided the District a record of all corrective actions/observations/findings which have been resolved to the appropriate levels?	☐ Yes ☐ No ☐ N/A
A.12.02	Has the LPA notified the District in writing that the project is substantially complete?	☐ Yes ☐ No ☐ N/A
A.12.03	Has the Local Aid Contract Manager conducted the final inspection?	☐ Yes ☐ No ☐ N/A
A.12.04	Are any corrective actions required after the final inspection? Has the LPA been provided of the necessary corrective actions?	☐ Yes ☐ No ☐ N/A

A.12.05	Has the LPA provided a record of all corrective work along with solutions to all cited items and backup documentation supporting the efforts?	☐ Yes ☐ No ☐ N/A
A.12.06	Are all corrective actions completed within six (6) months of the final inspections?	☐ Yes ☐ No ☐ N/A
A.12.07	Are all closeout documentation done within six (6) months of the final inspections?	☐ Yes ☐ No ☐ N/A
A.12.08	Has the final payment voucher been submitted within six (6) months after the final inspection?	☐ Yes ☐ No ☐ N/A

Comments

Attendees List	
Name	**Title**

Inspected by:

Name Title Signature Date

New Jersey Department of Transportation

ATTACHMENT 4
LOCAL AID CONSTRUCTION OVERSIGHT INSPECTION SUMMARY REPORT
DIVISION OF LOCAL AID AND ECONOMIC DEVELOPMENT

REPORT NO.	DATE OF INSPECTION	DATE OF REPORT	FEDERAL PROJECT NO.
			STATE PROJECT NO.

Inspected By:

Additional Attendees:

QUALITY OF WORK	Work Progress	Physical Construction	Contract Administration
	☐ Satisfactory ☐ Unsatisfactory	☐ Satisfactory ☐ Unsatisfactory	☐ Satisfactory ☐ Unsatisfactory

I. SUMMARY OF FINDINGS:

II. SUMMARY OF OBSERVATIONS:

III. CORRECTIVE ACTIONS (INCLUDE DUE DATES):

IV. ADDITIONAL COMMENTS:

Prepared by:

Name Title Signature

Approved by:

Name Title Signature

ATTACHMENT II

NJDOT Division of Local Aid and Economic Development

Summary of Project Management Eligibility Requirements for

Locally Administered Federal Aid Highway Projects

December 5, 2012

Introduction

This document is intended to be used as a guide by LPA's in the development and implementation of procedures for projects using FHWA funds. Please note that this document is a summary of the federal requirements that must be met to establish an LPA's eligibility for funds. This document is not intended to be a comprehensive list of all federal requirements to be met once a project is authorized.

Each LPA seeking federal-aid funds must also complete NJDOT's Division of Local Aid's Federal Aid Highway Program Administrative Questionnaire. This questionnaire was developed to assess the LPA's accounting controls and administrative management systems.

The following areas must be addressed in each LPA's internal policy and procedure documents as a prerequisite to receiving federal aid funds.

Procurement of Professional Services– Consultant Selection

Consultant Services funded in whole or in part with FAHP funds must be procured and administered in accordance with the requirements of the Common Grant Rule, 49 CFR 18. In addition, contracts for engineering and design related services directly related to a construction project must also comply with the requirements of 23 U.S.C. 112 and 23 CFR 172.

Any LPA using Federal-aid funds for engineering and design related consultant services must have written procurement policies and procedures in accordance with 23 CFR 172.9. The written policies and procedures must address:

- Preparation of the consultant scope of work and cost estimate
- Solicitation, evaluation, ranking, and consultant selection
- Negotiation of reimbursement costs
- Monitoring of the consultant's work
- Consultant errors and omissions

Title 23 CFR 172 allows three procurement methods to be used to hire a consultant: competitive negotiation, small purchases and noncompetitive procurement. Competitive negotiation procedures generally apply and are commonly referred to as "qualification based selections". Qualification based

selection requirements are defined by the Brooks Act, 40 U.S.C, and can be broken down into three steps:

1. Issuing a request for proposal, or RFP.

2. Selecting a consultant based on qualifications.

3. Negotiating a fair and reasonable cost and contract terms with the selected consultant.

Request for Proposal

1. The LPA must have a written procedure detailing their consultant selection process for federal-aid projects. This procedure must be approved by NJDOT for compliance to federal requirements.
2. The RFP must include a detailed scope of work, qualifications required, responsibilities, and deliverables.
3. The RFP must include an estimated schedule for the performance and delivery of the services.
4. The RFP must stipulate method of contract payment.
5. The RFP must clearly define the LPA's evaluation criteria used to assess and rate the firms including the scoring rate of each criterion.
6. The qualification based evaluation criteria may take into consideration qualifications of staff, prior similar work experience, past performance, workload capacity, and technical project approach.
7. In-state or local hiring preferences are prohibited.
8. Consideration of price or any element of cost in the evaluation is prohibited in the evaluation, ranking, and selection of the most qualified consultant.
9. The RFP must be advertised for a sufficient amount of time to solicit as many proposals from as many qualified consultants as possible.
10. The RFP process must allow fair and open competition by providing opportunities for in-State and out-of-State consultants.

Selection

11. All submitted proposals must be evaluated and ranked according to the evaluation criteria and scoring process outlined in the RFP.
12. The 3 most qualified consultants should be listed in order of preference.

Negotiations

13. The LPA must prepare an independent cost estimate that reflects the advertised scope of work to be used as the basis of negotiations.
14. Negotiation of costs and contract terms are conducted with the number-one ranked qualified consultant.
15. Only the tasks included in the RFP can be incorporated in the contract.

16. NJDOT is required to ensure the consultant contract is compliant with FAR cost principals when using federal-aid funds.
    - Allowable costs include those directly associated with the specific contract as well as overhead costs, also known as their indirect cost rate.
    - Only NJDOT approved overhead rates are used. Consultants that do not have approved overhead rates must be approved in accordance with NJDOT Procurement policies and procedures.
    - The approved overhead rate must be used for the purpose of estimating, negotiating, and making payment on the contract.
17. The methods of payment that shall be used are: lump sum, cost plus fixed fee, cost per unit of work or specific rates of compensation.
    - Lump Sum: The lump sum method shall not be used to compensate a consultant for construction engineering and inspection services except when the agency has established the extent, scope, complexity, character and duration of the work to be required to a degree that a fair and reasonable compensation including fixed fee can be determined.
    - Cost plus fixed fee: This method of payment reimburses the consultant for its direct and indirect costs (salary, overhead, direct expenses) in addition to a negotiated amount as a fixed fee. This type of agreement is typically used for projects where the level of effort is unknown or the final objectives cannot be fully identified or precisely defined.
    - Cost per unit of work: This method is used when the cost per unit can be established with reasonable accuracy at the time of procurement, but the extent of the work is undefined. Payment is made based on a preset amount per unit of work performed.
    - Specific rates of compensation: this method of payment reimburses the consultant for services based on direct labor hours at specific fixed hourly rates plus direct expenses/costs subject to an agreement maximum amount. The specific rates of compensation method should only be used when it is not possible to estimate the extent or duration of the work or to estimate costs with any reasonable degree of accuracy at the time of procurement.

18. The cost plus a percentage of cost and percentage of construction cost method of compensation shall not be used.

<u>Contract Administration</u>

19. The LPA must monitor the consultant's work throughout the life of the contract.
20. The LPA must be adequately staffed to oversee the work, and must provide one full time agency employee in responsible charge.
21. NJDOT will review invoices to ensure costs are consistent with FAR cost principals, contract terms, and progress of consultants work.
22. The LPA is required to evaluate the consultant's performance when the contract is complete.

23. All records pertaining to the consultant procurement and executed contract must be kept on file a minimum of 3 years following submittal of the final invoice.

Project Management

Responsible Charge

Title 23 CFR 635.105(a) (4) requires LPA's to provide a full-time employee to be in responsible charge of Federal-aid construction projects. The person in responsible charge of LPA administered projects need not be an engineer. The "responsible charge" requirement applies even when a consultant is providing construction engineering services.

The LPA responsible charge is accountable for the project and expected to perform the following duties and functions:

- Administers inherently Government project activities, including those dealing with cost, time, adherence to contract requirements, construction quality, and scope of Federal-aid projects.
- Maintains familiarity of day to day project operations, including project safety issues.
- Makes or participates in decisions about changed conditions or scope changes that require change orders or supplemental agreements.
- Visits and reviews the project on a frequency that is commensurate with the magnitude and complexity of the project.
- Reviews financial processes, transactions and documentation to ensure that safeguards are in place to minimize fraud, waste, and abuse; and
- Directs project staff, agency or consultant, to carry out project administration and contract oversight, including proper documentation.
- Is aware of the qualifications, assignments, and on-the-job performance of the agency and consultant staff at all stages of the project.

Federal regulations do not preclude the sharing of these duties and functions among a number of LPA employees, nor do the regulations preclude one employee from having responsible charge of several projects and directing project managers assigned to specific projects.

Construction Inspection

Title 23 CFR 635.105 requires projects receive adequate supervision and detailed construction inspection to ensure construction is completed in conformance with the approved plans and specifications. Likewise, LPA's are required to be adequately staffed and suitably equipped to undertake and satisfactorily complete this work. The LPA's detailed inspections and related source documents are the basis for payment of completed work. Title 23 CFR 635.123 requires LPA's to have procedures in place to inspect and verify delivery and quality of materials and ensure that work has been completed in accordance with the plans and specifications. Source documentation should be reflected in inspector reports, daily diaries and engineering calculations.

Source Documentation

Title 23 CFR 635.123 requires each LPA to adopt procedures that provide adequate assurance that the quantities of completed work on federal-aid construction projects will be determined accurately and on a uniform basis. All such determinations and all related source documents upon which payment is based must be a matter of record. Additionally, all source documents pertaining to the determination of pay quantities must be retained for three years after final payment and project close-out pursuant to 49 CFR 18.36 (J)(11).

Source documents are the LPA's handwritten receipt of exactly what was delivered, and how many or how much. They are the single most important form of documentation that substantiate quality and quantities and provide the required basis for payment to the contractor. Lack of source documentation can result in the loss of federal participation of funds. Source documents consist of notes/documentation of counts; measurements (length, width, depth, and slope); calculations of area, volume, weights; sketches; a statement of compliance with contract plans and specifications; field changes; comments; and delivery tickets collected and initialed by the inspector at the point of unloading.

The LPA's procedures for source documentation must specify the following at a minimum:

- Delivery tickets are received before placement of materials
- Testing of materials is documented in the project files and referenced in daily inspection reports
- Form DC-29's are used for daily inspection reports and the instructions included on the DC-29's are followed. DC-29's are supplemented with field notes and photographs that tie the work being done to the plans, specifications and related contract documents. (http://www.state.nj.us/transportation/business/localaid/documents/DC29aWI.pdf)
- Inspection reports are signed and dated by the inspectors.
- The Resident Engineer reviews and initials the daily inspection reports.
- The Resident Engineer prepares a summary of pay quantities based on the daily inspection reports
- The Resident Engineer uses the summary of pay items to develop periodic pay estimates for the LPA person in responsible charge. The summary of pay items must be used for comparison and negotiations of contractor payment requests. The LPA person in responsible charge must ensure proper payments are being made in accordance with the contract provisions. Upon acceptance of the negotiated contractor payment, a voucher request will be forwarded to the LPA financial officer for contractor payment. Once contractor payment is made, the LPA financial officer must prepare and submit a State voucher.
- Prevailing wage rate requirements of 23 U.S.C. and the Davis- Bacon Act must be met and documented in the LPA's project files.
- Environmental commitments and/or permit requirements must be met and documented in the daily inspection reports.

- All pedestrian facilities must be constructed or reconstructed in accordance with the American with Disabilities Act (ADA) of 1990; Section 504 of the Rehabilitation Act of 1973; 28 CFR Part 35.151 (e) and NJDOT Standard Construction Details.
- DBE requirements are monitored and enforced to ensure compliance with 49 CFR 26; the contract plans, specifications and related contract documents; the NJDOT Construction Handbook Section V, Subsection B and NJDOT DBE/ESBE Programs.
- Include provisions to identify the LPA's full time employee in "responsible charge" of the project.

Buy America

Title 23 CFR 635.410 requires that all steel or iron products permanently incorporated into a federal-aid project must be manufactured in the United States. This includes application of coatings.

Buy America requirements apply to the entire federal-aid project. Steel or iron products purchased with non federal funds are not exempt from this requirement.

Waivers are permissible in rare cases as specified in 23 CFR 635.410 (c) (1). Minimal use of foreign steel or iron is permissible if the costs of such materials does not exceed one-tenth of one percent of the total cost or $2,500, whichever is greater as specified in 23 CFR 635.410 (b)(4).

The LPA responsible charge is responsible for receiving the Buy America certification at time of delivery and prior to the steel or iron product being incorporated into the project. The Buy America certification must be current, signed, and dated and be specific to the materials

DBE Compliance

Title 49 CFR 26 requires that Disadvantaged Business enterprises (DBE's) have an equal opportunity to receive and participate in federal-aid assisted construction contracts. The LPA is responsible to award federal-aid contracts to only those bidders who make a good faith effort to meet the DBE goals established by NJDOT's Civil Rights Contract Compliance Unit. The LPA must continuously monitor DBE participation as the project progresses and is responsible for ensuring the contract goals will be met at the time of project completion. Failure to comply with DBE goal requirements may result in the loss of federal funding. The LPA's responsibilities include:

1. Verification of Recommendation to Award memorandum and Form CR-266F, "Schedule of DBE/ESBE Participation (former "Form A") to determine status of the subcontractors to monitor DBE/ESBE compliance.
2. Monitor participation by comparing contractors DBE/ESBE/SBE goal commitments against each Form DC-18, "Request for Approval to sublet". Cross check the Daily Work Reports with each affected Form DC-18, the Recommendation to Award, and the Form CR-267, Monthly Report of Utilization of ESBE/DBE or SBE.
3. Utilize Daily Work Report to document on-site monitoring of stipulated DBE work items and contractor performing the work to insure compliance.

4. The person in responsible charge must be made aware of non-compliance issues and direct the contractor in writing to comply with these requirements. Revisions can only be made to the approved DBE/ESBE/SBE program upon submission of a revised Form CR 266 by the contractor and review and approval by NJDOT.
5. Any DBE/ESBE/SBE goal commitments not fulfilled must be supported by Good Faith Effort documentation and reviewed and approved by NJDOT based on the guidance set forth in 49 CFR 26 Appendix A.

Contract Changes, Project Schedules, Project Progress, Contract Completion

Contract Changes

Title 23 CFR 635.120 and Section 104.03 of the NJDOT Standard Specifications govern changes in plans and specifications, and extra work. Deviations from the contract requirements shall not occur unless the Resident Engineer issues a written field order or a Change Order is approved by the Department. Change Orders require written justification: breakdown of costs and quantities; and timely approvals. Contract changes and progress of work must be monitored daily. Types of changes include quantity increases and decreases; new work; and changes in the character of work.

Contract line item overruns are not permissible without NJDOT approval. Any sum in excess of the contract's current authorized funding amount cannot be expended until a Change Order is approved by NJDOT. All new or supplemental costs must be negotiated, itemized and justified. All documentation including a cost analysis of each negotiated cost must be included in the Change Order request and maintained in the project file.

Time shall always be evaluated as part of a change order. Extensions in contract time related to contract changes or extra work will only be granted for excusable, compensable delays as defined in Section 108.10 of the NJDOT Standard Specifications.

Contract Time

Contract time must be specified in the bid documents for all federal-aid projects, monitored by the local public agency each work day, and documented. A pre-construction conference shall be promptly scheduled following contract award and a Notice to Proceed (NTP) issued specifying the NTP date, project duration, and contract completion date.

Delays in work progress and completion result in delays in the use of the project, inconvenience to the public and increased inefficiencies leading to additional costs incurred by the NJDOT and the LPA for engineering, inspection, and contract administration. The NJDOT Standard Specifications summarizes it simply by stating "Time is of the essence as to all time frames stated in the Contract." Every effort should be made to establish contract times that have the shortest practical durations.

Contract time extensions will only be granted for excusable delays specified in Section 108.11 of the NJDOT 2007 Standard Specifications. Contract time extensions must be submitted and approved by Change Order as the project progresses and at the time an excusable delay occurs.

Liquidated Damages

Liquidated damages must be specified for all federal-aid projects. Liquidated Damages are defined as the daily amount set forth in the contract to be deducted from the contract price to cover additional costs incurred by the local public agency because of a contractor's failure to complete work within the specified Contract Time.

Liquidated damages must be assessed by the LPA for each day the contractor fails to complete work within the specified Contract Time. Failure to assess liquidated damages by the local public agency in accordance with the contract bids documents and federal-aid requirements may result in the loss of federal participation of funds.

Progress Schedules

The LPA is responsible for providing a progress schedule and monitoring contract progress to evaluate impacts to contract time pursuant to Section 153 of the NJDOT Standard Specifications.

Progress payments are compensation for the value of work performed during a covered period as specified in Title 23 CFR 635.123. The LPA is responsible for documenting the project's progress, contractor payments, and contract completion to ensure adherence to the approved project schedule and specified contract time.

Disposition of Change Order Protests

Title 23 CFR 635.109 prescribes standardized changed conditions contract clauses for differing site conditions; suspensions of work ordered by the engineer; and significant changes in the character of work on all federal-aid construction projects. The LPA is responsible for resolving protests to change orders in accordance with 23 CFR 635.109 and Section 104.03.02 of the NJDOT 2007 Specifications.

If the contractor disagrees with any terms or conditions of a Change Order, a written protest must be submitted to the LPA within 15 days of receipt of the Change Order. The LPA will notify the NJDOT as soon as possible. (Agreement language and claims language; NJSA 59:13-1)

Submission of a written protest does not relieve the contractor from the obligation to proceed with work as directed by an approved change order.

Questions regarding federal-aid compliance can be directed to one of NJDOT's Local Aid District Offices. District Office contact information can be found on the Local Aid website at: http://www.state.nj.us/transportation/business/localaid/

The "Summary of Project Management Eligibility Requirements for Locally Administered Federal Aid Highway Projects" and the "Division of Local Aid's Federal Aid Highway Program Administrative Questionnaire" can also be found on the Local Aid website.

ATTACHMENT III

New Jersey Department of Transportation
Division of Local Aid and Economic Development

Federal Aid Highway Program
Eligibility Assessment Interview Form

Local Public Agency		
Reviewer		
Date		
Attendees	**Name:**	**Organization:**

Organization Chart	☐Yes ☐No
(Review agency personnel associated with federal-aid projects and identify specific duties and responsibilities.)	

Agency Responsibilities	
Identify Personnel/Position Responsible for the following tasks.	
• NEPA Document and Permits	
• PS&E Approval	
• ROW Availability	
• Utility Clearances	
• Bid Reviews and Analysis	
• Award of Contract	
• Execution of Contract	
• Approval of Material Sources	

• Construction Contract Administration	
• Construction Inspection	
• Source Documents	
• Buy America	
• Sampling/Testing Acceptance	
• Contract Changes	
• Contract Time	
• Disposition of Change Orders	
• Wage Rate Compliance	
• DBE Monitoring and Compliance	
• Training Goals Monitoring and Compliance	
• ADA Compliance	
• Consultant Contract Administration	
• Work Zone Safety and Traffic Control	

Contract Administration
Describe how the LPA will administer multiple, concurrent construction contracts.
Describe how LPA will inspect multiple, concurrent construction operations or work activities.
Describe how the LPA will provide adequate oversight of construction activities if the Resident Engineer or inspectors are absent from the job site on any given work day.
Describe how the LPA manages traffic control and work zone safety.

Consultant Services					
Identify the activities to be performed by consultant services.					
Environmental	☐	Right of Way	☐	Surveying	☐
Design	☐	Construction Engineering	☐	Sampling and Testing	☐
PS&E	☐	Construction Inspection	☐		

Does the LPA have written policies and procedures for the procurement of professional services?	☐Yes ☐No
If yes, do they comply with 23 CFR, Brooks Act, and FAR cost principals. (*See eligibility requirements dated December 5, 2012)*	☐Yes ☐No
Does the LPA have formally adopted standard consultant contracts?	☐Yes ☐No
If yes, do the contract terms and conditions include the appropriate Federal Regulations and provisions for Federal audit of books and records? If no, each consultant contract must be reviewed and approved by NJDOT. (Federal regulations require cost basis contracting with consulting firms. FAR 31.2 defines allocable and allowable costs for reimbursement. All consultant contracts must include payment terms that require compliance with this regulation and a provision for Federal audit of books and records.)	☐Yes ☐No
How does the LPA monitor and evaluate the consultant's work?	

Responsible Charge	
Does the LPA have written policies and procedures to provide a full-time employee to be in responsible charge of each federal-aid construction contract?	☐Yes ☐No
Do procedures include requirements for responsible charge to maintain records of all material testing, and material certifications, including Buy America, for all materials placed on the project for review by the NJDOT?	☐Yes ☐No
Do the procedures meet the requirements of 23 CFR 635.105 and do they specify the role and responsibilities of the responsible charge? *(See eligibility requirements dated December 5, 2012)*	☐Yes ☐No

If no, corrective action must be taken to formally adopt and implement acceptable policy and procedural controls prior to the authorization of federal-aid funds.

Construction Inspection	
Does the LPA have written policies and procedures to provide adequate supervision and detailed construction inspection of federal-aid construction contracts?	☐Yes ☐No
If yes, do the procedures include provisions to inspect and verify delivery and quality of all materials and ensure work has been completed in accordance with the plans and specifications as required by 23 CFR 635.123? *(See eligibility requirements dated December 5, 2012)*	☐Yes ☐No
If no, corrective action must be taken to formally adopt and implement acceptable policy and procedural controls prior to the authorization of federal-aid funds.	

Source Documents	
Does the LPA have written policies and procedures for source documentation in support of pay quantities?	☐Yes ☐No
If yes, do the procedures provide adequate assurance that the quantities for completed work will support the contractor's claims for payment and reimbursement by the NJDOT? Procedures must address delivery tickets, materials testing, DC-29's/Daily Inspection Reports, pay quantity summaries, contractor payments, wage rate inspections, NEPA/permit compliance, ADA compliance, DBE compliance and responsible charge responsibilities. *(See eligibility requirements dated December 5, 2012 for additional guidance)*	☐Yes ☐No
If no, corrective action must be taken to formally adopt and implement acceptable policy and procedural controls prior to the authorization of federal-aid funds.	

Buy America	
Does the LPA have written policies and procedures in place to ensure all steel or iron products are manufactured in the United States in accordance with 23 CFR 635.410?	☐Yes ☐No
If yes, do the procedures include provisions for receiving and documenting Buy America certifications at the time of delivery and prior to the steel or iron product being incorporated into the project? Procedures must specify that certifications be current, signed, dated, and specific to the materials. Procedures must specify that a log be maintained of all foreign steel placed on the project.	☐Yes ☐No

If no, corrective action must be taken to formally adopt and implement acceptable policy and procedural controls prior to the authorization of federal-aid funds.

DBE Compliance	
Does the LPA have written policies and procedures to ensure federal-aid contracts are only awarded to bidders who make a good faith effort to meet DBE goals established by NJDOT?	☐Yes ☐No
Do procedures have provisions to monitor DBE participation to ensure goals are met at project completion?	☐Yes ☐No
If no, corrective action must be taken to formally adopt and implement acceptable policy and procedural controls prior to the authorization of federal-aid funds.	

Contract Changes	
Does the LPA have written policies and procedures governing changes to contract quantities or plans and specifications?	☐Yes ☐No
If yes, procedures must reference NJDOT Standard Specifications for Road and Bridge Construction Section 104.03. Procedure must specify requirements for written field orders for all work that deviates from the contract requirements and the timely approval of change orders prior to contractor reimbursement. Procedure must specify need for LPA to develop independent cost estimates and negotiate costs of supplemental work items with contractor. Procedure must specify the need for change orders to be formally adopted and approved by LPA and NJDOT prior to reimbursement. Procedure must include requirement to evaluate impacts of all change orders on contract time and contract completion dates. *(See eligibility requirements dated December 5, 2012 for additional guidance)*	
If no, corrective action must be taken to formally adopt and implement acceptable policy and procedural controls prior to the authorization of federal-aid funds.	

Contract Time	
Does the LPA have written policies and procedures to specify contract time in all bid documents?	☐Yes ☐No

Do procedures include requirement to promptly schedule pre-construction meeting following contract award and to issue a Notice to Proceed (NTP) specifying the NTP date, project duration, and contract completion date? *(See eligibility requirements dated December 5, 2012 for additional guidance)*	☐Yes ☐No
If no, corrective action must be taken to formally adopt and implement acceptable policy and procedural controls prior to the authorization of federal-aid funds.	

Liquidated Damages	
Does the LPA have written policies and procedures to specify liquidated damages on all federal-aid projects?	☐Yes ☐No
If no, corrective action must be taken to formally adopt and implement acceptable policy and procedural controls prior to the authorization of federal-aid funds.	

Project Schedule	
Does the LPA have written policies and procedures to establish project schedules pursuant to Section 153 of the NJDOT Standard Specifications?	☐Yes ☐No
Do the procedures include provisions to monitor contract progress and evaluate impacts on contract time?	☐Yes ☐No
Do the procedures include requirements for the project schedule to be kept current?	☐Yes ☐No
If no, corrective action must be taken to formally adopt and implement acceptable policy and procedural controls prior to the authorization of federal-aid funds.	

Does the LPA have written policies and procedures to ensure project's progress, contractor payments, and contract completion adhere to the approved project schedule and specified contract time?	☐Yes ☐No
If no, corrective action must be taken to formally adopt and implement acceptable policy and procedural controls prior to the authorization of federal-aid funds.	

Disposition of Change Orders	
Does the LPA have written policies and procedures for the disposition of change order protests in accordance with Section 104.03.02 of the NJDOT Standard Specifications?	☐Yes ☐No
If no, corrective action must be taken to formally adopt and implement acceptable policy and procedural controls prior to the authorization of federal-aid funds.	

Federal-aid Workload		
Active construction contracts		
Federal Project Number	Project Description	Contract Completion Date
Scheduled construction contracts		

Reviewer Comments

7.11 APPENDIX K

Rutgers (CAIT) ADA Training

Last Name	First Name	County	Company	ADA Curbs	Compliance ADA
Valdes	Joseph	Middlesex	County of Middlesex	11/26/2012	6/9/2011
Gaspari	Gaetano	Middlesex	Township of Piscataway	11/26/2012	6/23/2011
Zanetti	Henry	Middlesex	Township of Piscataway	11/26/2012	6/23/2011
Spinnler	Gerard	Middlesex	(Retired) County of Passai	11/26/2012	7/13/2011
Wymbs	Victor	Monmouth	Middletown Public Works	11/26/2012	10/9/2012
Lombardo	Alfred	Monmouth	T & M Associates	11/26/2012	10/9/2012
Sciuto	Vincent	Middlesex	Township of East Brunswi	11/26/2012	10/9/2012
Fishinger	Joseph	Somerset	County of Somerset	11/26/2012	3/15/2013
Lips	Eric	Somerset	County of Somerset	11/26/2012	5/15/2013
Chang	Ming	Middlesex	County of Middlesex	11/26/2012	
D'Aloia	Valerio	Middlesex	County of Middlesex	11/26/2012	
Preteroti	Kenneth	Middlesex	County of Middlesex	11/26/2012	
Ford	Diana	Salem	County of Salem	11/26/2012	
Gluch	Christopher	Somerset	County of Somerset	11/26/2012	
Inscho	Calvin	Warren	County of Warren	11/26/2012	
Tate	John	Warren	County of Warren	11/26/2012	
Cooper	Brian	Monmouth	Earle Asphalt Company	11/26/2012	
Mead	Bill	Monmouth	Earle Asphalt Company	11/26/2012	
Yiu	Jackie	Monmouth	Earle Asphalt Company	11/26/2012	
Brzycki	Drew	Gloucester	Federici & Akin, P.A.	11/26/2012	
Bryson	Jonathan	Gloucester	Federici & Akin, PA	11/26/2012	
Scala	Paul	Morris	HNTB Corporation	11/26/2012	
Deng	Tina	Mercer	New Jersey Department c	11/26/2012	
Hoq	Hamidul	Middlesex	Pennoni Associates	11/26/2012	
Nilam	Sabrina	Ocean	PSP Falcon Industries LLC	11/26/2012	
Mueller	Keith	Monmouth	T & M Associates	11/26/2012	
Kipp	Keith	Middlesex	Township of East Brunswi	11/26/2012	
Petrovsky	Marlene	Mercer	Maser Consulting, P.A.	12/12/2012	6/9/2011
Nugent	Kevin	Monmouth	County of Monmouth	12/12/2012	6/23/2011
Disko, Jr.	Michael	Union	M. Disko Associates	12/12/2012	7/13/2011
Firman	David	Gloucester	Consulting Engineer Servi:	12/12/2012	1/26/2012
Gordon	Charles	Ocean	County of Ocean	12/12/2012	10/3/2012
Rohmeyer	Mark	Ocean	County of Ocean	12/12/2012	10/3/2012

DeNicola	Nick	Bergen	Boswell Engineering	12/12/2012	10/9/2012
Wickramarachchi	Chaminda	Morris	Jacobs Engineering	12/12/2012	10/9/2012
McCatharn	Rodney	Somerset	Borough of Peapack & Gla	12/12/2012	
Jung	Oh Chang	Bergen	Boswell Engineering	12/12/2012	
Outlaw	Catherine	Essex	Cadiou Engineering Servic	12/12/2012	
Betancourt	Carlos	Passaic	City of Passaic	12/12/2012	
Schrager	Aaron	Union	City of Summit	12/12/2012	
Mlynarczyk	Lisa	Gloucester	Consulting Engineer Servi	12/12/2012	
Awad	Elizabeth	Sussex	County of Sussex	12/12/2012	
Delmar	Susan	Sussex	County of Sussex	12/12/2012	
Sinke	Matthew	Sussex	County of Sussex	12/12/2012	
Bongiovanni	Larry		Dewberry	12/12/2012	
Maleki-Pour	Omid	Essex	Dewberry	12/12/2012	
Hanson	Jeff	Burlington	Environmental Resolution	12/12/2012	
Tuttle	James	Burlington	Environmental Resolution	12/12/2012	
Severinsen	Tim	Morris	HNTB Corporation	12/12/2012	
Allen	Adam	Mercer	Maser Consulting, P.A.	12/12/2012	
Hall	Keith	Mercer	Maser Consulting, P.A.	12/12/2012	
Jahr	John	Essex	Maser Consulting, P.A.	12/12/2012	
LaMunyon	Lynn	Mercer	Maser Consulting, P.A.	12/12/2012	
Section	Chrystal	Mercer	New Jersey Department c	12/12/2012	
Perez	Edgardo	Essex	Parsons Brinckerhoff	12/12/2012	
Wu	Qingquan	Bergen	Stantec Consulting	12/12/2012	
Maietta	Greg	Essex	T.Y. Lin International	12/12/2012	
Casacuberta	Jorge	Middlesex	Township of Piscataway	12/12/2012	
Pearson	Siân			12/12/2012	
Bolio	Steven	Morris	Ferriero Engineering, Inc.	3/19/2013	6/23/2011
Kaplan	Andy	Middlesex	Rutgers' TSRC	3/19/2013	6/23/2011
Skilton	Keith	Mercer	Federal Highway Administ	3/19/2013	6/29/2011
Alex	Jaison	Bergen	County of Bergen	3/19/2013	5/10/2012
Rodriguez	Heather	Burlington	HAKS Engineers	3/19/2013	8/7/2012
Mojsoshi	Jonathan	Essex	New Jersey Department c	3/19/2013	10/3/2012
Caparas	Nelson	Morris	Jacobs Engineering	3/19/2013	10/9/2012
Cosme	Yosy	Mercer	New Jersey Department c	3/19/2013	10/9/2012

Dargis	Nancy	Bergen	County of Bergen	3/19/2013	3/15/2013
D'Elia	John	Bergen	County of Bergen	3/19/2013	3/15/2013
Hemmer	Gary	Bergen	County of Bergen	3/19/2013	3/15/2013
Murphy	Eugene	Bergen	County of Bergen	3/19/2013	3/15/2013
Jehnke	Mark	Ocean	County of Ocean	3/19/2013	3/15/2013
Fallon	Ed	Passaic	English Paving Company	3/19/2013	3/15/2013
Tedesco	Lou	Passaic	English Paving Company	3/19/2013	3/15/2013
White	Christopher	Monmouth	Lucas Construction Group	3/19/2013	3/15/2013
O'Brien	Timothy	Morris	Maser Consulting, P.A.	3/19/2013	3/15/2013
Abuhuzeima	Shukri	Mercer	New Jersey Department c	3/19/2013	3/15/2013
Farnum	Greg	Middlesex	Advantage Engineering As	3/19/2013	5/15/2013
Hollod	David	Somerset	Borough of North Plainfie	3/19/2013	5/15/2013
Reeves	Jeffrey D.	Hudson	City of Jersey City	3/19/2013	5/15/2013
Shah	Jemini	Mercer	New Jersey Department c	3/19/2013	5/15/2013
Shah	Pragna	Mercer	New Jersey Department c	3/19/2013	5/15/2013
Karasov	Sally	Middlesex	Rutgers' TSRC	3/19/2013	5/15/2013
Alfaro	Carl	Somerset	Van Cleef Engineering Ass	3/19/2013	5/15/2013
Tanner	William	Somerset	Van Cleef Engineering Ass	3/19/2013	5/15/2013
Drobny	Michael	Monmouth	Birdsall	3/19/2013	
Allan	Susen	Passaic	Borough of Haledon	3/19/2013	
Mendez	Jose	Camden	City of Camden	3/19/2013	
Okoro	Ebere	Camden	City of Camden	3/19/2013	
Seitz	Randall	Bergen	County of Bergen- Engine	3/19/2013	
Litchfield	Douglas		Dewberry	3/19/2013	
Day	Albie	Burlington	HAKS Engineers	3/19/2013	
Pavlovich	John	Morris	Jacobs Engineering	3/19/2013	
Iervolino	Adam	Mercer	New Jersey Department c	3/19/2013	
Patel	Deven	Mercer	New Jersey Department c	3/19/2013	
Zafar	Akhlaq	Essex	Sam Schwartz Engineering	3/19/2013	
Sturgeon	Maureen	Somerset	Township of Franklin	3/19/2013	
Larson	Clare	Mercer	Johnson, Mirmiran & Thoı	4/18/2013	6/23/2011
Canzanese	Louis	Burlington	HAKS Engineering	4/18/2013	1/26/2012
Michiels	Joseph	Burlington	HAKS	4/18/2013	8/7/2012
Bunnell	Richard	Morris	Rockaway Township	4/18/2013	8/7/2012

Russo	Mike	Burlington	City of Vineland	4/18/2013	5/15/2013
Stonack	Michael	Mercer	New Jersey Board of Publ	4/18/2013	5/15/2013
McAllister	Donald	Burlington	Burlington Township	4/18/2013	
Bonjean	Tim	Camden	Churchill	4/18/2013	
Mellett	James	Camden	Churchill	4/18/2013	
Paintin	David	Camden	Churchill	4/18/2013	
Myers	Brian	Burlington	City of Vineland	4/18/2013	
Bourdony	Jacqueline	Essex	County of Essex	4/18/2013	
Cortez	Melinda	Essex	County of Essex	4/18/2013	
Klesitz	Lindsay	Mercer	Johnson, Mirmiran & Thoı	4/18/2013	
Young	Adrienne	Mercer	Johnson, Mirmiran & Thoı	4/18/2013	
Hyman	Craig	Burlington	McCormick Taylor, Inc.	4/18/2013	
Brennan	Robert	Morris	Rockaway Township	4/18/2013	
Power	Keith	Morris	Rockaway Township	4/18/2013	
Shah	Ashok	Mercer	SJH Engineering, P.C.	4/18/2013	
Jagasics	Andrew	Burlington	TRC Engineers	4/18/2013	
Engle	John	Burlington	County of Burlington	5/16/2013	6/29/2011
Ghattas	Saad	Passaic	County of Passaic	5/16/2013	7/13/2011
Worek	Gary	Burlington	County of Burlington	5/16/2013	9/22/2011
Kopp	Edward	Hunterdon	County of Hunterdon	5/16/2013	3/15/2013
Patel	Malay	Ocean	County of Ocean	5/16/2013	3/15/2013
Thakkar	Girish	Middlesex	HAKS Engineers	5/16/2013	3/15/2013
Mayer	Aurelia	Passaic	County of Passaic	5/16/2013	5/15/2013
DeRiso	John	Somerset	Bohler	5/16/2013	
Pezeshki	Hadi	Mercer	Federal Highway Administ	5/16/2013	
Kilpatrick	Robert J.	Ocean	Hatch Mott MacDonald	5/16/2013	
Fisher	Savely	Mercer	Johnson, Mirmiran & Thoı	5/16/2013	
Magno	Dave	Middlesex	Remington & Vernick	5/16/2013	
Tice	Everett			5/16/2013	
Assad	Hanaa	Mercer	New Jersey Department c	5/17/2013	9/22/2011
Ahmad	Ahmad		New Jersey Department c	5/17/2013	10/3/2012
Nusser	Richard	Mercer	New Jersey Department c	5/17/2013	10/9/2012
San Jose	Arturo	Camden	New Jersey Department c	5/17/2013	3/15/2013
Desai	Deval	Mercer	New Jersey Department c	5/17/2013	5/15/2013

Mccombs	Frank		New Jersey Department c	5/17/2013	5/15/2013
Pandit	Komila	Mercer	New Jersey Department c	5/17/2013	5/15/2013
Zaman	Qamar	Camden	New Jersey Department c	5/17/2013	5/15/2013
Ayoub	Nabil		New Jersey Department c	5/17/2013	
Berryman	Thomas		New Jersey Department c	5/17/2013	
Coe	Lauren	Camden	New Jersey Department c	5/17/2013	
Duke	John	Morris	New Jersey Department c	5/17/2013	
Edwards	Cheryl	Morris	New Jersey Department c	5/17/2013	
Gergeman	Chris	Camden	New Jersey Department c	5/17/2013	
Gonzales	Nenebert	Camden	New Jersey Department c	5/17/2013	
Henderson	William	Mercer	New Jersey Department c	5/17/2013	
Kosciuch	John	Camden	New Jersey Department c	5/17/2013	
Kumar	Divya	Essex	New Jersey Department c	5/17/2013	
Limbachia	Milan	Morris	New Jersey Department c	5/17/2013	
Mahmood	Ashar		New Jersey Department c	5/17/2013	
Masciandaro	Vincent	Camden	New Jersey Department c	5/17/2013	
McKee	Francis	Camden	New Jersey Department c	5/17/2013	
Mikhael	Salim	Camden	New Jersey Department c	5/17/2013	
Miranda	Paul		New Jersey Department c	5/17/2013	
Nogueira	Alberto		New Jersey Department c	5/17/2013	
Seaman	Julie	Mercer	New Jersey Department c	5/17/2013	
Shah	Alka	Camden	New Jersey Department c	5/17/2013	
Skala	Kyle	Camden	New Jersey Department c	5/17/2013	
Smith	Wendy	Mercer	New Jersey Department c	5/17/2013	
Somaratna	Maddumage		New Jersey Department c	5/17/2013	
Tessema	Adnew	Mercer	New Jersey Department c	5/17/2013	
Williams	George	Mercer	New Jersey Department c	5/17/2013	
Kling	Mike	Essex	Hatch Mott MacDonald	6/18/2013	6/9/2011
Machado	Ashley	Mercer	New Jersey Department c	6/18/2013	6/9/2011
Masi	John	Atlantic	County of Atlantic	6/18/2013	6/29/2011
Gibson	Mark J.	Cape May	Gibson Associates	6/18/2013	6/29/2011
Surran Jr.	Walter E	Cape May	Gibson Associates	6/18/2013	6/29/2011
Sray	Mark	Cape May	Hatch Mott MacDonald	6/18/2013	6/29/2011
Keating	John	Cape May	Maser Consulting, P.A.	6/18/2013	6/29/2011

Musto	John	Atlantic	County of Atlantic	6/18/2013	1/26/2012
Freeman	James	Burlington	Litwornia Associates, Inc.	6/18/2013	5/10/2012
Litwornia	Al	Burlington	Litwornia Associates, Inc.	6/18/2013	5/10/2012
Maillet	David	Cumberland	City of Vineland	6/18/2013	5/15/2013
Rafferty	William	Cumberland	County of Cumberland	6/18/2013	5/15/2013
King	John Michael	Essex	Dewberry	6/18/2013	5/15/2013
Darji	Vijesh	Camden	New Jersey Department c	6/18/2013	5/15/2013
Mano	Nancy	Cape May	Cape May County	6/18/2013	
Mauro	Nancy	Cape May	Cape May County	6/18/2013	
Donofrio Jr.	Lewis	Cape May	Cape May County Bridge (	6/18/2013	
Donofrio	Lewis	Cape May	Cape May County Bridge (	6/18/2013	
Brignolo	Larry	Burlington	City of Vineland	6/18/2013	
Cabral	Dan	Cumberland	City of Vineland	6/18/2013	
Geisser	Martin	Burlington	City of Vineland	6/18/2013	
Lesins	Laimonis	Cumberland	City Of Vineland	6/18/2013	
Ucciferri	Joseph	Cumberland	City of Vineland	6/18/2013	
Ceraolo	Santo	Atlantic	County of Atlantic	6/18/2013	
Kuzniarowicz	Adrian	Atlantic	County of Atlantic	6/18/2013	
Macpherson	Scott	Atlantic	County of Atlantic	6/18/2013	
Mason	Jim	Atlantic	County of Atlantic	6/18/2013	
McDevitt	Sean	Atlantic	County of Atlantic	6/18/2013	
McGinnis	Dan	Atlantic	County of Atlantic	6/18/2013	
Pennignton	Nicholas	Atlantic	County of Atlantic	6/18/2013	
Rafferty	Bill	Cumberland	County of Cumberland	6/18/2013	
Becker	Timothy	Monmouth	French & Parrello Associa	6/18/2013	
Magill	Matthew	Monmouth	French & Parrello Associa	6/18/2013	
Masol	Bill	Monmouth	French & Parrello Associa	6/18/2013	
Surran	Walter	Cape May	Gibson Associates	6/18/2013	
Birkenstock	Ryan	Hunterdon	Greenman-Pedersen, Inc.	6/18/2013	
Dibiase	Thomas	Hunterdon	Greenman-Pedersen, Inc.	6/18/2013	
Adams	Joseph Lee	Mercer	Hardesty & Hanover, LLC	6/18/2013	
Swietanski	Mike	Mercer	Hardesty & Hanover, LLC	6/18/2013	
Thornton	Thomas	Cape May	Hatch Mott MacDonald	6/18/2013	
Irick	Jerome H.	Burlington	Irick Engineering	6/18/2013	

Berndt	Michael	Hunterdon	Langan Engineering	6/18/2013	
Correa	Claudia	Bergen	Langan Engineering	6/18/2013	
Erickson	Michael	Mercer	Langan Engineering and E	6/18/2013	
Demareski	Mark	Morris	Maser Consulting, P.A.	6/18/2013	
Boulden	Kevin	Burlington	McCormick Taylor, Inc.	6/18/2013	
Jarema	Mark	Bucks (PA)	McMahon Associates, Inc	6/18/2013	
Landis	Rebekah	Bucks (PA)	McMahon Associates, Inc	6/18/2013	
Barretts	Chris	Mercer	New Jersey Department c	6/18/2013	
Stankus	Brian	Mercer	Onland Engineering Assoc	6/18/2013	
Grasso	Beth-Ann	Burlington	Pennoni Associates Inc.	6/18/2013	
Pena	Olivier	Gloucester	Sickels Associates Inc.	6/18/2013	
Dietrich	Paul	Westchester (NY)	Township of Upper	6/18/2013	
Oberman	Richard	Burlington	TRC Engineers	6/18/2013	
Salfelder	Brian	Warren	TY Lin International	6/18/2013	
Dunyak	Christopher	Philadelphia	Urban Engineers	6/18/2013	
Bethea	Stanley	Burlington	Willingboro Township	6/18/2013	
Hardy	Lawrence	Burlington	Willingboro Township	6/18/2013	
Stevens	William	Burlington	Willingboro Township	6/18/2013	
Hayes	John	Middlesex	AECOM		5/20/2011
Meister	William	Middlesex	AECOM		5/20/2011
Noupin	Alain	Middlesex	AECOM		5/20/2011
Commins	Elissa	Monmouth	Birdsall		5/20/2011
Masol	William	Monmouth	Birdsall		5/20/2011
Chasmar	Michael	Monmouth	Borough of Fair Haven		5/20/2011
Vallen	Robert	Camden	Camden Police Dept.		5/20/2011
Peters	Carl	Mercer	Carl E Peters, LLC		5/20/2011
Lim	Andrew	Hudson	City of Jersey City - Div. of		5/20/2011
Chen	Kevin	Middlesex	CME Associates		5/20/2011
Meskill	John	Middlesex	CME Associates		5/20/2011
Oliva	Gary	Middlesex	CME Associates		5/20/2011
Russo	Robert	Middlesex	CME Associates		5/20/2011
Watson	James	Middlesex	CME Associates		5/20/2011
Araneo	John	Bergen	County of Bergen		5/20/2011
Gardella	Richard E.	Cumberland	County of Cumberland		5/20/2011

D'Amico	Louis	Hudson	County of Hudson	5/20/2011
Davydan	Eugene	Hudson	County of Hudson	5/20/2011
dayydan	eugene	Hudson	County of Hudson	5/20/2011
Keating	Sean	Hudson	County of Hudson	5/20/2011
Leong	Khai-Chuen	Hudson	County of Hudson	5/20/2011
Lopez	Anthony	Hudson	County of Hudson	5/20/2011
Patel	Sumant	Hudson	County of Hudson	5/20/2011
Bratsano	Stamatis	Middlesex	County of Middlesex	5/20/2011
Faraci	Joseph	Middlesex	County of Middlesex	5/20/2011
Gambilonghi	Anthony	Middlesex	County of Middlesex	5/20/2011
Glessman	Robert	Middlesex	County of Middlesex	5/20/2011
hommer	jeffery	Middlesex	County of Middlesex	5/20/2011
Hughes	Bud	Middlesex	County of Middlesex	5/20/2011
Kardon	Aaron	Middlesex	County of Middlesex	5/20/2011
Vaughan	Peter	Middlesex	County of Middlesex	5/20/2011
Patel	Prabhu	Middlesex	County of Middlesex Offic	5/20/2011
Vieira	Erik	Monmouth	County of Monmouth	5/20/2011
Kao	Ming	Monmouth	County of Monmouth Offi	5/20/2011
Bloom	Adam	Somerset	County of Somerset	5/20/2011
Jenner	Mark	Somerset	County of Somerset	5/20/2011
Mager	Kelly	Somerset	County of Somerset	5/20/2011
Melick	Christopher	Somerset	County of Somerset	5/20/2011
Tsu	Lili	Somerset	County of Somerset	5/20/2011
Goss	Alec	Essex	Dewberry	5/20/2011
Reeves	Jeffrey	Passaic	Dresdner Robin	5/20/2011
Gilligan	Charles	Monmouth	Gilligan Engineer	5/20/2011
Walzer	James	Ocean	Hatch Mott MacDonald	5/20/2011
Herrmann	James	Ocean	Jacobs Engineering	5/20/2011
White	William	Monmouth	Maser Consulting, P.A.	5/20/2011
Babaria	Kajal	Middlesex	Naik Consulting Group, P.	5/20/2011
Kajal	Babaria	Middlesex	Naik Consulting Group, P.	5/20/2011
Patel	Dattesh	Middlesex	Naik Consulting Group, P.	5/20/2011
Freeman	John	Monmouth	Najarian Associates	5/20/2011
Kuhne	Robert	Monmouth	Najarian Associates	5/20/2011

Carey	John	Mercer	Orth-Rodgers & Associate	5/20/2011
Carrey	John	Bucks (PA)	Orth-Rodgers & Associate	5/20/2011
Liuzzo	Julie	Bucks (PA)	Orth-Rodgers & Associate	5/20/2011
Bates	Jennifer	Essex	Port Authority of NY & NJ	5/20/2011
Dicules	Michael	Essex	Port Authority of NY & NJ	5/20/2011
Diculescu	Michael	Essex	Port Authority of NY & NJ	5/20/2011
Lepore	Armando	Essex	Port Authority of NY & NJ	5/20/2011
Peralta	Edward		Port Authority of NY & NJ	5/20/2011
Shabih	Raheel	Essex	Port Authority of NY & NJ	5/20/2011
Syed	Saleem	Essex	Port Authority of NY & NJ	5/20/2011
laks	Randolph	Middlesex	Remington, Vernick & Ver	5/20/2011
Chapin	William	Monmouth	T & M Associates	5/20/2011
Mantlick	Dennis	Monmouth	T & M Associates	5/20/2011
Stavrou	George	Monmouth	T & M Associates	5/20/2011
Smith	Everett	Somerset	Township of Hillsborough	5/20/2011
Malavasi	Thomas	Essex	Township of Maplewood	5/20/2011
Herrera	Joseph	Middlesex	Township of Piscataway	5/20/2011
Coppola	Frederick	Hunterdon	Township of Raritan	5/20/2011
Hajjar	Antoine	Hunterdon	Township of Raritan	5/20/2011
Vollmar	Richard	Passaic	URS Corporation	5/20/2011
Clerico	Robert	Hunterdon	Van Cleef Engineering Ass	5/20/2011
Daino	Anthony			5/20/2011
Knigge	Chris	Mercer	Borough of Princeton	6/9/2011
Taylor	Jeffrey	Burlington	Burlington Township	6/9/2011
Schellinger	Kent	Cape May	Cape May County	6/9/2011
Morris	Tim	Monmouth	Cherry Weber	6/9/2011
Mercurio	William	Monmouth	Cherry, Weber & Associat	6/9/2011
Glembocki	Joseph	Hudson	County of Hudson	6/9/2011
Sieira	Jose	Hudson	County of Hudson	6/9/2011
Delozier	Paul	Mercer	County of Mercer	6/9/2011
Markley	William	Mercer	County of Mercer	6/9/2011
Rhodes	Al	Mercer	County of Mercer	6/9/2011
Solack	Joe	Mercer	County of Mercer	6/9/2011
McConnell	Sean	Mercer	County of Mercer DOT	6/9/2011

Pucci	Gene		County of Mercer DOT	6/9/2011
Olszewski	Stan	Middlesex	County of Middlesex	6/9/2011
Patel	Bhailal H	Middlesex	County of Middlesex	6/9/2011
Reiser	John J	Middlesex	County of Middlesex	6/9/2011
Close	Richard	Somerset	County of Somerset	6/9/2011
Covert	John	Somerset	County of Somerset	6/9/2011
Zavacki	Tom	Somerset	County of Somerset	6/9/2011
Arcari	Stacey	Burlington	Environmental Resolution	6/9/2011
Cueto	Christian	Union	Grotto Engineering Associ	6/9/2011
Mankiw	Alex	Essex	Hatch Mott MacDonald	6/9/2011
Belanger	Thomas	Somerset	Hillsborough Township	6/9/2011
Silvestrov	Victor	Mercer	Hopewell Township	6/9/2011
Van Hise	Peter	Mercer	Hopewell Township	6/9/2011
Gravatt	George	Monmouth	Howell Township	6/9/2011
Nunziato	William	Monmouth	Howell Township	6/9/2011
Pavlick	Drew	Monmouth	Howell Township	6/9/2011
DeCasas	Paul	Morris	Jacobs Engineering	6/9/2011
Timko	Craig	Morris	Jacobs Engineering Engine	6/9/2011
Alvarado	Angel	Hudson	Jersey City Division of Eng	6/9/2011
Brower	Tim	Monmouth	Johnson, Mirmiran & Thoı	6/9/2011
Jardosh	Harshad	Essex	KS Engineers, P.C.	6/9/2011
Frank	Dan	Mercer	Langan	6/9/2011
Bradford	Bruce	Monmouth	Maser Consulting, P.A.	6/9/2011
Afferton	Kenneth	Morris	New Jersey Department c	6/9/2011
Forero	Jairo	Monmouth	New Jersey Department c	6/9/2011
Grande	Amanda	Mercer	New Jersey Department c	6/9/2011
Jaffe	Richard	Mercer	New Jersey Department c	6/9/2011
LiSanti	Dan	Mercer	New Jersey Department c	6/9/2011
Salim	Sam	Mercer	New Jersey Department C	6/9/2011
Shah	Mukesh	Mercer	New Jersey Department c	6/9/2011
Thorn	Darin	Mercer	New Jersey Department c	6/9/2011
Virgilio	Albert	Mercer	New Jersey Department c	6/9/2011
Keller	John	Middlesex	New Jersey Turnpike Autl	6/9/2011
O'Leary	Brian	Middlesex	New Jersey Turnpike Autl	6/9/2011

Wagner	Nonee	Mercer	NJ Division of Law	6/9/2011
Brocksmith	Andrea	Essex	Parsons Brinckerhoff	6/9/2011
Coupe	Cynthia	Mercer	Parsons Brinckerhoff	6/9/2011
Hay	Todd	Middlesex	Pennoni Associates Inc.	6/9/2011
Caruth	David	Essex	Port Authority of NY & NJ	6/9/2011
Rivera	Jose	Essex	Port Authority of NY & NJ	6/9/2011
Pagan	Robert	Mercer	Princeton Borough	6/9/2011
Le	Thanh	Middlesex	Rutgers - CAIT	6/9/2011
Weaver	Joseph	Morris	Suburban Consulting Engi	6/9/2011
Gregoria	Robert	Monmouth	T & M Associates	6/9/2011
Bugel	Christine	Morris	The RBA Group	6/9/2011
Hatfield	Scott	Burlington	Township of Burlington	6/9/2011
O'Rourke	Dennis	Camden	Township of Pennsauken	6/9/2011
Tootsov	Aino-Liis	Passaic	URS Corporation	6/9/2011
Graham	Bruce	Cape May	Van Note-Harvey Associat	6/9/2011
Peraza	Ana	Middlesex	AECOM	6/23/2011
Ibrahim	Hussain	Middlesex	Amertech Engineering, In	6/23/2011
Sura	Lea	Middlesex	Amertech Engineering, In	6/23/2011
Iafe	William	Middlesex	Atlantic Realty Developm	6/23/2011
Lettini	Christopher	Monmouth	Birdsall	6/23/2011
DeBarger	Peter	Burlington	Buchart Horn, Inc.	6/23/2011
Dancsecs	Tom	Burlington	Buchart Horn, Inc.	6/23/2011
Kuchie	Edward	Middlesex	County of Middlesex	6/23/2011
Vesce	Gary	Middlesex	County of Middlesex	6/23/2011
Vogel	Tom	Middlesex	County of Middlesex	6/23/2011
Wallner	Richard	Middlesex	County of Middlesex Engi	6/23/2011
Chin	Heng	Monmouth	County of Monmouth Par	6/23/2011
North	Andrew	Monmouth	County of Monmouth Par	6/23/2011
Ostrowski	Robin	Monmouth	County of Monmouth Par	6/23/2011
Pillar	Richard	Monmouth	County of Monmouth Par	6/23/2011
Edmond	Steve	Passaic	County of Passaic	6/23/2011
Andreassen	Carl	Somerset	County of Somerset	6/23/2011
Barnoschi	Stefan	Somerset	County of Somerset	6/23/2011
Boccino	Thomas	Somerset	County of Somerset	6/23/2011

Lucash	Mike	Somerset	County of Somerset	6/23/2011
Mundhenk	Brian	Somerset	County of Somerset	6/23/2011
Obara	William	Monmouth	Delaware Raritan Enginee	6/23/2011
Yakimik	John	Essex	Dewberry	6/23/2011
Krstic	Vladica	Middlesex	Gannett Fleming	6/23/2011
Lapinski	Agnieszka	Burlington	Gannett Fleming, Inc.	6/23/2011
Liddle	John	Burlington	Gannett Fleming, Inc.	6/23/2011
Trickey	Owen	Burlington	Gannett Fleming, Inc.	6/23/2011
Steponanko	Julia	Hunterdon	Greenman-Pedersen, Inc.	6/23/2011
Boerchers	Bernard	Hunterdon	Greenman-Pedersen, Inc.	6/23/2011
Bogan	Edward	Union	Grotto Engineering Associ	6/23/2011
Odenthal	Kevin	Essex	Hatch Mott MacDonald	6/23/2011
Birzin	Lisa	Monmouth	Howell Township	6/23/2011
Shekhter	Raisa	Monmouth	Howell Township	6/23/2011
Markulic	Joseph	Monmouth	Howell Township Police	6/23/2011
Pryor	Joseph	Middlesex	Johnson, Mirmiran & Thoı	6/23/2011
Brower	Shane	Monmouth	Johnson, Mirmiran & Thoı	6/23/2011
Kotdawala	Shri	Monmouth	KCC	6/23/2011
Ferriero	Paul	Morris	Long Hill Township	6/23/2011
Baron	Richard	Middlesex	Naik Consulting Group, P.	6/23/2011
Alsharaa	Manar	Mercer	New Jersey Department c	6/23/2011
Bizuga	David	Mercer	New Jersey Department c	6/23/2011
Cook	Antoine		New Jersey Department c	6/23/2011
Hussain	Asma	Mercer	New Jersey Department c	6/23/2011
Kraehenbuehl	Eric	Mercer	New Jersey Department c	6/23/2011
Le	Kimvan	Middlesex	New Jersey Department c	6/23/2011
Patel	Vimal	Morris	New Jersey Department c	6/23/2011
Patel	Jaimini	Monmouth	New Jersey Department c	6/23/2011
Perera	Haridrani	Mercer	New Jersey Department c	6/23/2011
Ranganathan	Karalas	Mercer	New Jersey Department c	6/23/2011
Ritualo	Mario	Mercer	New Jersey Department c	6/23/2011
Sadama	Dante	Mercer	New Jersey Department c	6/23/2011
Corsey	Wayne	Morris	Onland Engineering Assoc	6/23/2011
Luke	Genevieve	Middlesex	Pennoni Associates	6/23/2011

Piasecki	Lisa	Middlesex	Pennoni Associates Inc.	6/23/2011
Franco	Luis	Essex	Port Authority of NY & NJ	6/23/2011
Fraser	Craig	Essex	Port Authority of NY & NJ	6/23/2011
Ginder	Alan	Essex	Port Authority of NY & NJ	6/23/2011
Soriano	Anthony	Mercer	Princeton Township	6/23/2011
Cox	Elizabeth		RBA	6/23/2011
Black	Natalia	Somerset	RideWise	6/23/2011
Robinson	Tiffany	Morris	The RBA Group	6/23/2011
Guzik	Francis	Mercer	Township of West Windsc	6/23/2011
Etzel	Jay	Camden	Urban Engineers	6/23/2011
Decker	Thomas	Hunterdon	Van Cleef Engineering Ass	6/23/2011
McCabe	Peter	Hunterdon	Van Cleef Engineering Ass	6/23/2011
Van Schoick	James	Middlesex	Voorhees Transportation	6/23/2011
Germinario	Thomas			6/23/2011
Clark	Russell	Gloucester	Borough of Glassboro	6/29/2011
Estes	Timothy	Gloucester	Borough of Glassboro	6/29/2011
Facchine	Rodney	Gloucester	Borough of Glassboro	6/29/2011
Fogarino	Sal	Gloucester	Borough of Glassboro	6/29/2011
Martilini	Angelo	Gloucester	Borough of Glassboro	6/29/2011
Ortiz	Jose	Gloucester	Borough of Glassboro	6/29/2011
Schuckert	Chris	Gloucester	Borough of Glassboro	6/29/2011
Lee	Robert	Camden	Cherry Hill Township Engi	6/29/2011
Quering	John	Camden	Cherry Hill Township Engi	6/29/2011
Patel	Ashvin	Burlington	County of Burlington	6/29/2011
Wright	Jeffrey	Burlington	County of Burlington	6/29/2011
Hornback	John	Camden	County of Camden	6/29/2011
Karbach	Hank	Camden	County of Camden	6/29/2011
O'Toole	Anthony	Camden	County of Camden	6/29/2011
Brewer	Mike	Gloucester	County of Gloucester	6/29/2011
Lubelski	David	Gloucester	County of Gloucester	6/29/2011
Zuccarino	Maria	Gloucester	County of Gloucester	6/29/2011
Nemiroff	Dan		Delaware Valley Regional	6/29/2011
Mazur	Steve	Atlantic	Dixon Associates Engineei	6/29/2011
Bitgood	Stan	Gloucester	Federici & Akin, P.A.	6/29/2011

Canter	Jerry	Burlington	Horner & Canter Associat	6/29/2011
Hogg	Andrew	Gloucester	Land Dimensions Enginee	6/29/2011
La Pierre	Paul	Gloucester	Land Dimensions Enginee	6/29/2011
Tamous	Ahmad	Gloucester	Land Dimensions Enginee	6/29/2011
Espinosa	Philip	Mercer	New Jersey Department c	6/29/2011
Eberhardt	David	Mercer	New Jersey Department c	6/29/2011
Tripathi	Krishna	Mercer	New Jersey Department c	6/29/2011
Price-Cates	Sharon	Mercer	NJ Attorney General Divis	6/29/2011
Gilmore	William	Gloucester	Site Civil Engineering	6/29/2011
Michael Jr	Gerald	Atlantic	South Jersey Transportati	6/29/2011
Brown	Adam	Camden	Urban Engineers	6/29/2011
Diehl	Scott	Camden	Urban Engineers	6/29/2011
McGarrigel	William	Camden	Urban Engineers	6/29/2011
Jepson	Christopher	Mercer	Van Cleef Engineering Ass	6/29/2011
Petrella	Ralph	Cape May	Van Note-Harvey Associat	6/29/2011
Schaeffer	Philip	Gloucester	Vargo Associates	6/29/2011
Vargo	Robert	Gloucester	Vargo Associates	6/29/2011
Rose	Edward T.	Gloucester		6/29/2011
Gadaleta	Vito	Passaic	Borough of Pompton Lake	7/13/2011
Cherry	Douglas	Warren	Cherry, Weber & Associat	7/13/2011
Olieman	Peter	Warren	Cherry, Weber & Associat	7/13/2011
Hughes	Deidre	Passaic	City of Clifton	7/13/2011
Lardner	Michael	Passaic	City of Clifton	7/13/2011
Meisberger	James	Passaic	City of Clifton	7/13/2011
Siluk	Robert	Passaic	City of Clifton	7/13/2011
Chang	Lei	Hudson	City of Jersey City	7/13/2011
D'Souza	Joao	Hudson	City of Jersey City	7/13/2011
Piersa	Chris	Hudson	City of Jersey City	7/13/2011
Sims	Jeremy	Hudson	City of Jersey City	7/13/2011
Englehart	Inkyung	Monmouth	County of Monmouth	7/13/2011
Moafi	Sayed	Monmouth	County of Monmouth	7/13/2011
Walsh	Denis	Monmouth	County of Monmouth	7/13/2011
Colatarci	Justin	Passaic	County of Passaic	7/13/2011
Diaz	Jose	Passaic	County of Passaic	7/13/2011

Mettlen	Timothy	Passaic	County of Passaic	7/13/2011
Prior	Melinda	Passaic	County of Passaic	7/13/2011
Silverstein	Charles	Passaic	County of Passaic	7/13/2011
Bosco	Henry	Passaic	County of Passaic Departr	7/13/2011
Gergats	Michael	Passaic	County of Passaic Departr	7/13/2011
Gorman	James	Passaic	County of Passaic Departr	7/13/2011
Paul	Doll	Passaic	County of Passaic Dept	7/13/2011
McGill	John	Passaic	County of Passaic Paratra	7/13/2011
Borinski	Christopher	Morris	Dewberry	7/13/2011
Brightly	Robert	Morris	Ferriero Engineering, Inc.	7/13/2011
Atkinson	David	Morris	H2M Associates, Inc.	7/13/2011
Bey	Osborne	Hudson	Jersey City Division of Eng	7/13/2011
Flores	Mario	Hudson	Jersey City Division of Eng	7/13/2011
Facchino	Vincent	Passaic	JMP Holdings	7/13/2011
Desch	John	Morris	John Desch Associates, In	7/13/2011
Maiella	Joseph	Morris	John Desch Associates, In	7/13/2011
Tyrpak	Stephen	Middlesex	Naik Consulting Group	7/13/2011
Stimmel	William	Bergen	Neglia Engineering Associ	7/13/2011
David	Mathews	Morris	New Jersey Department c	7/13/2011
Raja	Sudha	Mercer	NJ Dept of Law and Public	7/13/2011
Callender	Dara	Essex	NJ Transit	7/13/2011
Russo	Frank	Morris	Omland Engineering Asso	7/13/2011
Facchino	Anthony	Morris	Onland Engineering Assoc	7/13/2011
Fernicola	Albert	Passaic	Passaic County	7/13/2011
Rivera	Magaly	Passaic	Passaic Senior Center	7/13/2011
Weinert	Carl	Essex	Port Authority of New Yo	7/13/2011
Kriegel	Russell	Essex	Port Authority of NY & NJ	7/13/2011
Maleki	Reza	Essex	Port Authority of NY & NJ	7/13/2011
Cullari	Lawrence (Larry)	Middlesex	Rutgers' CAIT	7/13/2011
Feeley	Cecilia	Middlesex	Rutgers' CAIT	7/13/2011
Mellini	May	Morris	Self Employed	7/13/2011
William	Schuldt	Morris	Spectrum for Living	7/13/2011
Miller	John P.	Morris	Suburban Consulting Engi	7/13/2011
Shepard	Jeff	Morris	The RBA Group	7/13/2011

Barile	Anthony	Sussex	Township of Byram	7/13/2011
Gonnello	Lawrence	Essex	Township of Fairfield	7/13/2011
Simone	Phillip	Passaic	Township of Little Falls	7/13/2011
Barry	John	Essex	Township of Nutley	7/13/2011
Michetti	Melanie	Morris	Township of Roxbury	7/13/2011
Traficante	Charles	Passaic	Township of Wayne	7/13/2011
Zapata	Fernando	Passaic	Township of Wayne	7/13/2011
Jawaro	Danny	Passaic	URS	7/13/2011
Kim	Young	Somerset	USACE	7/13/2011
Holzapfel	George	Passaic	Wayne Township	7/13/2011
Newman	Kenneth	Passaic	Wayne Township	7/13/2011
Place	Robert	Passaic	Wayne Township	7/13/2011
Bullock	Donna	Ocean	3D Engineering Group, LL	9/10/2011
Shah	Alkesh G.	Middlesex	AGS Consulting	9/10/2011
Johnson	Brian	Burlington	Bordentown Township	9/10/2011
Patel	Maheshkumar	Middlesex	CME Associates	9/10/2011
Halari	Bhaskar	Monmouth	Concept Engineering	9/10/2011
Martinez	John	Middlesex	Eastern Land Developmer	9/10/2011
Sander	Neil	Montgomery	Fleisher Forensics	9/10/2011
Mausert	Brian	Hunterdon	Greenman-Pedersen, Inc.	9/10/2011
Jumikis	Andris	Middlesex	New Jersey Department c	9/10/2011
Zabat	Victorno	Monmouth	NONE	9/10/2011
Thomas	Charles	Morris	Onland Engineering Assoc	9/10/2011
Lord	John	Ocean	Self Employed	9/10/2011
Giancarli	Mario	Monmouth	T & M Associates	9/10/2011
Good	Alex	Monmouth	T & M Associates	9/10/2011
Medina	John	Middlesex	Township of Edison	9/10/2011
Shabazz	Shakir	Middlesex	Villani Bus Co.	9/10/2011
Rohal	Michael	Essex	Borough of Glen Ridge	9/22/2011
West	John	Mercer	Borough of Princeton	9/22/2011
Huang	Stanley	Hudson	City of Jersey City	9/22/2011
Lauber	James	Hudson	City of Jersey City	9/22/2011
Wang	Lichuan	Hudson	City of Jersey City	9/22/2011
Ploskonka	John	Monmouth	Concept Engineering	9/22/2011

Cihocki	David	Burlington	County of Burlington	9/22/2011
Patel	Mukesh	Burlington	County of Burlington	9/22/2011
Packowski	John	Monmouth	County of Monmouth	9/22/2011
Rizkalla	R. Sami	Monmouth	County of Monmouth	9/22/2011
Lieneck	Laura	Monmouth	County of Monmouth Par	9/22/2011
Loper	Matthew	Somerset	County of Somerset	9/22/2011
Lorimer	David	Somerset	County of Somerset	9/22/2011
Maurer	Brian	Somerset	County of Somerset Divisi	9/22/2011
Quamme	Richard	Morris	Ferriero Engineering, Inc.	9/22/2011
Stevenson	John	Hunterdon	HART Commuter Informat	9/22/2011
Evans	Gregory	Camden	Key Engineers, Inc	9/22/2011
Fusco	Gregory	Warren	Key Engineers, Inc.	9/22/2011
Herrmann	Mark	Camden	Key Engineers, Inc.	9/22/2011
O'Rourke	Lawrence	Essex	KS Engineers, P.C.	9/22/2011
Disario	Dan	Mercer	Langan	9/22/2011
Whitehead	Gregory	Mercer	Lawrence Township	9/22/2011
Craft	Kimberli	Essex	Montclair Township	9/22/2011
Solfaro	Thomas	Bergen	Neglia Engineering Associ	9/22/2011
Howard	Warren	Mercer	New Jersey Department c	9/22/2011
Ukpah	Priscilla	Mercer	New Jersey Department c	9/22/2011
Vo	Binh	Mercer	New Jersey Department c	9/22/2011
Kardos	Dennis	Union	North Plainfield Police	9/22/2011
Hartman	Debbie	Mercer	Parsons Brinckerhoff	9/22/2011
Bartholomew	Richard	Middlesex	Rutgers - Voorhees Transp	9/22/2011
Marchese	Nicholas	Atlantic	South Jersey Transportati	9/22/2011
Sabla	Jeff	Atlantic	South Jersey Transportati	9/22/2011
Sullivan	James	Atlantic	South Jersey Transportati	9/22/2011
Lokker	Michael	Bergen	Stantec Consulting	9/22/2011
Kovacs	Larry	Monmouth	T & M Associates	9/22/2011
Mueller	Roger	Monmouth	T & M Associates	9/22/2011
Palermo	Joseph	Monmouth	T & M Associates	9/22/2011
mantyla	mark	Morris	Township Of Montville	9/22/2011
Bacher	Kristen	Burlington	Township of Mount Holly	9/22/2011
Ferraro	Salvatore	Essex	Township of Nutley	9/22/2011

Lyons	Martin	Mercer	Twp of Edison (ret)	9/22/2011
Ingram	Brett	Atlantic	Adams, Rehmann and He	1/26/2012
Jerome	Eric	Atlantic	Adams, Rehmann, and He	1/26/2012
Hartman	Donald	Mercer	Arora and Associates, P.C.	1/26/2012
Elliott	Katherine	Monmouth	Birdsall	1/26/2012
Dunmyer	David	Gloucester	Consulting Engineer Servi	1/26/2012
Peacock	Hank	Gloucester	Consulting Engineer Servi	1/26/2012
D'Abundo	Joseph	Atlantic	County of Atlantic	1/26/2012
Mehta	Madhur	Burlington	County of Burlington	1/26/2012
Sanders	Troy	Burlington	County of Burlington	1/26/2012
Voinier	Randall	Hudson	County of Hudson	1/26/2012
Aravich	Michael	Monmouth	County of Monmouth	1/26/2012
Swayze	Dan	Union	Dan Swayze & Son	1/26/2012
Dean	Gary	Somerset	Dolan & Dean	1/26/2012
Polyniak	Douglas	Somerset	Dolan & Dean	1/26/2012
Sparone	Joseph	Morris	Dynamic Engineering Con	1/26/2012
Grysko	Douglas	Monmouth	Dynamic Engineering Con	1/26/2012
Henry	James	Monmouth	Dynamic Engineering Con	1/26/2012
Aller	Bradford	Middlesex	Edgewood Properties	1/26/2012
Cattani	Steven	Middlesex	Edgewood Properties	1/26/2012
May	Michelle	Middlesex	Edgewood Properties	1/26/2012
Principato	Salvatore	Middlesex	Gannett Fleming	1/26/2012
Kroeger	Amy	Somerset	GreenbergFarrow	1/26/2012
Clemson	Richard	Atlantic	James Sassano Associates	1/26/2012
Mueller	Gerhard	Atlantic	JSA Engineering	1/26/2012
Fryc	Layla	Mercer	Michael Baker Jr. Inc.	1/26/2012
Pierre	Reginald	Camden	Pennoni Associates	1/26/2012
Sadler	Scott	Camden	Pennoni Associates	1/26/2012
Eubanks	Richard	Essex	Town of Westfield	1/26/2012
Hansen	David	Morris	Township of Morris	1/26/2012
Senger	Bernie	Morris	Township of Morris	1/26/2012
Slate	James	Morris	Township of Morris	1/26/2012
Michetti	Thomas	Essex	Township of South Orang	1/26/2012
Dolan	Elizabeth	Somerset	Dolan & Dean	5/10/2012

Andrews	Christopher	Essex	Fairfield Police Departme	5/10/2012
McKenna	Michael A	Cape May	Hatch Mott MacDonald In	5/10/2012
Calero	Harold	Morris	HNTB Corporation	5/10/2012
Frick	Geoff	Passaic	HNTB Corporation	5/10/2012
Lotfi	Al	Passaic	HNTB Corporation	5/10/2012
Spencer	Howard	Burlington	J.A. Montgomery Risk Cor	5/10/2012
Truhan	John	Monmouth	John S. Truhan Consulting	5/10/2012
Heebner	Scott	Camden	Key Engineers, Inc.	5/10/2012
Heebner	Rick	Camden	Key Engineers, Inc.	5/10/2012
Garonzik	Arnold	Burlington	Litwornia Associates, Inc.	5/10/2012
Freudenrich	Doug	Mercer	Michael Baker Corp.	5/10/2012
Hill	Guy	Mercer	New Jersey Department c	5/10/2012
Rahbari	soheila	Camden	RGE Engineers & Consulta	5/10/2012
Hausman	Kenneth	Middlesex	Stump/Hausman	5/10/2012
Stump	Kimberly	Middlesex	Stump/Hausman	5/10/2012
Griggs	John	Monmouth	T & M Associates	5/10/2012
Orgera	Michael	Passaic	Township of Little Falls	5/10/2012
Janos	Joe	Camden	Traffic Planning & Design,	5/10/2012
McCarthy	Glenn	Essex	West Orange Township	5/10/2012
Najem	Najibullah	Middlesex	County of Middlesex	8/7/2012
Jadeja	Jiten	Union	New Jersey Department c	8/7/2012
Drew	John	Morris	Rockaway Township	8/7/2012
Knoth	Al	Morris	Rockaway Township	8/7/2012
Bosie	Brian	Middlesex	Township of Woodbridge	8/7/2012
Patel	Bask (Bhashkar)	Middlesex	Township of Woodbridge	8/7/2012
Lee	Chuck	Hudson	City of Jersey City	10/3/2012
Mahmood	Asif	Essex	County of Essex	10/3/2012
Kamis	Josh	Middlesex	County of Middlesex	10/3/2012
Nickel	Denise	Middlesex	County of Middlesex	10/3/2012
Betz	Liza	Union	County of Union	10/3/2012
Read	Linda	Warren	County of Warren	10/3/2012
Brenner	Alfred	Mercer	Johnson, Mirmiran & Thoı	10/3/2012
Sheurs	Ronald	Morris	Ronald E Sheurs, PE	10/3/2012
Jahr	Jamey	Morris	The RBA Group	10/3/2012

Meth	Gordon	Morris	The RBA Group	10/3/2012
Faraji	Ebrahim	Essex	Township of Montclair	10/3/2012
Reimon	Edwin	Essex	TY Lin International	10/3/2012
Fischer	Robert	Middlesex	Woodbridge Township	10/3/2012
Kociolek	Jack	Middlesex	Woodbridge Township	10/3/2012
Dai	Xin	Middlesex	AECOM	10/9/2012
Hutchinson	David	Mercer	Arora and Associates, P.C.	10/9/2012
Prusina	Mark	Morris	Borough of Mountain Lak	10/9/2012
Borrello, Jr	Alfonso	Union	City of Elizabeth	10/9/2012
Gordon	Scott	Somerset	County of Somerset	10/9/2012
Pecci	Anthony	Essex	Dewberry Inc.	10/9/2012
Check	Tom	Bergen	Fair Lawn Police Dept	10/9/2012
Franco	Tim	Bergen	Fair Lawn Police Dept	10/9/2012
Usmiani	Liz	Hunterdon	HART Commuter Informat	10/9/2012
Coviello	Nicholas	Bergen	Lyndhurst Police Dept	10/9/2012
Maloney	Joseph Ted	Monmouth	Middletown Township	10/9/2012
Maloney	Joseph Ted	Monmouth	Middletown Township	10/9/2012
Tan	Virgilio	Mercer	New Jersey Department c	10/9/2012
Reilly	Robert	Bergen	North Arlington Police De	10/9/2012
Nagy	Bill	Middlesex	Township of Woodbridge	10/9/2012
Smith	Kevin	Middlesex	Township of Woodbridge	10/9/2012
Macios	Joseph	Burlington	TRC Engineers	10/9/2012
Fishman	Mitch	Middlesex	Woodbridge Township	10/9/2012
Blanos	Peter	Essex	Borough of Haledon	3/15/2013
Rylick	Joe	Passaic	English Paving Company	3/15/2013
Stansfield	Fred	Passaic	English Paving Company	3/15/2013
Kane	Susan	Ocean	Jackson Township	3/15/2013
Cassidy	Michael	Morris	Maser Consulting, P.A.	3/15/2013
Roth	Michael	Morris	Onland Engineering Assoc	3/15/2013
Dannemiller	Michael	Morris	The RBA Group	3/15/2013
John	Wickham	Monmouth	DPK	3/25/2013
Bruce	Connell	Monmouth	Dynamic Engineering Con	3/25/2013
Douglas	Grysko	Monmouth	Dynamic Engineering Con	3/25/2013
Graham	Moore	Monmouth	Dynamic Engineering Con	3/25/2013

Jeffrey	Haberman	Monmouth	Dynamic Engineering Con	3/25/2013
Jeffrey	Spalt	Monmouth	Dynamic Engineering Con	3/25/2013
Mark	Whitaker	Monmouth	Dynamic Engineering Con	3/25/2013
Stephen	Sluka	Monmouth	Dynamic Engineering Con	3/25/2013
James	Henry	Monmouth	Dynamic Engineering Con	3/25/2013
Justin	Taylor	Monmouth	Dynamic Traffic	3/25/2013
Nicholas	Verderbe	Monmouth	Dynamic Traffic	3/25/2013
Vircik	George	Middlesex	City of Linden	5/15/2013
Keane	John	Bergen	County of Bergen	5/15/2013
Pera	Jonathan	Mercer	County of Passaic	5/15/2013
McCall	Paul	Somerset	County of Somerset	5/15/2013
Leso	Paul	Union	County of Union	5/15/2013
Sullivan	Raymond	Union	County of Union	5/15/2013
Siddique	Shahid Raza	Middlesex	Jacobs Engineering	5/15/2013
Li	Jimmy	Morris	LS Engineering Associates	5/15/2013
Polyniak	Gregory	Bergen	Neglia Engineering Associ	5/15/2013
Birchenough	Joseph	Morris	New Jersey Department c	5/15/2013
Pathare	Bhushan	Mercer	New Jersey Department c	5/15/2013
Somaratna	Kumudika	Mercer	New Jersey Department c	5/15/2013
Hanna	Mourad	Burlington	Parsons Brinckerhoff	5/15/2013
Nagar	Ripenrai	Camden	Pennoni Associates	5/15/2013
Fu	Mark		Rutgers' CAIT	5/15/2013
Carriere	Beverly	Essex	BevLynn Designs	7/30/2013
Sadowski	Mike	Monmouth	Cherry Weber & Associat	7/30/2013
Panzarino	Anthony	Monmouth	Cherry, Weber & Associat	7/30/2013
Breier	Paul	Gloucester	Federici & Akin, PA	7/30/2013
O'Neal	Dennis	Mercer	Ferriero Engineering, Inc.	7/30/2013
Hizer	Erich	Hunterdon	Greenman-Pedersen, Inc.	7/30/2013
Pereira	Paul	Monmouth	Lucas Construction Group	7/30/2013
Reiss	Robert	Monmouth	Lucas Construction Group	7/30/2013
Cerveny	Michele	Morris	MaineDOT former	7/30/2013
Bunner	Jacqueline	Essex	Parsons Brinckerhoff	7/30/2013
Jefferson	Aimee	Middlesex	Rutgers' CAIT	7/30/2013

7.12 APPENDIX L

Division of Local Aid Policy/Procedure No.010, Local Public Agency Eligibility Assessment of Federal Aid Funds

New Jersey Department of Transportation

Division of Local Aid and Economic Development

I. Policy/Procedure No. 010.00

II. Supersedes: None

III. Subject: Local Public Agency Eligibility Assessment for Federal Aid Funds

IV. Effective Date: October 1, 2012

V. Purpose

To establish a policy to assess Local Public Agencies (LPA) ability to comply with requirements of the Federal Highway Administration's (FHWA) Federal Aid Highway Program (FAHP).

VI. Background

NJDOT provides funds to LPA's for construction projects on the federal-aid system through FHWA's FAHP. LPA's receiving Federal funds are responsible for administering the projects and meeting all Federal-aid requirements. The NJDOT, through its Stewardship Agreement with FHWA, is responsible for ensuring that each LPA is adequately staffed and suitably equipped to undertake Federal-aid projects; to provide the supervision and inspection required to complete each project in conformance with the approved plans and specifications; and to ensure that all federal requirements are met.

In order to make this eligibility determination the NJDOT will assess each LPA's policies, procedures, organization structure, and internal controls prior to the authorization of Federal-aid funds.

VII. Authority

23 U.S.C 112, 23 CFR 172, 23 CFR 635, 40 U.S.C., 49 CFR 18, 49 CFR 19, 49 CFR 26, 2 CFR 225, 2 CFR 230, OMB Circular A-133, FAR 31.2, and 40 U.S.C.

VIII. Policy

NJDOT Division of Local Aid and Economic Development will conduct an eligibility assessment of all LPA's as a prerequisite to receive FHWA FAHP funds. All requirements of the following

Procedure must be met prior to the authorization of FAHP funds for Fiscal Year 2013, and all subsequent fiscal years.

IX. Procedure

1. An LPA seeking FAHP funds must complete the NJDOT Division of Local Aid and Economic Development Federal Aid Highway Program Administrative Questionnaire (Attachment I). The questionnaire must be certified by the LPA and submitted to the Director, Division of Local Aid and Economic Development.

2. The completed questionnaire will be reviewed by the Division Office and written comments, if any, provided to the LPA. The NJDOT will notify the LPA of acceptance once all comments have been resolved. Certified questionnaires will be subject to audit by NJDOT.

3. An Eligibility Assessment Interview will be scheduled and conducted by the Local Aid District Office. The purpose of the interview is to assess the LPA's organization structure, staffing levels, and the LPA's administration and project management systems and internal controls. The interview will include an assessment of the LPA's written policies and procedures for administering federal-aid projects. The NJDOT Division of Local Aid and Economic Development Summary of Project Management Eligibility Requirements for Locally Administered Federal Aid Highway Projects dated December 5, 2012 (Attachment II) provides a summary of the federal-aid requirements that must be addressed in the LPA's policies and procedures.

4. District Office personnel will utilize the NJDOT Division of Local Aid and Economic Development Federal Aid Highway Program Eligibility Assessment Interview Form (Attachment III) as the basis for the interview.

5. The District Office will notify the LPA in writing of any comments including all deficiencies noted as a result of the interview. The notification will identify corrective action required by the LPA. The Division Director shall be copied.

6. The LPA will implement required corrective actions and submit revised documentation to the District Office. The District Office will notify the LPA in writing of acceptance or provide an explanation of corrective actions required to gain acceptance.

7. The District Office Manager will notify the Division Director in writing when all requirements identified in the Eligibility Requirements (Attachment II), the Eligibility Assessment Interview Form (Attachment III) and this Procedure are met.

8. The District Office Manager will notify the Division Director in writing of any LPA found not to be adequately staffed or suitably equipped to receive FHWA FAHP funds. The Division Office will notify the LPA in writing of this determination.

9. The Division Director will notify FHWA in writing of each LPA determined to be an eligible recipient of FHWA FAHP funds. The District Office will be copied. A copy of the notification shall be included in each funding authorization request prepared by the District Office.

10. Eligibility determinations will be valid for three years for Metropolitan Planning Organization (MPO) Subregions. All other LPA's will be assessed on a project by project basis as a prerequisite for the authorization of FAHP funds.

X. Attachments

Attachment I – New Jersey Department of Transportation, Division of Local Aid and Economic Development, Federal Aid Highway Program Administrative Questionnaire , State Local and Indian Tribal Governments, Universities and Non-Profits dated August 1, 2012 or subsequent revisions.

Attachment II - NJDOT Division of Local Aid and Economic Development Summary of Project Management Eligibility Requirements for Locally Administered Federal Aid Highway Projects dated December 5, 2012

Attachment III – NJDOT Division of Local Aid and Economic Development Federal Aid Highway Program Eligibility Assessment Interview Form dated January 17, 2013.

Approval: _____ **Date:** 2-5-13

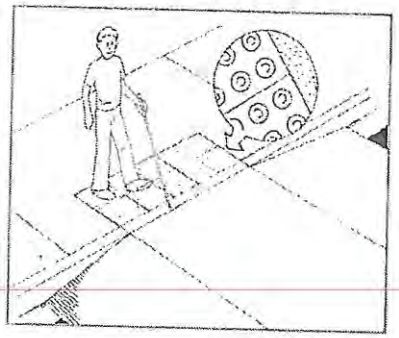
Michael Russo

Director, Local Aid and Economic Development

7.13 APPENDIX M

NJDOT ADA Public Outreach Materials

2010 DRAFT TRANSITION PLAN
EXECUTIVE SUMMARY



The 2010 Draft Transition Plan, and the process by which it was developed, reflects a substantive effort by the New Jersey Department of Transportation (NJDOT) and its Division of Civil Rights (Division) to reinvigorate and accelerate program efforts focused on accessibility of public facilities, programs, and policies by persons with disabilities. In 2009, the Federal Highway Administration (FHWA) directed the Division to make increased strides to fulfill requirements of ADA Title II through various programmatic elements, including the designation of a formal staff coordinator responsible for cross-departmental Title II efforts, provision of public notice regarding ADA requirements, adoption and publishing of grievance procedures, development of a self-evaluation of existing physical barriers, and the creation of a Transition Plan for removing identified barriers. In addition to creating a program framework for Title II, in 2010 the Division conducted ADA training for about 500 staff at NJDOT Headquarters and regional offices. Since then, training sessions have been extended to local public agencies throughout New Jersey. As another key accomplishment, the Division also oversaw major and minor accessibility improvements at three regional facilities, the NJDOT Headquarters Building, and two State Welcome Centers.

The most substantive and far-reaching requirement of the Transition Plan is the development of a phased schedule for providing curb ramps along pedestrian crossings where NJDOT has identified and inventoried physical barriers. NJDOT has been steadfastly working toward the goal of compiling a comprehensive inventory of these barriers through analysis of state roadway data. The 2010 Draft Transition Plan serves as the initial means for communicating NJDOT's overarching approach and commitment for improving its compliance efforts to its key stakeholders and program partners, including NJDOT, FHWA, and the public, including members of the disability community. It should be noted that the NJDOT Section 504/Title II program is a relatively new program within the Division of Civil Rights. Beyond its early efforts to establish a program structure and framework, NJDOT's Division of Civil Rights will continue to augment its ADA program activities using an incremental, phased-in approach.

While the Draft Transition Plan highlights activities that can be undertaken within a 10-year (long-term) time span, the Division of Civil Rights has already undertaken several activities to strengthen its existing program and making progress toward the outcomes anticipated from the Transition Plan process. As documented in the 2010 Draft Transition Plan, these steps include:

- Continued inventory efforts to develop a curb ramp installation schedule;
- Activities to assemble an external advisory/ stakeholder group for involvement in future Self-Evaluation and Transition Plan efforts;
- More fully engaging its internal expert resources, as reflected in the cross-functional membership of the current ADA Work Group; and
- Developing a stronger awareness within the Department and with the public by developing promotional materials, a Mission and Vision statement for the program, and establishing a stronger presence on the NJDOT intranet and Internet home pages of its web site.

FREQUENTLY ASKED QUESTIONS (FAQs)

Q1. What is the Americans with Disabilities Act (ADA) and how does it define a "disability"?

A1. The 1990 ADA civil rights legislation protects individuals with disabilities. It guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications. Ongoing efforts at New Jersey Department of Transportation (NJDOT) specifically focus on Title II of the Act, which is concerned with provision of equal access to public services by persons with disabilities.

According to the ADA, persons with disabilities are a protected class. An individual is defined as someone with a disability if they: (1) have a physical or mental impairment that substantially limits a major life activity; (2) have a record of such an impairment; and/or (3) are regarded as having such an impairment. A "Major life activity" may include, but is not necessarily limited to, life functions such as caring for oneself, performing manual tasks, walking, seeing, hearing, speaking, breathing, and learning.

Q2. How does the ADA Title II/Section 504 apply to State and local governments?

A2. Title II of the ADA – effective since January 26, 1992— prohibits discrimination against qualified individuals with disabilities in all programs, activities, and services of public entities. Title II applies to all State and local governments, their departments and agencies, and any other instrumentalities or special purpose districts of State or local governments.

It clarifies the requirements of Section 504 of the Rehabilitation Act of 1973 for public transportation systems that receive Federal financial assistance, and extends coverage to all public entities that provide public transportation, whether or not they receive Federal financial assistance. It establishes detailed standards for the operation of public transit systems, including commuter and intercity rail (AMTRAK).

Q3. How does Title II affect participation in a State or local government's programs, activities, and services?

A3. A State or local government must eliminate any eligibility criteria for participation in programs, activities, and services that screen out or tend to screen out persons with disabilities, unless it can establish that the requirements are necessary for the provision of the service, program, or activity. The State or local government may, however, adopt legitimate safety requirements necessary for safe operation if they are based on real risks, not on stereotypes or generalizations about individuals with disabilities. Finally, a public entity must reasonably modify its policies, practices, or procedures to avoid discrimination. If the public entity can demonstrate that a particular modification would fundamentally alter the nature of its service, program, or activity, it is not required to make that modification.

Q4. How are ADA regulations enforced?

A4. An individual or group can file a complaint or grievance in three different ways:

- With the administrative agency or any Federal agency that provides financial assistance to the program in question

FREQUENTLY ASKED QUESTIONS (FAQs)

- With the U.S. Department of Justice (USDOJ), which will refer the complaint to the appropriate agency
- With the New Jersey Department of Transportation (NJDOT) directly

Q5. What is the contact information for NJDOT's ADA Coordinator?

A5.

Chrystal Section
ADA/ 504 Coordinator
1035 Parkway Avenue
Main Office Building, 2nd Floor
Trenton, New Jersey 08625

Phone: 609-530-2939
Fax: 609-530-4030
E-mail: Chrystal.Section@dot.state.nj.us

Q6. What is a Self-Evaluation, and how is it related to Title II?

A6. Title II of the ADA passed in 1990 obligates every public entity, regardless of size, to complete a Self-Evaluation. A Self-Evaluation is a comprehensive review of a public entity's current policies, services, communications and practices, and its effect on persons with disabilities. The scope of review includes formal written policies and procedures and actual operating practices. The Self-Evaluation identifies and corrects those policies and practices that are inconsistent with Title II requirements. A public entity that employs 50 or more employees must retain its self-evaluation for three years. Other public entities are not required to retain their Self-Evaluations, but are encouraged to do so because these documents evidence a public entity's good faith efforts to comply with Title II requirements.

Q7. What is a Transition Plan and how is it related to the Self-Evaluation?

A7. The Transition Plan serves as a program access plan (or implementation plan) to address the deficiencies identified through the Self-Evaluation process.

Per Title II of the ADA, the Transition Plan must have the following elements:

- Identify existing facilities that limit access for persons with disabilities
- Describe in detail methods used to make facilities accessible
- Specify the schedule for improving facilities by prioritizing needs of persons with disabilities in existing facilities
- Schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by Title II, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways service other areas
- Indicate official responsible for implementation of the plan
- Make self-evaluation and plan available for public inspection
- Specific completion milestones for each year of the Transition Plan

New Jersey Department of Transportation (NJDOT)
Division of Civil Rights

Looks forward to your participation and input at its

ADA TITLE II
PUBLIC OUTREACH SESSIONS

SESSION I
Date: May 13, 2011
Time: 10:00 am to Noon

Location:
New Jersey Department of Transportation (NJDOT)
Headquarters Building
Multi Purpose Room
1035 Parkway Avenue
Trenton, NJ 08625

SESSION II
Date: May 26, 2011
Time: 6:00pm to 8:00pm

Location:
Lawrence Library
Headquarters Branch
2751 Brunswick Pike
Lawrenceville, NJ 08648
(609) 882-9246

Please RSVP to Chrystal Section, NJDOT's ADA Coordinator, with the Session you plan to attend. Ms.Section can be reached at Chrystal.Section@dot.state.nj.us and at (609) 530-2939 in case you have any questions regarding this invitation.

NEW JERSEY DEPARTMENT OF TRANSPORTATION
ADA COMMENT/ FEEDBACK FORM

MEETING LOCATION: _____

NAME: _____ DATE: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

E-MAIL ADDRESS: _____ PHONE: _____

WHAT IS YOUR CONTACT PREFERENCE (IF YOU WOULD LIKE A FOLLOW-UP)? _____

****

1.) HOW DID YOU HEAR ABOUT THIS MEETING?

_____

2.) WHAT ARE THE BIGGEST CHALLENGES YOU EXPERIENCE AS A PEDESTRIAN ALONG NEW JERSEY ROADWAYS?

_____

_____

_____

_____

3.) ARE THERE PARTICULAR LOCATIONS OR FACILITIES YOU ARE AWARE OF THAT POSE BARRIERS TO ACCESSIBILITY? PLEASE BE AS SPECIFIC AS POSSIBLE.

_____

_____

_____

4.) DO YOU HAVE ANY ADDITIONAL COMMENTS OR FEEDBACK? **PLEASE USE THE BACK OF THIS PAGE IF YOU NEED MORE ROOM FOR YOUR RESPONSES TO ANY QUESTION.**

_____

_____

_____

PLEASE RETURN IN HARD COPY OR VIA E-MAIL TO:

Chrystal Section, ADA/504 Coordinator
New Jersey Department of Transportation, Division of Civil Rights
1035 Parkway Avenue, Trenton, New Jersey, 08625
Main Office Building, 2nd Floor
Phone: (609) 530-2939 Fax: (609) 530- 030
E-mail: Chrystal.Section@dot.state.nj.us

Upon request, copies of this form will be provided in alternative formats. Please contact the ADA/504 Coordinator listed above.

NJDOT'S KEY ADA ACTIVITIES AND ACCOMPLISHMENTS

2008

- ✓ The Division of Civil Rights ("Division") created an **internal ADA Work Group** of 23 participants who represent key areas of NJDOT and serve as subject matter experts. These Work Group members will share ADA information across their respective functional areas and provide relevant feedback to the Division on ADA matters.
- ✓ The Division conducted a formal **Self-Evaluation of the Title II/Section 504 program** to assess how well NJDOT's programs, policies, and procedures comply with ADA requirements.

2009

- ✓ The Division undertook a major **Draft Transition Plan update** since the completion of the first plan in 1994. The Draft Transition Plan serves as the implementation piece for issues identified in the Self-Evaluation. The Draft Plan aims to improve ADA accessibility and compliance with several required elements, including the development of a curb ramp installation schedule.
- ✓ The Division established the Title II program framework and structure within NJDOT through the **Designation of an ADA Coordinator**, development of **Notice Regarding ADA Requirements**, and **Adoption of Grievance Procedures**.

2010

- ✓ The Division assisted and monitored the **completion of major and minor ADA accessibility improvements** at three regional facilities, the NJDOT Headquarters Building in Trenton, and two State Welcome Centers.
- ✓ To meet NJDOT's requirement to develop a curb ramp installation schedule, the Division contracted with an engineering consultant to compile an **inventory of state roadway mainline intersections** in order to determine the number that have sidewalk curb ramps.
- ✓ The Division developed **Mission and Vision statements** and **public outreach materials** for NJDOT's ADA program.
- ✓ The Division held 15 sessions of **ADA training** for about 500 staff at NJDOT Headquarters and regional offices.

NJDOT'S KEY ADA ACTIVITIES AND ACCOMPLISHMENTS

2011 and Ongoing

- ✓ The Division is actively engaged in establishing a **public involvement process** which includes the disability community and other interested individuals to provide feedback, particularly during Self-Evaluation and Transition Plan updates. The Division will meet with these groups to share information on its efforts and to gain insight on ADA concerns from the public.

- ✓ The Division provided **external ADA Compliance Training to local counties and municipalities** across NJDOT's 4 District Offices across the State. A total of about 126 individuals (mostly county engineers) participated in this training.

- ✓ **Additional ADA training** is scheduled in Summer 2011 through partnerships with Rutgers University and the New Jersey Society of Municipal Engineers (NJSME).

- ✓ The ADA Work Group will continue to work in partnership with the ADA Coordinator in **identifying gaps and opportunities for improvement regarding ADA issues** throughout NJDOT and in refining the current Draft Transition Plan.

Improving Access Under Section 504/ Title II of ADA

How the Laws Apply

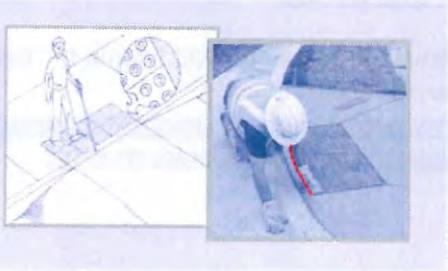
Together, Section 504 of the Rehabilitation Act of 1973 and Title II of the Americans With Disabilities Act (ADA) of 1990 **prohibit discrimination against qualified individuals with disabilities in providing access to public services and facilities**.

Section 504 of the Rehabilitation Act states that "no qualified individual with a disability...shall be excluded from, denied the benefits of, or be subjected to discrimination under any program or activity that...receives Federal financial assistance."

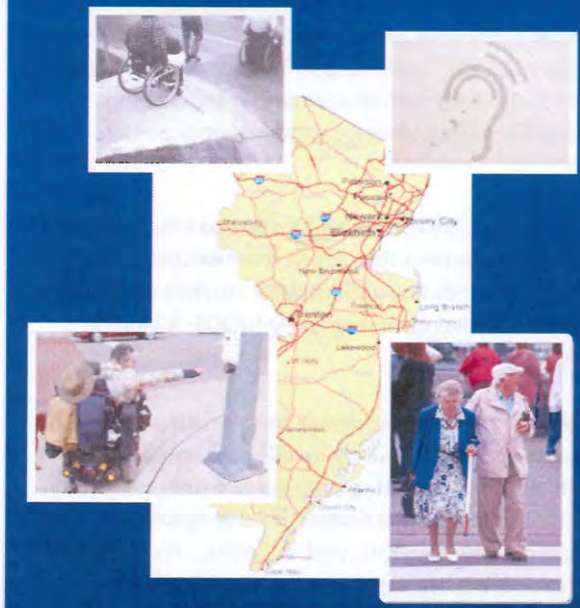
Title II of the Americans with Disabilities Act of 1990 extends this coverage to "public entities", regardless of whether they received Federal financial assistance. Subpart G of Title II grants the Federal Highway Administration (FHWA) the authority to ensure compliance by State and local governments and their agencies that have responsibility for roads, highways and pedestrian facilities.

To enable persons with disabilities to participate equally in agency programs, services and activities, Title II requires that NJDOT:

- Make reasonable modifications to existing policies and programs
- Make newly constructed facilities and facilities being altered accessible
- Install curb cuts on uneven surfaces



FOR MORE INFORMATION ABOUT SECTION 504/ TITLE II, PLEASE CONTACT:



NJDOT ADA/504 Coordinator
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Fax: (609) 530-4030
Web:
http://www.njdot.nj.gov/business/ada/
E-mail:
Chrystal.Section@dot.state.nj.us

NEW JERSEY DEPARTMENT OF TRANSPORTATION

ACCESS FOR INDIVIDUALS WITH DISABILITIES

SECTION 504/ TITLE II ADA

Improving Access Under Section 504/ Title II of ADA

Program Elements

As a State Department of Transportation with responsibility for roads, highways and pedestrian facilities, **NJDOT must make its programs, services, activities, and facilities accessible for individuals with disabilities in accordance with Section 504 and Title II of the ADA**.

To achieve compliance and improve accessibility for individuals with disabilities, **NJDOT has the following program elements in place**:

- Dedicated Section 504/ ADA Coordinator responsible for compliance, reporting, outreach, and problem resolution.
- Public notice of its Section 504/ ADA obligations.
- Adopted procedures for filing complaints or grievances.
- Inter-departmental coordination on ADA issues.
- Self-evaluation of its programs and services focused on accessibility.

- Transition Plan that addresses structural modifications to facilities.
- Assurances to the Federal Highway Administration (FHWA) that the intended recipients of Federal financial assistance will not discriminate on the basis of disability in any of its programs, services, or activities.
- Accessible facilities for conducting programs, services and activities, or provision of alternative means of accessibility.
- Ongoing efforts to make new and altered buildings accessible in accordance with accessibility guidelines.

Improving Access Under Section 504/ Title II of ADA

Commitment to the Public

NJDOT has adopted a Notice Under the Americans With Disabilities Act, which states:

> *In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ('ADA"), the New Jersey Department of Transportation "NJDOT" will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.*

Title II focuses on removing barriers to effective communication, barriers that result from existing NJDOT policies / procedures, and physical barriers on facilities which are owned or managed by NJDOT, including buildings and roads.

To remove barriers that result from existing policies/ procedures, **NJDOT will make all reasonable modifications to existing policies and programs** to ensure that persons with disabilities can equally enjoy all of its programs, services, and activities. For instance, service animals are welcomed in NJDOT offices, although pets are generally prohibited.

To remove physical barriers on owned or managed facilities and roads, **NJDOT will take progressive actions to prioritize, schedule, and implement required improvements.**

Improving Access Under Section 504/ Title II of ADA

Road Map for the Future

Within NJDOT, **the Civil Rights Division has the lead for implementing compliance activities** with respect to Section 504/ Title II.

The most significant program element to enable NJDOT to monitor and track progress in achieving compliance is the Transition Plan as required by Title II.

The Transition Plan serves as NJDOT's long-term blueprint for making new and altered building accessible. It outlines a framework for incremental improvements in program accessibility and compliance, and contains information that is commensurate with NJDOT's existing data and budgetary resources.

NJDOT is committed to ongoing updates to the Plan's required elements, including:

- Inventory of existing facilities that limit access for persons with disabilities.
- Detailed methods for making the facilities accessible.
- Prioritization schedule for improving facilities.
- Completion milestone for each year of the Plan.
- Curb ramp installation schedule for newly constructed or altered roadways where intersections have curbs or other barriers to entry.

The most recent Plan is available for public review and comment at the following address:
http://www.state.nj.us/transportation/business/ada/pdf/transitionplan.pdf

The related Self-Evaluation, which forms the basis of the Plan, can also be found at:
http://www.state.nj.us/transportation/business/ada/pdf/selfevalauationimplementationplan.pdf

Mejorando el Acceso Bajo la Sección 504/Título II de ADA

Cómo se aplican las leyes

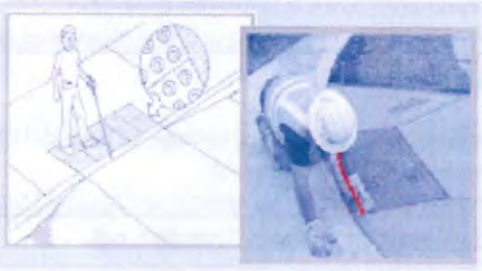
En conjunto, la Sección 504 del Ley de Rehabilitación de 1973 y el Título II la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) de 1990 **prohíben la discriminación a individuos calificados con discapacidades en el acceso a servicios y facilidades públicas.**

La Sección 504 de la Ley de Rehabilitación establece que "ningún individuo calificado con una discapacidad... deberá ser excluído de, o sujeto a discriminación bajo cualquier programa o actividad que... reciba ayuda monetaria federal."

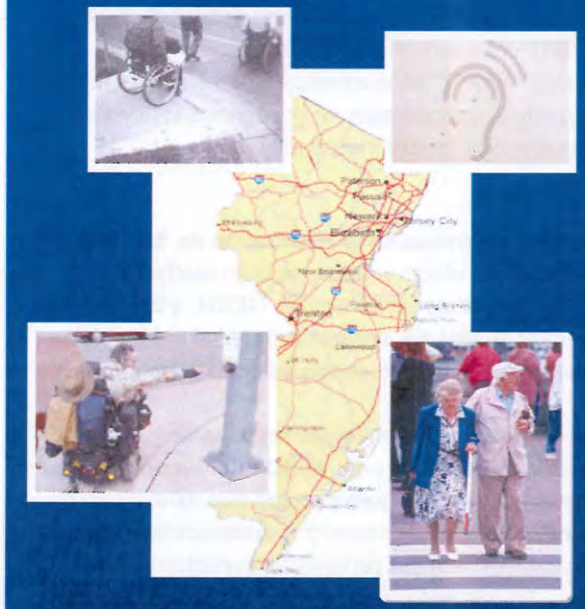
El Título II de la Ley de Estadounidenses con Discapacidades de 1990 extiende esta cobertura a "entidades públicas", independientemente de si han recibido o no fondos federales. La Subparte G del Título II concede a la Administración Federal de Carreteras (FHWA por su siglas en inglés) la autoridad para garantizar el cumplimiento por el Estado y los gobiernos locales y sus agencias que se encargan de caminos, carreteras y facilidades peatonales.

Para permitir la participación de personas con discapacidades en los programas, servicios y actividades de las agencia, el Título II requiere que NJDOT:

- Realize modificaciones razonables a políticas y programas existentes
- Provea accesibilidad en la construcción de nuevas facilidades o en facilidades renovadas.
- Instale cortes en la banqueta en superficies irregulares



PARA MAS INFORMACION SOBRE SECCION 504/ TITULO II, FAVOR DE CONTACTAR:



Coordinadora NJDOT ADA/504
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Main Office Building, 2nd Floor

Teléfono: (609) 530-2939
Fax: (609) 530-4030
Web:
http://www.njdot.nj.gov/business/ada/
E-mail:
Chrystal.Section@dot.state.nj.us

DEPARTAMENTO DE TRANSPORTE DE NEW JERSEY

ACCESO PARA INDIVIDUOS CON DISCAPACIDADES

SECCION 504/ TITULO II ADA

Mejorando el Acceso Bajo la Sección 504/Título II de ADA

Elementos del Programa

Como Departamento de Transporte Estatal responsable por los caminos, carreteras y facilidades peatonales, **NJDOT debe hacer accessibles sus programas, servicios, actividades, y facilidades a individuos con discapacidades de acuerdo a la Sección 504 y el Título II del ADA**.

Para lograr el cumplimiento y mejorar la accesibilidad de individuos con discapacidades, **NJDOT ha implementado los siguientes elementos del programa**:

- Un Coordinador de Sección 504/ADA a cargo del cumplimiento, presentación de informes, extender ayuda (outreach), and resolución de problemas.
- Notificación pública de las obligaciones bajo la Sección 504/ ADA.
- Adopción de un proceso para presentar quejas o agravios.
- Coordinación Inter-departmental sobre asuntos de ADA.

- Auto-evaluación de programas y servicios enfocados en accesibilidad.
- Plan de transición que se aplica a la modificación estructural de facilidades.
- Garantías a la Administración Federal de Carreteras (FHWA) que los recipientes de fondos federales no discriminaran en base a discapacidad en cualquiera de sus programas, servicios, o actividades.
- Facilidades accesibles para la realización de programas, servicios y actividades, o provisión de modos alternos de accessibilidad.
- Esfuerzo en curso para hacer accesibles a los edificios nuevos y renovados conforme a las guías de accesibilidad.

Mejorando el Acceso Bajo la Sección 504/Título II de ADA

Compromiso al Público

NJDOT ha adoptado un Aviso Bajo la Ley de Estadounidenses con Discapacidades, que establece:

> *Conforme con los requisitos del Título II de la Ley de Estadounidenses con Discapacidades de 1990 (ADA), el Departamento de Transporte de New Jersey "NJDOT" no discriminará personas calificadas con discapacidades en base a incapacidad en sus servicios, programas, o actividades.*

El Título II se enfoca en la eliminación de barreras de comunicación efectiva, barreras que resultan de las políticas/procesos existentes de NJDOT, y barreras físicas en las facilidades que son propiedad o administradas por NJDOT, incluyendo edificios y carreteras.

Para remover las barreras que resultan de las políticas/ procedimientos existentes, **NJDOT hará modificaciones razonables a las políticas y programas existentes** para garantizar que las personas con discapacidades puedan disfrutar de todos sus programas, servicios y actividades. Por ejemplo, animales de servicio son permitidos en las oficinas de NJDOT, aunque las mascotas están generalmente prohibidas.

Para remover las barreras físicas en facilidades y carreteras, **NJDOT tomará acción progresiva para establecer prioridad, programar e implementar las mejoras necesarias.**

Mejorando el Acceso Bajo la Sección 504/Título II de ADA

Guía Hacia el Futuro

Entro de NJDOT, **la División de Derechos Civiles toma la iniciativa para implementar las actividades en cumplimiento** con la Sección 504/ Título II.

El elemento mas importante del programa para permitir NJDOT a monitorear y seguir el progreso en el cumplimiento de la ley es el Plan de Transición requerido por el Título II.

El Plan de Transición sirve como un plano a largo plazo de NJDOT para proveer accesibilidad en edificios nuevos y renovados. Este provee un marco de mejoras progresivas en la accesibilidad y cumplimiento del programa, y contiene información que es consistente con la data existente y los recursos presupuestarios de NJDOT.

NJDOT esta comprometido a actualizar constantemente los elementos requeridos del Plan, incluyendo:

- Inventario de facilidades existentes que limitan el acceso a personas con discapacidades.
- Métodos detallados para hacer las facilidades accesibles.
- Programa de prioridad para mejoras a facilidades.
- Cumplimiento de metas anuales en el Plan.
- Programa de instalación de rampas para carreteras nuevas o carreteras renovadas donde las intersecciones tienen aceras u otras barerras de entrada.

El Plan más reciente está disponible para revisión y comentario público en la siguiente dirección:
http://www.state.nj.us/transportation/business/ada/pdf/transitionplan.pdf

La Auto-evaluación, la cual constituye la base del Plan, tambien se puede encontrar en:
http://www.state.nj.us/transportation/business/ada/pdf/selfevalauationimplementationplan.pdf

7.14 APPENDIX N

Curb Ramp Replacement Schedule

NJDOT Sidewalk Curb Ramp Prioritization

Criteria Memo - Final

Michael Baker Jr. Inc.

March 14, 2011

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Introduction

In order to be compliant with the Americans with Disabilities Act Accessibility Guidelines (ADAAG), the New Jersey Department of Transportation (NJDOT) must develop a transition plan for bringing public sidewalks along state highways into compliance with Americans with Disabilities Act (ADA) requirements. To determine the level of effort required to comply with the legislation, NJDOT – Office of Bicycle and Pedestrian Programs (NJDOT-OBPP) contracted with Michael Baker Jr., Inc. (Baker) in 2010 to perform an inventory of sidewalk curb ramps along state highway mainline intersections. OBPP subsequently requested that Baker prioritize the list of intersections identified as missing sidewalk curb ramps. Baker performed these services for NJDOT-OBPP under Agreement No. 2010SDA787B, Task Order # 3.

Methodology

The following is a description of the criteria used for this analysis, along with an explanation on how each dataset was used.

Data Layer	Type	Date	Source
Analyzed Intersections (with missing curb ramps)	Point	2010	Baker
NJ Census Tracts	Polygon	2000	US Census Bureau
Age (by Census Tract)	Tabular	2000	US Census Bureau
Disabled (by Census Tract)	Tabular	2000	US Census Bureau
Hospitals	Point	2008	New Jersey Geographic Information Network (NJGIN)
Nursing Homes	Point	2010	NJGIN
Rail Stations	Point	2010	NJ Transit
Senior Centers	Tabular	2011	NJ Dept of Health
Municipal Buildings	Tabular	2011	NJ League of Municipalities
Park and Ride Facilities	Tabular/Point	2011	NJDOT
Resurfacing Data	Tabular	2011	NJDOT
NJDOT Crash Records	Tabular	2008-2010	NJDOT

Intersections

Baker used recently (2009) collected photo log images to perform a feature extraction process to identify the sidewalk curb ramps along state highway mainline intersections. As part of this extraction process, attributes were collected for each intersection and sidewalk curb ramp.

A compliance rating (Full, Partial, Non) was then assigned to each intersection based upon whether the intersection has curb ramps at all locations deemed necessary during the inventory. For purposes of this prioritization task, only those intersections that were missing one or more curb ramps were prioritized.

These intersections will hereafter be referred to as "analyzed" intersections. The compliance rating of individual sidewalk ramps was not analyzed, only the rating of the overall intersection. The dataset for analyzed intersections contains 1706 records.

This data was also used to calculate intersection density. Intersection density was used as a criterion because it is anticipated that curb ramp installations will be performed in contracts consisting of one or more intersections. By assigning a higher priority to intersections that are within close proximity to each other, mobilization/ demobilization costs can be reduced for the contractors or maintenance crews that are performing these installations. Intersection density was calculated by buffering each analyzed intersection at a distance of 2 miles. The number of other analyzed intersections within each buffered distance was then summed. The intersection with the highest number of other analyzed intersections within a 2 mile radius has 63 other analyzed intersections within that radius. An intersection density score was then calculated for each record by dividing the number of analyzed intersections within the buffer by 63 (the highest number possible) and then multiplying this number by 100. This scoring system allows for 100 possible points for each intersection. Higher scores reflect a higher number of analyzed intersections within the 2 mile buffer.

NJ Census Tracts

GIS data (polygons) for New Jersey Census Tracts was downloaded from the United States Census Bureau website (http://www.census.gov). The dataset has a publication date of 2000. There are 1,950 census tracts in this dataset. This spatial data was correlated with the age and disability data described in the following sections to derive age and disability scores for each intersection.

Age

The percent of the population with an average age greater than or equal to 65 (Age 65+) was calculated for each Census Tract. Tabular data was downloaded from the US Census Bureau website, and has a publication date of 2000. Year 2000 data was used due to the fact that 2010 census data is not yet available at tract level. This data corresponds to the Census Tract data described in the preceding section. This criterion was added to identify locations with higher concentrations of elderly pedestrians.

The percentage of the population age 65+ was calculated by summing the total number of males and females in each age group 65 years and older for each tract, and then dividing by the total population of that tract. The percentage for each tract was then assigned to all analyzed intersections within that tract. The highest percentage of population age 65+ for a census tract was 94 percent. An age score was then calculated for each record by dividing the percentage of population 65+ by 94 (the highest number possible) and then multiplying this number by 100. This scoring system allows for 100 possible points for each intersection. Higher scores reflect a higher percentage of population over age 65.

Disabled

The percent of the population with a Physical or Sensory Disability was calculated for each Census Tract. Tabular data was downloaded from the US Census Bureau website, and has a publication date of 2000. Year 2000 data was used due to the fact that 2010 census data is not yet available at tract level. This data corresponds to the Census Tract data described in the preceding section. This criterion was added to identify locations with higher concentrations of disabled pedestrians.

The percentage of the population with a Physical or Sensory Disability was calculated by summing the total number of people with a physical or sensory disability in all age groups for each tract, and then dividing by the total population of that tract. The percentage for each tract was then assigned to all analyzed intersections within that tract. The highest percentage of population with a physical or sensory disability for a census tract was 70.1 percent. A disability score was then calculated for each record by dividing the percentage of the population for its Census tract with a physical or sensory disability by 70.1 (the highest number possible) and then multiplying this number by 100. This scoring system allows for 100 possible points for each intersection. Higher scores reflect a higher percentage of population with a physical or sensory disability.

Hospitals

GIS Data for hospitals in New Jersey was downloaded from the NJ Geographic Information Network website (https://njgin.state.nj.us/NJ_NJGINExplorer/index.jsp). This data is point data, and has a published date of 2008. There are 147 records in this dataset, and it includes attribute information on general hospitals as well as specialized hospitals, veterans' hospitals, public hospitals, psychiatric hospitals, and substance abuse treatment facilities. Hospital locations were considered as a criterion because they are a generator of elderly and/or disabled pedestrian traffic.

This data was used to calculate the minimum proximity (in feet) to analyzed intersections. A hospital proximity score was then calculated for each record by dividing the distance to the nearest hospital by 3,960 feet (¾ mile), subtracting this number from 1, and then multiplying this number by 100. Any analyzed intersection outside of ¾ mile radius of a hospital was assigned a zero value. This radius limit is based upon NJ Transit Access Link accessibility guidelines. Access Link is a public transportation service developed to comply with the ADA regulations and is for people with disabilities who are unable to use the local fixed route bus. Additional information on Access Link can be obtained on NJ Transit's website, http://www.njtransit.com/tm/tm_servlet.srv?hdnPageAction=AccessLinkTo. The scoring system for this criterion allows for 100 possible points for each intersection. Higher scores reflect a closer proximity to hospitals.

Nursing Homes

GIS data for nursing homes in New Jersey was downloaded from the NJGIN website. This data is point data, and has a published date of 2010. There are 548 records in this dataset, and it includes information

on nursing homes, rest homes, and assisted living facilities. Nursing home locations were considered as a criterion because they are a generator of elderly and/or disabled pedestrian traffic.

This data was used to calculate the minimum proximity (in feet) to analyzed intersections. A nursing home proximity score was then calculated for each record by dividing the distance to the nearest nursing home by 3,960 feet (¾ mile), subtracting this number from 1, and then multiplying this number by 100. Any analyzed intersection outside of ¾ mile radius of a nursing home was assigned a zero value. This radius limit is based upon NJ Transit Access Link accessibility guidelines. This scoring system allows for 100 possible points for each intersection. Higher scores reflect a closer proximity to nursing homes.

Rail Stations

GIS data for rail stations in New Jersey was acquired from NJ Transit. There are 225 records in this dataset, which includes transit stations for light rail and heavy rail, and it has a published date of 2010. Rail station locations were considered as a criterion because they are a generator of elderly and/or disabled pedestrian traffic.

This data was used to calculate the minimum proximity (in feet) to analyzed intersections. A rail station proximity score was then calculated for each record by dividing the distance to the nearest rail station by 3,960 feet (¾ mile), subtracting this number from 1, and then multiplying this number by 100. Any analyzed intersection outside of ¾ mile radius of a rail station was assigned a zero value. This radius limit is based upon NJ Transit Access Link accessibility guidelines. This scoring system allows for 100 possible points for each intersection. Higher scores reflect a closer proximity to rail stations.

Senior Centers

Senior centers are defined by the NJ Department of Health and Senior Services as places for senior citizens to meet for social, cultural, and recreational activities, and may provide meal programs and/or health and fitness programs. Tabular data for senior centers in New Jersey was acquired from the NJ Department of Health and Senior Services. This data was then converted to spatial (point) data in ArcGIS by plotting latitude and longitude values that were contained in the tabular data. There are 234 records in this dataset, and it has a published date of 2011. Senior center locations were considered as a criterion because they are a generator of elderly and/or disabled pedestrian traffic.

This data was used to calculate the minimum proximity (in feet) to analyzed intersections. A senior center proximity score was then calculated for each record by dividing the distance to the nearest senior center by 3,960 feet (¾ mile), subtracting this number from 1, and then multiplying this number by 100. Any analyzed intersection outside of ¾ mile radius of a senior center was assigned a zero value. This radius limit is based upon NJ Transit Access Link accessibility guidelines. This scoring system allows for 100 possible points for each intersection. Higher scores reflect a closer proximity to senior centers.

Municipal Buildings

A list of addresses for NJ Municipalities was obtained from The NJ League of Municipalities website. This list was provided in Microsoft Excel format. The addresses provided in this list were geocoded using GPS Visualizer's Address Locator. Municipal building locations were considered as a criterion because they are a potential generator of elderly and/or disabled pedestrian traffic (i.e., they are the location for town meetings, etc.).

This data was used to calculate the minimum proximity (in feet) to analyzed intersections. A municipal building proximity score was then calculated for each record by dividing the distance to the nearest municipal building by 3,960 feet (¾ mile), subtracting this number from 1, and then multiplying this number by 100. Any analyzed intersection outside of ¾ mile radius of a municipal building was assigned a zero value. This radius limit is based upon NJ Transit Access Link accessibility guidelines. This scoring system allows for 100 possible points for each intersection. Higher scores reflect a closer proximity to municipal buildings.

Park and Ride Facilities

A database containing information on Park and Ride facilities was acquired from NJDOT. This dataset was provided in Microsoft Access format and contains data updated through 2010. Because the dataset contained only a general description of the facilities location rather than a specific address or milepost location, it could not be geocoded or linear referenced. A 2008 map depicting the location of Park and Ride facilities throughout the state (http://www.state.nj.us/transportation/gis/maps/pandr.pdf) was used in conjunction with the description provided in the Access database to create a GIS file using heads up digitizing. This dataset was supplemented with the GIS data used to create the 2008 park and ride map. The resulting GIS shape file contains 309 point locations for Park and Ride facilities in NJ. Park and Rides were considered as a criterion because they are a generator of elderly and/or disabled pedestrian traffic.

This data was used to calculate the minimum proximity (in feet) to analyzed intersections. A park and ride facility proximity score was then calculated for each record by dividing the distance to the nearest park and ride by 3,960 feet (¾ mile), subtracting this number from 1, and then multiplying this number by 100. Any analyzed intersection outside of ¾ mile radius of a park and ride facility was assigned a zero value. This radius limit is based upon NJ Transit Access Link accessibility guidelines. This scoring system allows for 100 possible points for each intersection. Higher scores reflect a closer proximity to park and ride facilities.

Resurfacing Data

A list of resurfacing projects for the 2011 Fiscal Year was acquired from NJDOT. This list was provided in Microsoft Excel format. The list was reformatted to contain the route number (in Standard Route Identifier format), along with milepost start and milepost end information, and then linear referenced against the NJ Roadway Network to generate a spatial dataset. There are 36 different segments along

state highways that are slated for resurfacing in the coming fiscal year. Analyzed intersections that are located along these proposed resurfacing limits were assigned a proximity resurfacing score of 100. Resurfacing data was considered as a criterion because these areas will be under construction already and should therefore be prioritized for improvement.

NJDOT Crash Records

Crash record data was downloaded from the NJDOT website. This data is available in ASCII text format for each year. Two tables were needed for each year, one with accident data and one with pedestrian data. These tables were joined together based on the year, county code, municipal code, and case number. The Standard Route Identifier (SRI) and mile post information was used from the accident table. Age information was used from the pedestrian table. Only pedestrian crashes in the past three years (2008-2010) on State Routes for pedestrians age 65 or older were used for this analysis. There were 186 records that met these criteria. NJDOT Crash Records were considered as a criterion because they are an indicator of where pedestrian facilities may be deficient.

The spatial locations of these crashes were linear referenced against the NJ Roadway Network based on SRI and milepost. There were 19 records that were not plotted because there was no valid mile post data in the crash records. Crash locations were used to calculate the minimum proximity (in feet) to analyzed intersections. A pedestrian crash proximity score was then calculated for each record by dividing the distance to the nearest pedestrian crash by 3,960 feet (¾ mile), subtracting this number from 1, and then multiplying this number by 100. Any analyzed intersection outside of ¾ mile radius of a pedestrian crash was assigned a zero value. This radius limit is based upon NJ Transit Link accessibility guidelines. This scoring system allows for 100 possible points for each intersection. Higher scores reflect a closer proximity to pedestrian crashes.

Libraries

NJDOT suggested that the location of libraries might be areas of higher pedestrian traffic, and therefore might be useful criteria to be used for proximity analysis. Baker conducted an exhaustive search for this data, but no spatial data could be found for libraries in New Jersey.

Criteria Weighting and Scoring

Each of the above mentioned criteria, which each have a possible 100 points, was assigned a weight; the sum of the weights became the score for that intersection. The higher the score, the higher in priority the intersection ranks. A weighting system was applied because not all criteria were deemed to generate traffic for elderly and/or disabled pedestrians equally. The weights shown were developed in consultation with NJDOT-OBPP and NJDOT Civil Rights Staff at meetings on January 20, 2011 and February 8, 2011.

Agreement No. 2010SDA787B, TASK ORDER NO. 3
Sidewalk Curb Ramp Prioritization
Weighted Score Ordered By Score - Final

SRI	Number of Intersections	Average Weighted Score
00000206Z_	16	248.95
00000129__	3	239.67
00000182__	7	234.15
00000139U_	8	215.64
00000093__	1	184.49
00000063__	12	176.51
00000067__	4	175.85
00000124__	20	162.74
00000152__	1	160.15
00000027__	96	158.62
00000077__	7	155.59
00000094__	16	152.19
00000005__	7	151.62
00000031__	22	146.72
00000033__	34	144.93
00000048__	6	142.92
00000038__	29	142.29
00000184__	6	136.08
00000070__	27	134.50
00000059__	1	133.97
00000028__	68	132.99
00000206__	42	129.38
00000004__	12	127.18
00000022__	9	126.19
00000020__	5	121.98
00000071__	30	120.94
00000082__	7	110.41
00000284__	1	109.44
00000001__	101	109.28
00000073__	12	107.22
00000322__	41	105.41
00000035__	125	104.76
00000009W_	7	103.99
00000013__	1	103.94
00000091__	1	103.20
00000035Z_	17	102.50
00000052__	2	100.90
00000045__	27	100.77
00000007__	10	100.19
00000054__	9	99.12
00000130__	127	98.03
00000030__	47	96.60
00000053__	9	96.50
00000041__	31	93.47
00000171__	12	93.42

SRI	Number of Intersections	Average Weighted Score
00000183__	5	89.27
00000026__	6	89.09
00000154__	5	88.52
00000202__	141	88.27
00000017__	8	86.88
00000072__	9	86.62
00000049__	29	85.41
00000047__	40	85.16
00000088__	31	83.36
00000037__	22	83.23
00000001B_	8	81.79
00000168__	19	81.11
00000023__	9	77.64
00000015__	5	75.75
00000034__	6	74.59
00000040__	4	72.43
00000044__	10	68.30
00000050__	6	65.55
00000036__	56	64.99
00000166__	3	64.66
00000019__	1	64.42
00000079__	14	64.31
00000440__	6	63.72
00000046__	28	63.62
00000122__	2	63.59
00000120__	4	62.97
00000012__	3	62.58
00000009__	90	60.23
00000029__	16	58.67
00000187__	2	53.54
00000010__	11	52.91
00000173Z_	2	52.71
00000018__	15	49.67
00000175__	1	48.34
00000064__	1	47.63
00000147__	5	46.92
00000056__	1	34.27
00000057__	4	23.30
00000042__	2	22.79
Total	**1706**	**105.54**

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
00000001__					
BERGEN COUNTY					
Fairview Boro					
60.61	North Region Maintenance Contract (2014)	2014	1	$1,594.44	142.79
60.65	North Region Maintenance Contract (2014)	2014	1	$1,594.44	147.50
60.78	North Region Maintenance Contract (2014)	2014	2	$3,188.88	151.74
60.82	North Region Maintenance Contract (2014)	2014	2	$3,188.88	148.81
60.95	North Region Maintenance Contract (2014)	2014	1	$1,594.44	136.39
60.99	North Region Maintenance Contract (2014)	2014	1	$1,594.44	133.48
61.07	North Region Maintenance Contract (2014)	2014	1	$1,594.44	138.41
61.16	North Region Maintenance Contract (2014)	2014	1	$1,594.44	150.18
61.32	North Region Maintenance Contract (2014)	2014	1	$1,594.44	192.08
	Fairview Boro Totals		**11**	**$17,538.86**	**149.04**
Palisades Park Boro					
62.77	North Region Maintenance Contract (2014)	2014	5	$7,972.21	150.52
62.88	North Region Maintenance Contract (2014)	2014	7	$11,161.09	153.29
	Palisades Park Boro Totals		**12**	**$19,133.30**	**151.90**
Ridgefield Boro					
61.37	North Region Maintenance Contract (2014)	2014	2	$3,188.88	202.11
61.51	North Region Maintenance Contract (2014)	2014	1	$1,594.44	196.23
61.90	North Region Maintenance Contract (2014)	2014	1	$1,594.44	193.78
61.93	North Region Maintenance Contract (2014)	2014	1	$1,594.44	195.01
61.97	North Region Maintenance Contract (2014)	2014	2	$3,188.88	197.31
62.47	North Region Maintenance Contract (2014)	2014	1	$1,594.44	151.94
	Ridgefield Boro Totals		**8**	**$12,755.53**	**189.40**
BERGEN COUNTY TOTALS FOR ROUTE 00000001__:			**31**	**$49,427.69**	**163.62**
ESSEX COUNTY					
Newark City					
47.07	North Region Maintenance Contract (2021)	2021	1	$1,974.33	30.86

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
47.09	North Region Maintenance Contract (2021)	2021	2	$3,948.66	32.16
47.21	North Region Maintenance Contract (2021)	2021	2	$3,948.66	37.09
47.23	North Region Maintenance Contract (2021)	2021	2	$3,948.66	37.59
47.24	North Region Maintenance Contract (2021)	2021	2	$3,948.66	37.77
47.25	North Region Maintenance Contract (2021)	2021	2	$3,948.66	37.99
47.27	North Region Maintenance Contract (2021)	2021	1	$1,974.33	38.29
	Newark City Totals		**12**	**$23,691.93**	**35.97**
ESSEX COUNTY TOTALS FOR ROUTE 00000001__:			**12**	**$23,691.93**	**35.97**
HUDSON COUNTY					
Jersey City					
54.26	North Region Maintenance Contract (2017)	2017	1	$1,747.37	54.37
54.43	North Region Maintenance Contract (2017)	2017	1	$1,747.37	73.09
54.60	North Region Maintenance Contract (2017)	2017	2	$3,494.74	98.21
54.96	North Region Maintenance Contract (2017)	2017	1	$1,747.37	69.59
55.07	North Region Maintenance Contract (2017)	2017	2	$3,494.74	59.55
55.13	North Region Maintenance Contract (2017)	2017	2	$3,494.74	57.95
55.18	North Region Maintenance Contract (2017)	2017	1	$1,747.37	57.95
55.23	North Region Maintenance Contract (2017)	2017	1	$1,747.37	60.76
55.25	North Region Maintenance Contract (2017)	2017	1	$1,747.37	61.67
55.31	North Region Maintenance Contract (2017)	2017	2	$3,494.74	64.90
55.31	North Region Maintenance Contract (2017)	2017	4	$6,989.48	65.03
55.47	North Region Maintenance Contract (2017)	2017	1	$1,747.37	77.92
55.63	North Region Maintenance Contract (2017)	2017	2	$3,494.74	84.42
55.73	North Region Maintenance Contract (2017)	2017	2	$3,494.74	81.48
	Jersey City Totals		**23**	**$40,189.48**	**69.06**
North Bergen Twp					
56.37	North Region Maintenance Contract (2017)	2017	1	$1,747.37	89.19
56.43	North Region Maintenance Contract (2017)	2017	1	$1,747.37	92.57
56.47	North Region Maintenance Contract (2017)	2017	1	$1,747.37	90.19

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
56.79	North Region Maintenance Contract (2017)	2017	1	$1,747.37	90.55
56.98	North Region Maintenance Contract (2017)	2017	1	$1,747.37	105.10
57.34	North Region Maintenance Contract (2017)	2017	1	$1,747.37	164.31
57.44	North Region Maintenance Contract (2017)	2017	2	$3,494.74	192.32
57.63	North Region Maintenance Contract (2017)	2017	2	$3,494.74	242.86
57.69	North Region Maintenance Contract (2017)	2017	2	$3,494.74	243.26
57.88	North Region Maintenance Contract (2017)	2017	2	$3,494.74	266.63
58.06	North Region Maintenance Contract (2017)	2017	1	$1,747.37	242.64
58.11	North Region Maintenance Contract (2017)	2017	2	$3,494.74	233.50
58.16	North Region Maintenance Contract (2017)	2017	1	$1,747.37	221.15
58.21	North Region Maintenance Contract (2017)	2017	5	$8,736.84	209.63
58.25	North Region Maintenance Contract (2017)	2017	2	$3,494.74	200.36
58.30	North Region Maintenance Contract (2017)	2017	2	$3,494.74	189.66
58.50	North Region Maintenance Contract (2017)	2017	1	$1,747.37	133.16
58.78	North Region Maintenance Contract (2017)	2017	1	$1,747.37	103.66
58.87	North Region Maintenance Contract (2017)	2017	2	$3,494.74	92.48
59.28	North Region Maintenance Contract (2017)	2017	1	$1,747.37	86.55
59.41	North Region Maintenance Contract (2017)	2017	2	$3,494.74	87.74
59.91	North Region Maintenance Contract (2017)	2017	2	$3,494.74	66.86
59.95	North Region Maintenance Contract (2017)	2017	1	$1,747.37	66.86
60.10	North Region Maintenance Contract (2017)	2017	1	$1,747.37	66.54
60.19	North Region Maintenance Contract (2017)	2017	2	$3,494.74	73.19
60.29	North Region Maintenance Contract (2017)	2017	3	$5,242.11	81.59
60.35	North Region Maintenance Contract (2017)	2017	3	$5,242.11	88.70
60.36	North Region Maintenance Contract (2017)	2017	1	$1,747.37	90.70
60.43	North Region Maintenance Contract (2017)	2017	2	$3,494.74	102.06
60.53	North Region Maintenance Contract (2017)	2017	4	$6,989.48	120.61
	North Bergen Twp Totals		**53**	**$92,610.55**	**137.82**
HUDSON COUNTY TOTALS FOR ROUTE 00000001__:			**76**	**$132,800.03**	**115.94**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
MERCER COUNTY					
Lawrence Twp					
6.08	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	58.63
6.12	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	58.63
7.71	Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements (01330A)	2014	1	$1,594.44	20.12
7.73	Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements (01330A)	2014	1	$1,594.44	20.12
7.90	Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements (01330A)	2014	1	$1,594.44	20.12
	Lawrence Twp Totals		**6**	**$10,355.48**	**35.53**
MERCER COUNTY TOTALS FOR ROUTE 00000001__:			**6**	**$10,355.48**	**35.53**
MIDDLESEX COUNTY					
Edison Twp					
28.68	Route 1, Northbound, South of CR 514 to Route 287, Resurfacing (11389)	2012	1	$1,500.00	41.66
28.85	Route 1, Northbound, South of CR 514 to Route 287, Resurfacing (11389)	2012	1	$1,500.00	47.49
28.89	Route 1, Northbound, South of CR 514 to Route 287, Resurfacing (11389)	2012	2	$3,000.00	48.12
28.94	Route 1, Northbound, South of CR 514 to Route 287, Resurfacing (11389)	2012	2	$3,000.00	48.45
29.91	Route 1, Northbound, South of CR 514 to Route 287, Resurfacing (11389)	2012	1	$1,500.00	85.17
30.54	Route 1, Northbound, South of CR 514 to Route 287, Resurfacing (11389)	2012	1	$1,500.00	31.33
31.10	Route 1, Northbound, South of CR 514 to Route 287, Resurfacing (11389)	2012	1	$1,500.00	26.57
	Edison Twp Totals		**9**	**$13,500.00**	**46.97**
North Brunswick Twp					
23.80	Central Region Maintenance Contract (2018)	2018	1	$1,801.54	44.54
24.15	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	44.54
	North Brunswick Twp Totals		**2**	**$3,301.54**	**44.54**
Woodbridge Twp					

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
35.69	Central Region Maintenance Contract (2018)	2018	1	$1,801.54	64.96
36.02	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	64.96
36.18	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	69.73
38.04	Central Region Maintenance Contract (2018)	2018	1	$1,801.54	109.47
	Woodbridge Twp Totals		**5**	**$8,103.07**	**77.28**
MIDDLESEX COUNTY TOTALS FOR ROUTE 00000001__:			**16**	**$24,904.61**	**55.92**
UNION COUNTY					
Elizabeth City					
43.01	North Region Maintenance Contract (2016)	2016	1	$1,694.83	172.75
43.11	North Region Maintenance Contract (2016)	2016	1	$1,694.83	184.30
43.26	North Region Maintenance Contract (2016)	2016	2	$3,389.66	182.73
43.29	North Region Maintenance Contract (2016)	2016	1	$1,694.83	182.04
43.62	North Region Maintenance Contract (2016)	2016	1	$1,694.83	170.66
44.60	North Region Maintenance Contract (2016)	2016	1	$1,694.83	166.06
44.70	North Region Maintenance Contract (2016)	2016	2	$3,389.66	142.73
44.75	North Region Maintenance Contract (2016)	2016	1	$1,694.83	129.22
45.30	North Region Maintenance Contract (2016)	2016	1	$1,694.83	66.06
45.38	North Region Maintenance Contract (2016)	2016	1	$1,694.83	56.66
	Elizabeth City Totals		**12**	**$20,337.95**	**145.32**
Linden City					
40.16	North Region Maintenance Contract (2016)	2016	1	$1,694.83	98.84
41.15	North Region Maintenance Contract (2016)	2016	1	$1,694.83	123.18
42.16	North Region Maintenance Contract (2016)	2016	2	$3,389.66	77.61
42.65	North Region Maintenance Contract (2016)	2016	2	$3,389.66	118.62
	Linden City Totals		**6**	**$10,168.97**	**104.56**
Rahway City					
39.36	North Region Maintenance Contract (2016)	2016	1	$1,694.83	126.55
	Rahway City Totals		**1**	**$1,694.83**	**126.55**
UNION COUNTY TOTALS FOR ROUTE 00000001__:			**19**	**$32,201.75**	**133.20**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Total number of ramps to be replaced along route 00000001__: 160					
Total estimated construction cost for ramps along route 00000001__: $273,381.49					
00000001B_					
MERCER COUNTY					
Lawrence Twp					
1.54	Route 1 Business, Brunswick Circle to Texas Avenue (04316)	2014	1	$1,594.44	70.54
1.56	Route 1 Business, Brunswick Circle to Texas Avenue (04316)	2014	1	$1,594.44	70.54
1.59	Route 1 Business, Brunswick Circle to Texas Avenue (04316)	2014	2	$3,188.88	68.16
1.80	Route 1 Business, Brunswick Circle to Texas Avenue (04316)	2014	3	$4,783.32	86.53
1.82	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	87.53
1.84	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	89.01
1.86	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	90.25
1.89	Central Region Maintenance Contract (2017)	2017	4	$6,989.48	91.74
	Lawrence Twp Totals		**17**	**$28,634.78**	**81.79**
MERCER COUNTY TOTALS FOR ROUTE 00000001B_:			**17**	**$28,634.78**	**81.79**
Total number of ramps to be replaced along route 00000001B_: 17					
Total estimated construction cost for ramps along route 00000001B_: $28,634.78					
00000004__					
BERGEN COUNTY					
Elmwood Park Boro					
0.19	North Region Maintenance Contract (2017)	2017	3	$5,242.11	150.65
0.25	North Region Maintenance Contract (2017)	2017	1	$1,747.37	145.84
0.40	North Region Maintenance Contract (2017)	2017	2	$3,494.74	138.71
0.54	North Region Maintenance Contract (2017)	2017	1	$1,747.37	130.95
0.56	North Region Maintenance Contract (2017)	2017	1	$1,747.37	129.74
	Elmwood Park Boro Totals		**8**	**$13,978.95**	**139.18**
Fair Lawn Boro					

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
1.64	North Region Maintenance Contract (2017)	2017	1	$1,747.37	55.53
	Fair Lawn Boro Totals		**1**	**$1,747.37**	**55.53**
Paramus Boro					
3.67	North Region Maintenance Contract (2017)	2017	1	$1,747.37	91.34
3.74	North Region Maintenance Contract (2017)	2017	2	$3,494.74	94.00
	Paramus Boro Totals		**3**	**$5,242.11**	**92.67**
Teaneck Twp					
7.59	Route 4, Pedestrian Mobility Improvements, Teaneck (065A)	2013	6	$9,279.00	160.22
7.85	Route 4, Pedestrian Mobility Improvements, Teaneck (065A)	2013	2	$3,093.00	134.75
7.89	Route 4, Pedestrian Mobility Improvements, Teaneck (065A)	2013	1	$1,546.50	125.92
	Teaneck Twp Totals		**9**	**$13,918.50**	**140.29**
BERGEN COUNTY TOTALS FOR ROUTE 00000004__:			**21**	**$34,886.93**	**123.42**
PASSAIC COUNTY					
Paterson City					
0.02	North Region Maintenance Contract (2014)	2014	3	$4,783.32	168.52
	Paterson City Totals		**3**	**$4,783.32**	**168.52**
PASSAIC COUNTY TOTALS FOR ROUTE 00000004__:			**3**	**$4,783.32**	**168.52**

Total number of ramps to be replaced along route 00000004__: 24

Total estimated construction cost for ramps along route 00000004__: $39,670.25

00000005__

BERGEN COUNTY

Edgewater Boro					
2.97	North Region Maintenance Contract (2015)	2015	2	$3,287.74	110.97
	Edgewater Boro Totals		**2**	**$3,287.74**	**110.97**
Fort Lee Boro					
0.98	North Region Maintenance Contract (2015)	2015	1	$1,643.87	150.56
1.07	North Region Maintenance Contract (2015)	2015	1	$1,643.87	136.46
1.93	North Region Maintenance Contract (2015)	2015	2	$3,287.74	172.12

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
2.21	North Region Maintenance Contract (2015)	2015	1	$1,643.87	166.64
2.23	North Region Maintenance Contract (2015)	2015	1	$1,643.87	165.19
2.31	North Region Maintenance Contract (2015)	2015	2	$3,287.74	159.38
	Fort Lee Boro Totals		**8**	**$13,150.95**	**158.39**
BERGEN COUNTY TOTALS FOR ROUTE 00000005__:			**10**	**$16,438.69**	**151.62**

Total number of ramps to be replaced along route 00000005__: 10

Total estimated construction cost for ramps along route 00000005__: $16,438.69

00000007__

BERGEN COUNTY

North Arlington Boro

4.49	North Region Maintenance Contract (2020)	2020	1	$1,914.96	59.57
	North Arlington Boro Totals		**1**	**$1,914.96**	**59.57**
BERGEN COUNTY TOTALS FOR ROUTE 00000007__:			**1**	**$1,914.96**	**59.57**

ESSEX COUNTY

Belleville Twp

7.09	North Region Maintenance Contract (2018)	2018	1	$1,801.54	57.42
	Belleville Twp Totals		**1**	**$1,801.54**	**57.42**

Clifton City

9.25	North Region Maintenance Contract (2018)	2018	1	$1,801.54	128.47
9.41	North Region Maintenance Contract (2018)	2018	2	$3,603.07	154.12
	Clifton City Totals		**3**	**$5,404.61**	**141.29**

Nutley Twp

8.44	North Region Maintenance Contract (2018)	2018	1	$1,801.54	39.70
8.61	North Region Maintenance Contract (2018)	2018	1	$1,801.54	43.11
8.95	North Region Maintenance Contract (2018)	2018	1	$1,801.54	91.86
9.66	North Region Maintenance Contract (2018)	2018	1	$1,801.54	175.37
10.09	North Region Maintenance Contract (2018)	2018	2	$3,603.07	104.01
	Nutley Twp Totals		**6**	**$10,809.22**	**90.81**
ESSEX COUNTY TOTALS FOR ROUTE 00000007__:			**10**	**$18,015.37**	**99.26**

PASSAIC COUNTY

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Clifton City					
9.37	North Region Maintenance Contract (2015)	2015	2	$3,287.74	148.32
	Clifton City Totals		**2**	**$3,287.74**	**148.32**
PASSAIC COUNTY TOTALS FOR ROUTE 00000007__:			**2**	**$3,287.74**	**148.32**
Total number of ramps to be replaced along route 00000007__: 13					
Total estimated construction cost for ramps along route 00000007__: $23,218.08					
00000009__					
ATLANTIC COUNTY					
Galloway Twp					
48.32	South Region Maintenance Contract (2021)	2021	1	$1,974.33	28.05
	Galloway Twp Totals		**1**	**$1,974.33**	**28.05**
Linwood City					
35.09	South Region Maintenance Contract (2021)	2021	2	$3,948.66	32.39
	Linwood City Totals		**2**	**$3,948.66**	**32.39**
Pleasantville City					
41.50	South Region Maintenance Contract (2021)	2021	1	$1,974.33	29.57
	Pleasantville City Totals		**1**	**$1,974.33**	**29.57**
Somers Point City					
32.72	South Region Maintenance Contract (2021)	2021	1	$1,974.33	52.24
33.66	South Region Maintenance Contract (2021)	2021	2	$3,948.66	45.31
33.68	South Region Maintenance Contract (2021)	2021	2	$3,948.66	43.04
	Somers Point City Totals		**5**	**$9,871.64**	**46.86**
ATLANTIC COUNTY TOTALS FOR ROUTE 00000009__:			**9**	**$17,768.95**	**38.43**
CAPE MAY COUNTY					
Lower Twp					
0.47	South Region Maintenance Contract (2018)	2018	2	$3,603.07	61.98
0.53	South Region Maintenance Contract (2018)	2018	2	$3,603.07	61.98
0.60	South Region Maintenance Contract (2018)	2018	2	$3,603.07	61.98
0.66	South Region Maintenance Contract (2018)	2018	2	$3,603.07	61.98
0.70	South Region Maintenance Contract (2018)	2018	2	$3,603.07	61.98

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
0.75	South Region Maintenance Contract (2018)	2018	2	$3,603.07	61.98
0.81	South Region Maintenance Contract (2018)	2018	2	$3,603.07	61.98
0.88	South Region Maintenance Contract (2018)	2018	2	$3,603.07	61.98
0.96	South Region Maintenance Contract (2018)	2018	2	$3,603.07	61.98
1.02	South Region Maintenance Contract (2018)	2018	2	$3,603.07	61.98
1.07	South Region Maintenance Contract (2018)	2018	2	$3,603.07	61.98
1.14	South Region Maintenance Contract (2018)	2018	2	$3,603.07	61.98
1.24	South Region Maintenance Contract (2018)	2018	2	$3,603.07	61.98
1.30	South Region Maintenance Contract (2018)	2018	1	$1,801.54	61.98
1.31	South Region Maintenance Contract (2018)	2018	2	$3,603.07	61.98
1.43	South Region Maintenance Contract (2018)	2018	1	$1,801.54	61.98
	Lower Twp Totals		**30**	**$54,046.12**	**61.98**
Middle Twp					
6.91	South Region Maintenance Contract (2018)	2018	1	$1,801.54	88.43
12.62	South Region Maintenance Contract (2018)	2018	1	$1,801.54	168.29
	Middle Twp Totals		**2**	**$3,603.07**	**128.36**
Upper Twp					
26.46	South Region Maintenance Contract (2018)	2018	2	$3,603.07	28.22
28.92	South Region Maintenance Contract (2018)	2018	2	$3,603.07	123.20
29.03	South Region Maintenance Contract (2018)	2018	2	$3,603.07	103.20
29.28	South Region Maintenance Contract (2018)	2018	2	$3,603.07	56.03
29.37	South Region Maintenance Contract (2018)	2018	2	$3,603.07	43.49
29.51	South Region Maintenance Contract (2018)	2018	2	$3,603.07	37.74
29.55	South Region Maintenance Contract (2018)	2018	2	$3,603.07	37.74
29.61	South Region Maintenance Contract (2018)	2018	2	$3,603.07	37.74
29.71	South Region Maintenance Contract (2018)	2018	2	$3,603.07	37.74
29.77	South Region Maintenance Contract (2018)	2018	2	$3,603.07	37.74
29.82	South Region Maintenance Contract (2018)	2018	2	$3,603.07	37.74
	Upper Twp Totals		**22**	**$39,633.82**	**52.78**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
CAPE MAY COUNTY TOTALS FOR ROUTE 00000009__:			**54**	**$97,283.01**	**63.07**
MIDDLESEX COUNTY					
Old Bridge Twp					
127.38	Route 9, Pavement Rehabilitation, Middlesex/Monmouth Counties (09307)	2014	1	$1,594.44	20.34
	Old Bridge Twp Totals		**1**	**$1,594.44**	**20.34**
South Amboy City					
129.77	Route 9, Pavement Rehabilitation, Middlesex/Monmouth Counties (09307)	2014	1	$1,594.44	87.88
	South Amboy City Totals		**1**	**$1,594.44**	**87.88**
Woodbridge Twp					
135.49	Route 9, Pavement Rehabilitation, Middlesex/Monmouth Counties (09307)	2014	1	$1,594.44	68.97
	Woodbridge Twp Totals		**1**	**$1,594.44**	**68.97**
MIDDLESEX COUNTY TOTALS FOR ROUTE 00000009__:			**3**	**$4,783.32**	**59.06**
MONMOUTH COUNTY					
Freehold Twp					
112.18	Central Region Maintenance Contract (2018)	2018	2	$3,603.07	67.41
	Freehold Twp Totals		**2**	**$3,603.07**	**67.41**
Howell Twp					
107.40	Central Region Maintenance Contract (2018)	2018	1	$1,801.54	32.62
107.91	Central Region Maintenance Contract (2018)	2018	1	$1,801.54	83.53
110.37	Central Region Maintenance Contract (2018)	2018	1	$1,801.54	82.76
	Howell Twp Totals		**3**	**$5,404.61**	**66.31**
Manalapan Twp					
117.24	Route 9, Pavement Rehabilitation, Middlesex/Monmouth Counties (09307)	2014	1	$1,594.44	32.57
117.45	Route 9, Pavement Rehabilitation, Middlesex/Monmouth Counties (09307)	2014	1	$1,594.44	18.70
118.10	Route 9, Pavement Rehabilitation, Middlesex/Monmouth Counties (09307)	2014	2	$3,188.88	54.70
118.15	Route 9, Pavement Rehabilitation, Middlesex/Monmouth Counties (09307)	2014	2	$3,188.88	57.87

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
118.16	Route 9, Pavement Rehabilitation, Middlesex/Monmouth Counties (09307)	2014	1	$1,594.44	58.74
118.19	Route 9, Pavement Rehabilitation, Middlesex/Monmouth Counties (09307)	2014	1	$1,594.44	60.92
	Manalapan Twp Totals		**8**	**$12,755.53**	**47.25**
Marlboro Twp					
120.66	Route 9, Pavement Rehabilitation, Middlesex/Monmouth Counties (09307)	2014	1	$1,594.44	59.16
	Marlboro Twp Totals		**1**	**$1,594.44**	**59.16**
MONMOUTH COUNTY TOTALS FOR ROUTE 00000009__:			**14**	**$23,357.66**	**55.36**
OCEAN COUNTY					
Barnegat Twp					
73.48	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	33.23
74.95	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	30.85
75.26	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	30.75
	Barnegat Twp Totals		**4**	**$7,429.54**	**31.61**
Beachwood Boro					
89.46	Route 9, South of Mill Street and Bay Avenue to Longboat Avenue (11330)	2014	2	$3,188.88	44.76
89.48	Route 9, South of Mill Street and Bay Avenue to Longboat Avenue (11330)	2014	2	$3,188.88	43.94
89.49	Route 9, South of Mill Street and Bay Avenue to Longboat Avenue (11330)	2014	1	$1,594.44	43.31
89.75	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	39.61
	Beachwood Boro Totals		**6**	**$9,829.59**	**42.90**
Berkeley Twp					
84.47	Route 9, South of Mill Street and Bay Avenue to Longboat Avenue (11330)	2014	1	$1,594.44	49.05
84.66	Route 9, South of Mill Street and Bay Avenue to Longboat Avenue (11330)	2014	1	$1,594.44	49.05
85.51	Route 9, South of Mill Street and Bay Avenue to Longboat Avenue (11330)	2014	1	$1,594.44	103.78
88.01	Route 9, South of Mill Street and Bay Avenue to Longboat Avenue (11330)	2014	1	$1,594.44	50.24

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

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Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
88.08	Route 9, South of Mill Street and Bay Avenue to Longboat Avenue (11330)	2014	1	$1,594.44	50.24
	Berkeley Twp Totals		**5**	**$7,972.21**	**60.47**
Eagleswood Twp					
65.77	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	76.16
65.79	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	75.02
68.34	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	36.47
	Eagleswood Twp Totals		**4**	**$7,072.15**	**62.55**
Lacey Twp					
81.98	Route 9, South of Mill Street and Bay Avenue to Longboat Avenue (11330)	2014	1	$1,594.44	53.54
83.07	Route 9, South of Mill Street and Bay Avenue to Longboat Avenue (11330)	2014	1	$1,594.44	102.22
83.25	Route 9, South of Mill Street and Bay Avenue to Longboat Avenue (11330)	2014	2	$3,188.88	93.79
83.26	Route 9, South of Mill Street and Bay Avenue to Longboat Avenue (11330)	2014	5	$7,972.21	93.41
	Lacey Twp Totals		**9**	**$14,349.97**	**85.74**
Lakewood Twp					
98.98	Central Region Maintenance Contract (2019)	2019	6	$11,144.31	68.89
99.23	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	58.54
102.65	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	154.77
	Lakewood Twp Totals		**9**	**$16,716.46**	**94.06**
Little Egg Harbor Twp					
61.79	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	35.14
61.83	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	35.14
64.92	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	28.40
	Little Egg Harbor Twp Totals		**3**	**$5,572.15**	**32.89**
Pine Beach Boro					
89.20	Route 9, South of Mill Street and Bay Avenue to Longboat Avenue (11330)	2014	2	$3,188.88	70.60
	Pine Beach Boro Totals		**2**	**$3,188.88**	**70.60**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
South Toms River Boro					
90.76	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	83.73
	South Toms River Boro Totals		**1**	**$1,857.38**	**83.73**
Stafford Twp					
68.48	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	45.92
70.18	2012 Operations Resurfacing Program (2012)	2012	4	$6,000.00	65.91
70.65	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	76.43
70.90	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	68.10
71.11	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	58.13
71.16	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	57.83
71.38	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	57.83
71.42	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	57.83
71.46	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	57.83
72.12	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	57.83
72.18	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	57.83
	Stafford Twp Totals		**17**	**$29,788.62**	**60.13**
Toms River Twp					
94.92	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	45.90
96.04	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	160.79
	Toms River Twp Totals		**3**	**$5,572.15**	**103.35**
Tuckerton Boro					
63.34	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	71.74
	Tuckerton Boro Totals		**2**	**$3,714.77**	**71.74**
OCEAN COUNTY TOTALS FOR ROUTE 00000009__:			**65**	**$113,063.90**	**62.79**

Total number of ramps to be replaced along route 00000009__: 145

Total estimated construction cost for ramps along route 00000009__: $256,256.84

00000009W_

BERGEN COUNTY

Englewood Cliffs Boro

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
1.08	North Region Maintenance Contract (2018)	2018	1	$1,801.54	114.64
2.61	North Region Maintenance Contract (2018)	2018	1	$1,801.54	56.28
2.63	North Region Maintenance Contract (2018)	2018	1	$1,801.54	54.43
3.47	North Region Maintenance Contract (2018)	2018	2	$3,603.07	36.37
	Englewood Cliffs Boro Totals		**5**	**$9,007.69**	**65.43**
Fort Lee Boro					
0.14	North Region Maintenance Contract (2018)	2018	1	$1,801.54	183.43
0.81	North Region Maintenance Contract (2018)	2018	1	$1,801.54	143.23
0.84	North Region Maintenance Contract (2018)	2018	1	$1,801.54	139.58
	Fort Lee Boro Totals		**3**	**$5,404.61**	**155.41**
BERGEN COUNTY TOTALS FOR ROUTE 00000009W_:			**8**	**$14,412.30**	**103.99**

Total number of ramps to be replaced along route 00000009W_: 8
Total estimated construction cost for ramps along route 00000009W $14,412.30

00000010__

ESSEX COUNTY

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Livingston Twp					
18.81	Route 10, Eastbound, West of Harrison Avenue to East of West Northfield Avenue (CR 508) Road, Resurfacing (11390)	2012	2	$3,000.00	20.32
	Livingston Twp Totals		**2**	**$3,000.00**	**20.32**
West Orange Twp					
22.21	North Region Maintenance Contract (2017)	2017	1	$1,747.37	137.19
22.71	North Region Maintenance Contract (2017)	2017	1	$1,747.37	90.67
	West Orange Twp Totals		**2**	**$3,494.74**	**113.93**
ESSEX COUNTY TOTALS FOR ROUTE 00000010__:			**4**	**$6,494.74**	**82.73**
MORRIS COUNTY					
Denville Twp					
8.12	North Region Maintenance Contract (2021)	2021	2	$3,948.66	27.66
8.26	North Region Maintenance Contract (2021)	2021	1	$1,974.33	30.04
8.34	North Region Maintenance Contract (2021)	2021	2	$3,948.66	30.04

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
9.19	North Region Maintenance Contract (2021)	2021	1	$1,974.33	28.85
	Denville Twp Totals		**6**	**$11,845.97**	**29.15**
Randolph Twp					
5.02	Route 10, Rt. 46 to Mt. Pleasant Turnpike, Pavement (11339)	2015	3	$4,931.61	37.80
5.32	Route 10, Rt. 46 to Mt. Pleasant Turnpike, Pavement (11339)	2015	1	$1,643.87	23.15
	Randolph Twp Totals		**4**	**$6,575.48**	**30.48**
Roxbury Twp					
0.94	Route 10, Rt. 46 to Mt. Pleasant Turnpike, Pavement (11339)	2015	1	$1,643.87	88.01
1.14	Route 10, Rt. 46 to Mt. Pleasant Turnpike, Pavement (11339)	2015	4	$6,575.48	68.30
	Roxbury Twp Totals		**5**	**$8,219.35**	**78.15**
MORRIS COUNTY TOTALS FOR ROUTE 00000010__:			**15**	**$26,640.79**	**41.73**

Total number of ramps to be replaced along route 00000010__: 19
Total estimated construction cost for ramps along route 00000010__: $33,135.53

00000012__

HUNTERDON COUNTY

Flemington Boro					
11.47	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	60.57
	Flemington Boro Totals		**2**	**$3,714.77**	**60.57**
Frenchtown Boro					
0.12	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	62.36
0.17	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	64.79
	Frenchtown Boro Totals		**2**	**$3,714.77**	**63.58**
HUNTERDON COUNTY TOTALS FOR ROUTE 00000012__:			**4**	**$7,429.54**	**62.58**

Total number of ramps to be replaced along route 00000012__: 4
Total estimated construction cost for ramps along route 00000012__: $7,429.54

00000013__

OCEAN COUNTY

Point Pleasant Boro

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
0.00	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	103.94
	Point Pleasant Boro Totals		**1**	**$1,694.83**	**103.94**
OCEAN COUNTY TOTALS FOR ROUTE 00000013__:			**1**	**$1,694.83**	**103.94**

Total number of ramps to be replaced along route 00000013__: 1
Total estimated construction cost for ramps along route 00000013__: $1,694.83

00000015__

MORRIS COUNTY

Dover Town

0.95	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	69.10
1.13	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	30.06
1.61	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	27.33
	Dover Town Totals		**3**	**$4,500.00**	**42.17**
MORRIS COUNTY TOTALS FOR ROUTE 00000015__:			**3**	**$4,500.00**	**42.17**

SUSSEX COUNTY

Lafayette Twp

17.44	North Region Maintenance Contract (2016)	2016	1	$1,694.83	147.28
17.70	North Region Maintenance Contract (2016)	2016	1	$1,694.83	104.95
	Lafayette Twp Totals		**2**	**$3,389.66**	**126.12**
SUSSEX COUNTY TOTALS FOR ROUTE 00000015__:			**2**	**$3,389.66**	**126.12**

Total number of ramps to be replaced along route 00000015__: 5
Total estimated construction cost for ramps along route 00000015__: $7,889.66

00000017__

BERGEN COUNTY

Lyndhurst Twp

2.03	North Region Maintenance Contract (2019)	2019	1	$1,857.38	163.12
	Lyndhurst Twp Totals		**1**	**$1,857.38**	**163.12**

North Arlington Boro

1.15	North Region Maintenance Contract (2019)	2019	2	$3,714.77	132.92
	North Arlington Boro Totals		**2**	**$3,714.77**	**132.92**

Paramus Boro

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
12.96	Route 17, South of Terrace Avenue to South of West Saddle River Road (various locations), Resurfacing (11391)	2012	2	$3,000.00	113.55
14.42	Route 17, South of Terrace Avenue to South of West Saddle River Road (various locations), Resurfacing (11391)	2012	1	$1,500.00	53.57
14.55	Route 17, South of Terrace Avenue to South of West Saddle River Road (various locations), Resurfacing (11391)	2012	1	$1,500.00	62.96
16.34	North Region Maintenance Contract (2019)	2019	3	$5,572.15	60.31
	Paramus Boro Totals		**7**	**$11,572.15**	**72.60**
Rutherford Boro					
3.34	North Region Maintenance Contract (2019)	2019	2	$3,714.77	35.07
4.61	North Region Maintenance Contract (2019)	2019	2	$3,714.77	73.55
	Rutherford Boro Totals		**4**	**$7,429.54**	**54.31**
BERGEN COUNTY TOTALS FOR ROUTE 00000017__:			**14**	**$24,573.85**	**86.88**

Total number of ramps to be replaced along route 00000017__: 14

Total estimated construction cost for ramps along route 00000017__: $24,573.85

00000018__

MIDDLESEX COUNTY

East Brunswick Twp

35.57	Route 18, East Brunswick, Drainage and Pavement Rehabilitation (10354)	2017	1	$1,747.37	27.21
35.89	Route 18, East Brunswick, Drainage and Pavement Rehabilitation (10354)	2017	1	$1,747.37	50.55
36.04	Route 18, East Brunswick, Drainage and Pavement Rehabilitation (10354)	2017	2	$3,494.74	59.74
36.21	Route 18, East Brunswick, Drainage and Pavement Rehabilitation (10354)	2017	1	$1,747.37	66.85
36.30	Route 18, East Brunswick, Drainage and Pavement Rehabilitation (10354)	2017	2	$3,494.74	67.26
36.39	Route 18, East Brunswick, Drainage and Pavement Rehabilitation (10354)	2017	2	$3,494.74	65.72
36.68	Route 18, East Brunswick, Drainage and Pavement Rehabilitation (10354)	2017	1	$1,747.37	50.24
37.71	Route 18, East Brunswick, Drainage and Pavement Rehabilitation (10354)	2017	2	$3,494.74	44.66

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
37.83	Route 18, East Brunswick, Drainage and Pavement Rehabilitation (10354)	2017	1	$1,747.37	46.14
37.88	Route 18, East Brunswick, Drainage and Pavement Rehabilitation (10354)	2017	1	$1,747.37	49.53
38.16	Route 18, East Brunswick, Drainage and Pavement Rehabilitation (10354)	2017	1	$1,747.37	63.90
39.06	Route 18, East Brunswick, Drainage and Pavement Rehabilitation (10354)	2017	2	$3,494.74	47.11
39.20	Route 18, East Brunswick, Drainage and Pavement Rehabilitation (10354)	2017	2	$3,494.74	38.28
39.29	Route 18, East Brunswick, Drainage and Pavement Rehabilitation (10354)	2017	1	$1,747.37	34.00
	East Brunswick Twp Totals		**20**	**$34,947.38**	**50.80**
Old Bridge Twp					
32.63	Central Region Maintenance Contract (2021)	2021	1	$1,974.33	33.81
	Old Bridge Twp Totals		**1**	**$1,974.33**	**33.81**
MIDDLESEX COUNTY TOTALS FOR ROUTE 00000018__:			**21**	**$36,921.70**	**49.67**

Total number of ramps to be replaced along route 00000018__: 21
Total estimated construction cost for ramps along route 00000018__: $36,921.70

00000019__

PASSAIC COUNTY

Clifton City					
0.02	Route 19, CR 609 to Route 46 & Route 46, Van Houten Ave to Broad St, Drainage Improvements (05363)	2016	3	$5,084.49	64.42
	Clifton City Totals		**3**	**$5,084.49**	**64.42**
PASSAIC COUNTY TOTALS FOR ROUTE 00000019__:			**3**	**$5,084.49**	**64.42**

Total number of ramps to be replaced along route 00000019__: 3
Total estimated construction cost for ramps along route 00000019__: $5,084.49

00000020__

PASSAIC COUNTY

Paterson City					
2.43	Route 20, Paterson Drainage (08372)	2018	1	$1,801.54	157.56
2.58	Route 20, Paterson Drainage (08372)	2018	1	$1,801.54	146.66

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
4.04	North Region Maintenance Contract (2018)	2018	2	$3,603.07	90.19
4.09	North Region Maintenance Contract (2018)	2018	2	$3,603.07	101.11
4.15	North Region Maintenance Contract (2018)	2018	1	$1,801.54	114.38
	Paterson City Totals		**7**	**$12,610.76**	**121.98**
PASSAIC COUNTY TOTALS FOR ROUTE 00000020__:			**7**	**$12,610.76**	**121.98**

Total number of ramps to be replaced along route 00000020__: 7
Total estimated construction cost for ramps along route 00000020__: $12,610.76

00000022__

SOMERSET COUNTY

Bridgewater Twp

34.40	Route 22, Sustainable Corridor Short-term Improvements (03319)	2012	1	$1,500.00	31.54
	Bridgewater Twp Totals		**1**	**$1,500.00**	**31.54**

North Plainfield Boro

43.94	Route 22, Middle Brook to Westfield Road (11331)	2014	2	$3,188.88	91.64
44.87	Route 22, Traffic Signal Improvements/Signal Coordination, Somerset County (03317A)	2013	1	$1,546.50	285.90
	North Plainfield Boro Totals		**3**	**$4,735.38**	**188.77**
SOMERSET COUNTY TOTALS FOR ROUTE 00000022__:			**4**	**$6,235.38**	**136.36**

UNION COUNTY

Hillside Twp

56.71	Route 22, W. of Robin Hood Rd. to E. of Fairway Dr., Pavement Various Locations (10326)	2013	2	$3,093.00	44.13
	Hillside Twp Totals		**2**	**$3,093.00**	**44.13**
UNION COUNTY TOTALS FOR ROUTE 00000022__:			**2**	**$3,093.00**	**44.13**

WARREN COUNTY

Phillipsburg Town

0.78	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	123.18
0.83	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	129.96
0.90	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	138.75
0.96	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	143.84

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
1.00	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	146.72
	Phillipsburg Town Totals		**9**	**$13,500.00**	**136.49**
WARREN COUNTY TOTALS FOR ROUTE 00000022__:			**9**	**$13,500.00**	**136.49**

Total number of ramps to be replaced along route 00000022__: 15

Total estimated construction cost for ramps along route 00000022__: $22,828.38

00000023__

ESSEX COUNTY

Cedar Grove Twp

0.96	North Region Maintenance Contract (2020)	2020	1	$1,914.96	52.43
2.34	North Region Maintenance Contract (2020)	2020	1	$1,914.96	69.47
2.49	North Region Maintenance Contract (2020)	2020	2	$3,829.93	51.80
2.63	North Region Maintenance Contract (2020)	2020	1	$1,914.96	57.83
3.08	North Region Maintenance Contract (2020)	2020	1	$1,914.96	71.76
3.08	North Region Maintenance Contract (2020)	2020	1	$1,914.96	71.76
	Cedar Grove Twp Totals		**7**	**$13,404.75**	**62.51**
ESSEX COUNTY TOTALS FOR ROUTE 00000023__:			**7**	**$13,404.75**	**62.51**

PASSAIC COUNTY

Little Falls Twp

4.13	North Region Maintenance Contract (2018)	2018	1	$1,801.54	117.83
4.18	North Region Maintenance Contract (2018)	2018	2	$3,603.07	107.40
4.22	North Region Maintenance Contract (2018)	2018	1	$1,801.54	98.44
	Little Falls Twp Totals		**4**	**$7,206.15**	**107.89**
PASSAIC COUNTY TOTALS FOR ROUTE 00000023__:			**4**	**$7,206.15**	**107.89**

Total number of ramps to be replaced along route 00000023__: 11

Total estimated construction cost for ramps along route 00000023__: $20,610.90

00000026__

MIDDLESEX COUNTY

North Brunswick Twp

1.38	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	63.61
1.48	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	65.99

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
1.59	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	71.54
1.73	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	93.73
1.89	Central Region Maintenance Contract (2017)	2017	3	$5,242.11	117.12
1.93	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	122.54
	North Brunswick Twp Totals		**9**	**$15,726.32**	**89.09**
MIDDLESEX COUNTY TOTALS FOR ROUTE 00000026__:			**9**	**$15,726.32**	**89.09**

Total number of ramps to be replaced along route 00000026__: 9

Total estimated construction cost for ramps along route 00000026__: $15,726.32

00000027__

MERCER COUNTY

Princeton Boro

0.26	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	279.83
	Princeton Boro Totals		**2**	**$3,093.00**	**279.83**
MERCER COUNTY TOTALS FOR ROUTE 00000027__:			**2**	**$3,093.00**	**279.83**

MIDDLESEX COUNTY

Edison Twp

18.19	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	81.10
18.28	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	94.85
18.34	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	105.14
18.42	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	120.32
19.74	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	172.93
	Edison Twp Totals		**5**	**$8,219.35**	**114.87**

Franklin Twp

9.51	Central Region Maintenance Contract (2015)	2015	4	$6,575.48	37.63
9.56	Central Region Maintenance Contract (2015)	2015	8	$13,150.95	31.01
14.76	Central Region Maintenance Contract (2015)	2015	4	$6,575.48	91.24
15.13	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	59.78
	Franklin Twp Totals		**18**	**$29,589.65**	**54.91**

Highland Park Boro

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
17.64	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	187.96
18.04	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	80.71
	Highland Park Boro Totals		**2**	**$3,287.74**	**134.33**
Metuchen Boro					
22.27	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	86.98
22.79	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	85.18
23.06	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	122.80
	Metuchen Boro Totals		**5**	**$8,219.35**	**98.32**
New Brunswick City					
14.66	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	98.39
15.48	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	78.27
15.48	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	78.27
15.91	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	185.01
	New Brunswick City Totals		**5**	**$8,219.35**	**109.99**
South Brunswick Twp					
3.43	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	224.95
3.68	Central Region Maintenance Contract (2015)	2015	4	$6,575.48	215.94
	South Brunswick Twp Totals		**6**	**$9,863.22**	**220.44**
Woodbridge Twp					
25.10	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	74.71
	Woodbridge Twp Totals		**2**	**$3,093.00**	**74.71**
MIDDLESEX COUNTY TOTALS FOR ROUTE 00000027__:			**43**	**$70,491.64**	**110.15**
UNION COUNTY					
Elizabeth City					
32.79	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	172.04
32.91	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	196.92
32.98	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	3	$4,639.50	213.16

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
33.03	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	224.52
33.62	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	277.27
35.30	North Region Maintenance Contract (2014)	2014	2	$3,188.88	169.22
	Elizabeth City Totals		**9**	**$14,014.38**	**208.86**
Linden City					
29.99	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	173.95
30.04	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	180.67
30.10	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	187.88
30.20	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	201.72
30.35	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	195.17
30.53	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	186.62
30.59	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	182.88
30.77	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	162.87
30.96	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	169.09
31.13	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	180.65
31.46	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	191.89
31.52	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	190.75
31.56	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	192.08
31.64	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	175.77
31.72	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	164.56

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
31.78	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	156.54
31.94	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	151.93
32.26	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	192.87
32.40	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	163.60
32.46	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	160.39
	Linden City Totals		**33**	**$51,034.50**	**178.09**
Rahway City					
27.29	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	120.97
27.40	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	107.43
27.44	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	100.90
27.48	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	95.61
27.58	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	100.19
27.70	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	126.78
27.71	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	128.67
27.73	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	127.30
27.77	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	134.19
27.80	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	140.73
27.86	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	158.50
27.91	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	4	$6,186.00	172.47
28.01	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	4	$6,186.00	205.59

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
28.07	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	3	$4,639.50	225.68
28.13	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	245.10
28.18	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	261.92
28.26	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	281.24
28.35	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	274.24
28.49	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	244.87
28.54	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	232.75
28.55	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	230.02
28.59	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	217.16
28.62	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	205.50
28.69	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	183.17
28.75	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	165.07
28.76	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	162.07
28.96	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	4	$6,186.00	114.23
29.15	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	92.37
29.20	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	89.45
29.23	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	89.45
29.30	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	91.83
29.31	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	91.83

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
29.37	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	93.02
29.42	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	95.40
29.55	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	4	$6,186.00	114.80
29.60	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	121.28
	Rahway City Totals		**73**	**$112,894.50**	**156.72**
Roselle Boro					
31.08	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	182.56
31.17	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	183.15
31.21	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	186.38
31.27	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	186.43
31.32	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	189.39
31.37	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	188.81
31.42	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	188.14
31.57	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	1	$1,546.50	192.50
31.62	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	181.61
31.67	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	168.77
31.99	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	158.67
32.28	Route 27, N. of Evergreen St. to vicinity of Elizabeth River, Pavement (10316)	2013	2	$3,093.00	171.40
	Roselle Boro Totals		**21**	**$32,476.50**	**181.48**
UNION COUNTY TOTALS FOR ROUTE 00000027__:			**136**	**$210,419.88**	**170.74**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Total number of ramps to be replaced along route 00000027__: 181					
Total estimated construction cost for ramps along route 00000027__: $284,004.52					
00000028__					
MIDDLESEX COUNTY					
Dunellen Boro					
11.94	Route 28, Middle Brook to Jefferson Avenue, Resurfacing (11392)	2012	1	$1,500.00	132.14
12.09	Route 28, Middle Brook to Jefferson Avenue, Resurfacing (11392)	2012	2	$3,000.00	129.91
12.25	Route 28, Middle Brook to Jefferson Avenue, Resurfacing (11392)	2012	2	$3,000.00	110.63
	Dunellen Boro Totals		**5**	**$7,500.00**	**124.23**
Plainfield City					
12.41	Central Region Maintenance Contract (2018)	2018	2	$3,603.07	86.43
12.49	Central Region Maintenance Contract (2018)	2018	2	$3,603.07	75.73
	Plainfield City Totals		**4**	**$7,206.15**	**81.08**
MIDDLESEX COUNTY TOTALS FOR ROUTE 00000028__:			**9**	**$14,706.15**	**106.97**
SOMERSET COUNTY					
Bound Brook Boro					
6.86	Central Region Maintenance Contract (2014)	2014	3	$4,783.32	84.46
7.03	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	76.91
7.08	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	73.21
7.14	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	67.64
8.09	Route 28, Middle Brook to Jefferson Avenue, Resurfacing (11392)	2012	2	$3,000.00	158.51
	Bound Brook Boro Totals		**9**	**$14,161.09**	**92.15**
Bridgewater Twp					
0.66	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	47.05
4.75	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	152.76
4.80	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	146.14
4.86	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	138.21

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
4.93	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	316.93
5.37	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	302.48
5.39	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	103.85
5.92	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	73.83
5.95	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	70.91
	Bridgewater Twp Totals		**17**	**$27,105.51**	**150.24**
Raritan Boro					
2.49	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	121.60
	Raritan Boro Totals		**1**	**$1,594.44**	**121.60**
Somerville Boro					
2.73	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	161.47
3.16	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	431.33
	Somerville Boro Totals		**3**	**$4,783.32**	**296.40**
SOMERSET COUNTY TOTALS FOR ROUTE 00000028__:			**30**	**$47,644.36**	**148.66**
UNION COUNTY					
Cranford Twp					
21.92	North Region Maintenance Contract (2015)	2015	2	$3,287.74	188.72
22.24	North Region Maintenance Contract (2015)	2015	1	$1,643.87	267.95
23.03	North Region Maintenance Contract (2015)	2015	1	$1,643.87	75.99
	Cranford Twp Totals		**4**	**$6,575.48**	**177.55**
Elizabeth City					
25.92	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	103.65
	Elizabeth City Totals		**2**	**$3,000.00**	**103.65**
Fanwood Boro					
17.26	North Region Maintenance Contract (2015)	2015	1	$1,643.87	95.56
17.68	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	172.11
	Fanwood Boro Totals		**2**	**$3,143.87**	**133.84**
Garwood Boro					
21.46	North Region Maintenance Contract (2015)	2015	1	$1,643.87	84.52

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
21.67	North Region Maintenance Contract (2015)	2015	3	$4,931.61	100.09
	Garwood Boro Totals		**4**	**$6,575.48**	**92.30**
Plainfield City					
12.55	North Region Maintenance Contract (2015)	2015	2	$3,287.74	70.18
12.72	North Region Maintenance Contract (2015)	2015	2	$3,287.74	48.70
12.82	North Region Maintenance Contract (2015)	2015	2	$3,287.74	46.90
12.93	North Region Maintenance Contract (2015)	2015	2	$3,287.74	50.47
12.99	North Region Maintenance Contract (2015)	2015	2	$3,287.74	50.47
13.63	North Region Maintenance Contract (2015)	2015	2	$3,287.74	54.04
13.74	North Region Maintenance Contract (2015)	2015	2	$3,287.74	66.32
13.95	North Region Maintenance Contract (2015)	2015	3	$4,931.61	91.52
14.29	North Region Maintenance Contract (2015)	2015	2	$3,287.74	129.86
14.40	North Region Maintenance Contract (2015)	2015	2	$3,287.74	143.73
14.43	North Region Maintenance Contract (2015)	2015	2	$3,287.74	147.87
14.45	North Region Maintenance Contract (2015)	2015	2	$3,287.74	150.09
14.52	North Region Maintenance Contract (2015)	2015	1	$1,643.87	157.40
14.66	North Region Maintenance Contract (2015)	2015	1	$1,643.87	155.13
14.80	North Region Maintenance Contract (2015)	2015	2	$3,287.74	157.87
14.80	North Region Maintenance Contract (2015)	2015	3	$4,931.61	157.87
14.91	North Region Maintenance Contract (2015)	2015	3	$4,931.61	159.40
15.04	North Region Maintenance Contract (2015)	2015	3	$4,931.61	185.00
15.04	North Region Maintenance Contract (2015)	2015	2	$3,287.74	185.00
15.10	North Region Maintenance Contract (2015)	2015	4	$6,575.48	204.86
15.10	North Region Maintenance Contract (2015)	2015	4	$6,575.48	204.86
15.19	North Region Maintenance Contract (2015)	2015	1	$1,643.87	237.83
15.57	North Region Maintenance Contract (2015)	2015	3	$4,931.61	259.77
15.81	North Region Maintenance Contract (2015)	2015	2	$3,287.74	189.29
16.08	North Region Maintenance Contract (2015)	2015	2	$3,287.74	112.44

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
	Plainfield City Totals		**56**	**$92,056.67**	**136.67**
Roselle Park Boro					
23.61	Gordon Street over "Out of Service" Conrail Branch, Replacement (NS0408)	2015	1	$1,643.87	70.07
24.33	North Region Maintenance Contract (2015)	2015	2	$3,287.74	181.05
24.65	North Region Maintenance Contract (2015)	2015	1	$1,643.87	197.33
25.09	North Region Maintenance Contract (2015)	2015	2	$3,287.74	186.35
	Roselle Park Boro Totals		**6**	**$9,863.22**	**158.70**
Westfield Town					
18.83	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	66.59
18.86	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	69.15
19.25	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	117.31
19.30	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	123.62
20.16	North Region Maintenance Contract (2015)	2015	2	$3,287.74	127.20
20.34	North Region Maintenance Contract (2015)	2015	1	$1,643.87	92.81
20.35	North Region Maintenance Contract (2015)	2015	1	$1,643.87	91.21
20.53	North Region Maintenance Contract (2015)	2015	2	$3,287.74	76.35
20.54	North Region Maintenance Contract (2015)	2015	1	$1,643.87	77.00
	Westfield Town Totals		**12**	**$19,007.08**	**93.47**
UNION COUNTY TOTALS FOR ROUTE 00000028__:			**86**	**$140,221.80**	**130.03**

Total number of ramps to be replaced along route 00000028__: 125

Total estimated construction cost for ramps along route 00000028__: $202,572.31

00000029__

HUNTERDON COUNTY

Frenchtown Boro					
35.89	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	47.61
	Frenchtown Boro Totals		**1**	**$1,857.38**	**47.61**
Lambertville City					
18.49	Route 29, Bank Stabilization, Ewing and Delaware Twps. (11402)	2014	2	$3,188.88	55.89

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
18.72	Route 29, Bank Stabilization, Ewing and Delaware Twps. (11402)	2014	1	$1,594.44	61.53
18.77	Route 29, Bank Stabilization, Ewing and Delaware Twps. (11402)	2014	2	$3,188.88	64.21
18.80	Route 29, Bank Stabilization, Ewing and Delaware Twps. (11402)	2014	1	$1,594.44	65.78
	Lambertville City Totals		**6**	**$9,566.65**	**61.85**
Stockton Boro					
22.12	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	55.32
22.24	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	62.53
22.32	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	67.58
22.42	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	72.30
22.48	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	72.24
22.88	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	51.26
	Stockton Boro Totals		**10**	**$18,573.85**	**63.54**
HUNTERDON COUNTY TOTALS FOR ROUTE 00000029__:			**17**	**$29,997.88**	**61.48**
MERCER COUNTY					
Hopewell Twp					
11.95	Route 29, Bank Stabilization, Ewing and Delaware Twps. (11402)	2014	2	$3,188.88	24.16
13.10	Route 29, Bank Stabilization, Ewing and Delaware Twps. (11402)	2014	2	$3,188.88	24.16
	Hopewell Twp Totals		**4**	**$6,377.77**	**24.16**
Trenton City					
6.18	Route 29, Drainage Improvements (07319)	2017	1	$1,747.37	76.18
6.34	Route 29, Drainage Improvements (07319)	2017	2	$3,494.74	80.70
6.71	Route 29, Drainage Improvements (07319)	2017	2	$3,494.74	57.28
	Trenton City Totals		**5**	**$8,736.84**	**71.39**
MERCER COUNTY TOTALS FOR ROUTE 00000029__:			**9**	**$15,114.61**	**52.50**

Total number of ramps to be replaced along route 00000029__: 26

Total estimated construction cost for ramps along route 00000029__: $45,112.49

00000030__

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
ATLANTIC COUNTY					
Absecon City					
50.60	Route 30, Elmwood Rd/Weymounth Rd (CR 623) to Haddon Ave., Pavement (11337)	2015	1	$1,643.87	27.27
51.78	South Region Maintenance Contract (2018)	2018	1	$1,801.54	75.70
	Absecon City Totals		**2**	**$3,445.41**	**51.48**
Atlantic City					
57.23	South Region Maintenance Contract (2018)	2018	2	$3,603.07	28.31
	Atlantic City Totals		**2**	**$3,603.07**	**28.31**
Egg Harbor City					
41.07	Route 30, Elmwood Rd/Weymounth Rd (CR 623) to Haddon Ave., Pavement (11337)	2015	2	$3,287.74	196.79
41.57	Route 30, Elmwood Rd/Weymounth Rd (CR 623) to Haddon Ave., Pavement (11337)	2015	2	$3,287.74	157.35
	Egg Harbor City Totals		**4**	**$6,575.48**	**177.07**
Hammonton Town					
29.86	South Region Maintenance Contract (2018)	2018	1	$1,801.54	76.63
31.46	South Region Maintenance Contract (2018)	2018	2	$3,603.07	73.77
	Hammonton Town Totals		**3**	**$5,404.61**	**75.20**
ATLANTIC COUNTY TOTALS FOR ROUTE 00000030__:			**11**	**$19,028.57**	**90.83**
CAMDEN COUNTY					
Audubon Boro					
6.68	South Region Maintenance Contract (2014)	2014	1	$1,594.44	118.77
	Audubon Boro Totals		**1**	**$1,594.44**	**118.77**
Barrington Boro					
8.14	South Region Maintenance Contract (2014)	2014	2	$3,188.88	119.06
	Barrington Boro Totals		**2**	**$3,188.88**	**119.06**
Berlin Boro					
15.03	Route 30, Various locations from East of Brand Ave. to East of London Ave., Pavement (10335)	2012	2	$3,000.00	57.12
15.65	Route 30, Various locations from East of Brand Ave. to East of London Ave., Pavement (10335)	2012	1	$1,500.00	58.31

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
15.72	Route 30, Various locations from East of Brand Ave. to East of London Ave., Pavement (10335)	2012	3	$4,500.00	55.93
15.83	Route 30, Various locations from East of Brand Ave. to East of London Ave., Pavement (10335)	2012	2	$3,000.00	53.55
15.93	Route 30, Various locations from East of Brand Ave. to East of London Ave., Pavement (10335)	2012	2	$3,000.00	55.47
16.09	Route 30, Various locations from East of Brand Ave. to East of London Ave., Pavement (10335)	2012	1	$1,500.00	65.94
16.69	Route 30, Various locations from East of Brand Ave. to East of London Ave., Pavement (10335)	2012	1	$1,500.00	91.22
16.89	Route 30, Various locations from East of Brand Ave. to East of London Ave., Pavement (10335)	2012	1	$1,500.00	77.73
17.01	Route 30, Various locations from East of Brand Ave. to East of London Ave., Pavement (10335)	2012	1	$1,500.00	70.09
17.62	Route 30, Various locations from East of Brand Ave. to East of London Ave., Pavement (10335)	2012	2	$3,000.00	140.96
	Berlin Boro Totals		**16**	**$24,000.00**	**72.63**
Clementon Boro					
13.65	South Region Maintenance Contract (2014)	2014	1	$1,594.44	72.00
13.71	South Region Maintenance Contract (2014)	2014	2	$3,188.88	70.38
13.76	South Region Maintenance Contract (2014)	2014	2	$3,188.88	69.63
13.79	South Region Maintenance Contract (2014)	2014	3	$4,783.32	68.24
13.86	South Region Maintenance Contract (2014)	2014	2	$3,188.88	66.44
13.99	Route 30, Various locations from East of Brand Ave. to East of London Ave., Pavement (10335)	2012	2	$3,000.00	60.69
14.12	Route 30, Various locations from East of Brand Ave. to East of London Ave., Pavement (10335)	2012	2	$3,000.00	59.55
14.14	Route 30, Various locations from East of Brand Ave. to East of London Ave., Pavement (10335)	2012	2	$3,000.00	59.50
14.16	Route 30, Various locations from East of Brand Ave. to East of London Ave., Pavement (10335)	2012	3	$4,500.00	59.41
14.21	Route 30, Various locations from East of Brand Ave. to East of London Ave., Pavement (10335)	2012	2	$3,000.00	58.99
14.26	Route 30, Various locations from East of Brand Ave. to East of London Ave., Pavement (10335)	2012	2	$3,000.00	58.39
	Clementon Boro Totals		**23**	**$35,444.42**	**63.93**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Collingswood Boro					
3.96	Route 30/130, Collingswood/Pennsauken (Phase B), PATCO Bridge to North Park Drive (155C)	2013	4	$6,186.00	160.75
	Collingswood Boro Totals		**4**	**$6,186.00**	**160.75**
Lawnside Boro					
8.78	South Region Maintenance Contract (2014)	2014	1	$1,594.44	92.65
	Lawnside Boro Totals		**1**	**$1,594.44**	**92.65**
Lindenwold Boro					
12.58	South Region Maintenance Contract (2014)	2014	2	$3,188.88	83.81
12.65	South Region Maintenance Contract (2014)	2014	1	$1,594.44	80.47
12.84	South Region Maintenance Contract (2014)	2014	2	$3,188.88	59.22
12.99	South Region Maintenance Contract (2014)	2014	1	$1,594.44	60.39
14.38	Route 30, Various locations from East of Brand Ave. to East of London Ave., Pavement (10335)	2012	2	$3,000.00	54.15
	Lindenwold Boro Totals		**8**	**$12,566.65**	**67.61**
Magnolia Boro					
9.83	Route 30, Evesham Road Intersection Improvements (93263)	2013	1	$1,546.50	47.45
9.87	Route 30, Evesham Road Intersection Improvements (93263)	2013	2	$3,093.00	49.96
	Magnolia Boro Totals		**3**	**$4,639.50**	**48.70**
Pennsauken Twp					
3.32	South Region Maintenance Contract (2014)	2014	1	$1,594.44	320.38
3.36	South Region Maintenance Contract (2014)	2014	1	$1,594.44	320.41
3.37	South Region Maintenance Contract (2014)	2014	1	$1,594.44	320.28
3.47	South Region Maintenance Contract (2014)	2014	1	$1,594.44	317.90
	Pennsauken Twp Totals		**4**	**$6,377.77**	**319.74**
Somerdale Boro					
10.83	South Region Maintenance Contract (2014)	2014	1	$1,594.44	75.77
	Somerdale Boro Totals		**1**	**$1,594.44**	**75.77**
Waterford Twp					

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
19.12	South Region Maintenance Contract (2014)	2014	2	$3,188.88	91.72
19.72	South Region Maintenance Contract (2014)	2014	2	$3,188.88	65.89
	Waterford Twp Totals		**4**	**$6,377.77**	**78.80**
Winslow Twp					
26.01	Route 30, Blue Anchor Dam (93266)	2013	1	$1,546.50	36.01
	Winslow Twp Totals		**1**	**$1,546.50**	**36.01**
CAMDEN COUNTY TOTALS FOR ROUTE 00000030__:			**68**	**$105,110.80**	**97.61**

Total number of ramps to be replaced along route 00000030__: 79
Total estimated construction cost for ramps along route 00000030__: $124,139.37

00000031__

MERCER COUNTY

Ewing Twp					
1.15	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	136.57
1.31	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	125.95
1.71	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	97.05
1.82	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	89.30
2.20	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	79.34
2.32	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	74.58
2.84	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	30.69
	Ewing Twp Totals		**7**	**$10,825.50**	**90.50**
Trenton City					
0.07	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	247.48
0.08	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	246.47
0.21	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	231.54
0.37	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	225.03
0.55	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	205.15
0.67	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	194.95
0.73	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	188.38
0.81	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	179.68

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
0.86	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	170.89
0.92	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	159.61
1.00	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	150.72
1.12	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	137.53
	Trenton City Totals		**15**	**$23,197.50**	**194.79**
MERCER COUNTY TOTALS FOR ROUTE 00000031__:			**22**	**$34,023.00**	**156.36**
WARREN COUNTY					
Oxford Twp					
46.85	Central Region Maintenance Contract (2017)	2017	7	$12,231.58	65.76
	Oxford Twp Totals		**7**	**$12,231.58**	**65.76**
Washington Boro					
42.65	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	95.54
42.69	Central Region Maintenance Contract (2017)	2017	3	$5,242.11	95.54
	Washington Boro Totals		**4**	**$6,989.48**	**95.54**
WARREN COUNTY TOTALS FOR ROUTE 00000031__:			**11**	**$19,221.06**	**85.61**

Total number of ramps to be replaced along route 00000031__: 33

Total estimated construction cost for ramps along route 00000031__: $53,244.06

00000033__

MERCER COUNTY

East Windsor Twp					
16.35	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	123.38
	East Windsor Twp Totals		**2**	**$3,287.74**	**123.38**
Hamilton Twp					
1.49	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	75.75
1.91	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	69.80
2.21	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	67.42
2.30	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	68.61
3.00	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	118.38
3.64	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	62.04

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
4.59	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	65.63
4.61	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	63.86
4.89	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	46.74
6.07	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	72.82
	Hamilton Twp Totals		**14**	**$23,014.17**	**71.10**
Hightstown Boro					
14.54	Central Region Maintenance Contract (2015)	2015	3	$4,931.61	73.82
	Hightstown Boro Totals		**3**	**$4,931.61**	**73.82**
Robbinsville Twp					
7.11	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	61.70
	Robbinsville Twp Totals		**1**	**$1,643.87**	**61.70**
Trenton City					
0.18	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	300.17
0.43	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	278.41
0.54	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	252.82
1.02	Central Region Maintenance Contract (2015)	2015	4	$6,575.48	120.67
1.07	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	115.93
1.19	Central Region Maintenance Contract (2015)	2015	4	$6,575.48	105.17
1.32	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	91.56
1.38	Central Region Maintenance Contract (2015)	2015	4	$6,575.48	84.90
1.43	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	80.47
	Trenton City Totals		**22**	**$36,165.12**	**158.90**
MERCER COUNTY TOTALS FOR ROUTE 00000033__:			**42**	**$69,042.51**	**109.09**
MONMOUTH COUNTY					
Neptune City Boro					
40.32	2012 Operations Resurfacing Program (2012)	2012	4	$6,000.00	206.18
40.34	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	209.17
	Neptune City Boro Totals		**5**	**$7,500.00**	**207.68**
Neptune Twp					

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
37.95	Central Region Maintenance Contract (2020)	2020	1	$1,914.96	40.62
39.41	Central Region Maintenance Contract (2020)	2020	1	$1,914.96	64.99
39.86	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	111.76
40.55	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	275.20
40.80	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	305.42
40.84	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	303.15
40.85	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	302.50
41.02	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	266.69
41.12	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	231.12
41.18	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	210.96
	Neptune Twp Totals		**12**	**$18,829.93**	**211.24**
	MONMOUTH COUNTY TOTALS FOR ROUTE 00000033__:		**17**	**$26,329.93**	**210.65**

Total number of ramps to be replaced along route 00000033__: 59

Total estimated construction cost for ramps along route 00000033__: $95,372.43

00000034__

MIDDLESEX COUNTY

Old Bridge Twp

26.34	Route 34, CR 537 to Washington Ave., Pavement (11307)	2014	4	$6,377.77	32.10
	Old Bridge Twp Totals		**4**	**$6,377.77**	**32.10**
	MIDDLESEX COUNTY TOTALS FOR ROUTE 00000034__:		**4**	**$6,377.77**	**32.10**

MONMOUTH COUNTY

Aberdeen Twp

20.91	Route 34, CR 537 to Washington Ave., Pavement (11307)	2014	1	$1,594.44	70.56
21.61	Route 34, CR 537 to Washington Ave., Pavement (11307)	2014	1	$1,594.44	104.19
21.65	Route 34, CR 537 to Washington Ave., Pavement (11307)	2014	1	$1,594.44	103.85
	Aberdeen Twp Totals		**3**	**$4,783.32**	**92.87**

Matawan Boro

22.49	Route 34, CR 537 to Washington Ave., Pavement (11307)	2014	1	$1,594.44	73.58
22.58	Route 34, CR 537 to Washington Ave., Pavement (11307)	2014	1	$1,594.44	63.28

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
	Matawan Boro Totals		**2**	**$3,188.88**	**68.43**
MONMOUTH COUNTY TOTALS FOR ROUTE 00000034__:			**5**	**$7,972.21**	**83.09**

Total number of ramps to be replaced along route 00000034__: 9

Total estimated construction cost for ramps along route 00000034__: $14,349.97

00000035__

MIDDLESEX COUNTY

Old Bridge Twp

45.64	Route 35, Cherry Tree Lane to Rt 9, Resurfacing Various Locations (10319)	2013	1	$1,546.50	23.69
	Old Bridge Twp Totals		**1**	**$1,546.50**	**23.69**

Perth Amboy City

53.23	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	148.91
53.35	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	173.91
53.42	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	185.66
53.57	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	202.62
54.08	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	111.98
	Perth Amboy City Totals		**7**	**$11,161.09**	**164.62**

Sayreville Boro

47.68	Route 35, Cherry Tree Lane to Rt 9, Resurfacing Various Locations (10319)	2013	1	$1,546.50	32.11
51.15	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	27.97
	Sayreville Boro Totals		**2**	**$3,140.94**	**30.04**

Woodbridge Twp

54.53	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	152.45
54.92	Central Region Maintenance Contract (2014)	2014	3	$4,783.32	154.24
55.38	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	101.85
55.51	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	87.85
56.10	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	65.65
56.15	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	64.58
56.51	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	65.52

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
56.70	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	67.90
56.75	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	69.09
56.88	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	81.76
56.99	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	97.08
57.06	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	107.59
57.11	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	114.16
57.13	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	116.87
57.27	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	136.55
57.38	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	153.53
57.42	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	160.10
57.44	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	162.75
57.57	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	178.48
57.61	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	175.44
57.63	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	172.86
57.67	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	166.62
57.82	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	148.59
57.89	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	139.40
	Woodbridge Twp Totals		**40**	**$63,777.66**	**122.54**
MIDDLESEX COUNTY TOTALS FOR ROUTE 00000035__:			**50**	**$79,626.19**	**120.24**
MONMOUTH COUNTY					
Aberdeen Twp					
44.66	Route 35, Cherry Tree Lane to Rt 9, Resurfacing Various Locations (10319)	2013	1	$1,546.50	33.70
45.18	Route 35, Cherry Tree Lane to Rt 9, Resurfacing Various Locations (10319)	2013	1	$1,546.50	28.93
	Aberdeen Twp Totals		**2**	**$3,093.00**	**31.32**
Belmar Boro					
20.48	Route 34/35, Colts Neck and Wall Twps., Pavement (10318)	2013	2	$3,093.00	57.83
20.91	Route 34/35, Colts Neck and Wall Twps., Pavement (10318)	2013	2	$3,093.00	116.51

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
21.08	Route 34/35, Colts Neck and Wall Twps., Pavement (10318)	2013	1	$1,546.50	153.42
21.12	Route 34/35, Colts Neck and Wall Twps., Pavement (10318)	2013	1	$1,546.50	166.85
	Belmar Boro Totals		**6**	**$9,279.00**	**123.65**
Eatontown Boro					
28.60	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	80.98
28.64	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	77.28
28.87	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	55.73
29.02	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	41.94
30.06	Central Region Maintenance Contract (2016)	2016	5	$8,474.15	111.02
	Eatontown Boro Totals		**10**	**$16,948.29**	**73.39**
Middletown Twp					
35.14	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	21.47
35.71	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	30.01
36.31	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	88.57
37.33	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	71.96
	Middletown Twp Totals		**6**	**$10,168.97**	**53.00**
Neptune City Boro					
22.05	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	126.93
22.09	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	115.35
22.42	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	123.70
22.46	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	126.71
22.53	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	132.70
22.58	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	134.91
22.88	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	145.58
23.02	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	150.55
	Neptune City Boro Totals		**14**	**$21,584.49**	**132.06**
Neptune Twp					
21.99	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	133.34

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
23.09	Central Region Maintenance Contract (2016)	2016	4	$6,779.32	154.24
23.16	Central Region Maintenance Contract (2016)	2016	4	$6,779.32	161.30
23.24	Central Region Maintenance Contract (2016)	2016	4	$6,779.32	163.74
23.28	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	161.70
23.70	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	149.19
23.80	Central Region Maintenance Contract (2016)	2016	4	$6,779.32	139.01
23.86	Central Region Maintenance Contract (2016)	2016	3	$5,084.49	138.10
23.93	Central Region Maintenance Contract (2016)	2016	3	$5,084.49	147.74
23.99	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	145.03
24.14	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	134.96
24.21	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	115.76
24.29	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	123.71
24.46	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	118.43
24.59	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	96.80
24.78	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	78.88
	Neptune Twp Totals		**38**	**$64,403.51**	**135.12**
Ocean Twp					
24.74	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	83.93
24.91	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	66.81
27.43	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	35.55
	Ocean Twp Totals		**3**	**$5,084.49**	**62.10**
Shrewsbury Boro					
31.08	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	111.96
32.72	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	42.46
32.85	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	35.33
	Shrewsbury Boro Totals		**3**	**$5,084.49**	**63.25**
Wall Twp					
17.49	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	42.23
17.52	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	42.23

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
18.71	Central Region Maintenance Contract (2016)	2016	3	$5,084.49	112.29
	Wall Twp Totals		**6**	**$10,168.97**	**65.58**
MONMOUTH COUNTY TOTALS FOR ROUTE 00000035__:			**88**	**$145,815.21**	**102.65**
OCEAN COUNTY					
Berkeley Twp					
0.05	Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (9147A)	2016	1	$1,694.83	55.13
0.13	Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (9147A)	2016	1	$1,694.83	55.13
0.18	Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (9147A)	2016	1	$1,694.83	55.13
	Berkeley Twp Totals		**3**	**$5,084.49**	**55.13**
Brick Twp					
7.42	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	1	$1,801.54	94.23
7.53	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	1	$1,801.54	94.23
7.85	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	1	$1,801.54	94.23
7.97	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	1	$1,801.54	91.85
8.04	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	2	$3,603.07	87.09
8.06	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	1	$1,801.54	87.09
8.21	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	1	$1,801.54	84.71
8.43	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	2	$3,603.07	82.33
8.51	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	1	$1,801.54	81.14
8.56	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	1	$1,801.54	81.14
	Brick Twp Totals		**12**	**$21,618.45**	**87.81**
Mantoloking Boro					

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
9.35	Route 35, Restoration, Mantoloking to Point Pleasant (MP 9 - 12.5) (9147D)	2012	1	$1,500.00	74.39
10.70	Route 35, Restoration, Mantoloking to Point Pleasant (MP 9 - 12.5) (9147D)	2012	1	$1,500.00	48.19
10.80	Route 35, Restoration, Mantoloking to Point Pleasant (MP 9 - 12.5) (9147D)	2012	1	$1,500.00	49.39
	Mantoloking Boro Totals		**3**	**$4,500.00**	**57.32**
Point Pleasant Beach Boro					
12.71	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	91.99
12.83	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	95.42
13.82	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	159.57
13.88	Central Region Maintenance Contract (2014)	2014	1	$1,594.44	149.11
	Point Pleasant Beach Boro Totals		**4**	**$6,377.77**	**124.02**
Seaside Park Boro					
0.58	Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (9147A)	2016	2	$3,389.66	57.51
0.64	Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (9147A)	2016	2	$3,389.66	57.51
0.69	Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (9147A)	2016	2	$3,389.66	58.70
1.34	Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (9147A)	2016	2	$3,389.66	100.28
1.38	Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (9147A)	2016	2	$3,389.66	104.17
1.43	Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (9147A)	2016	2	$3,389.66	107.40
1.63	Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (9147A)	2016	2	$3,389.66	108.05
1.68	Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (9147A)	2016	1	$1,694.83	104.61
2.03	Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (9147A)	2016	2	$3,389.66	82.49
2.18	Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (9147A)	2016	1	$1,694.83	78.32
	Seaside Park Boro Totals		**18**	**$30,506.92**	**85.90**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Toms River Twp					
3.69	Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (9147A)	2016	2	$3,389.66	192.78
3.86	Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (9147A)	2016	1	$1,694.83	159.15
3.96	Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (9147A)	2016	2	$3,389.66	140.54
4.00	Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (9147A)	2016	2	$3,389.66	137.14
4.10	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	1	$1,801.54	148.77
5.85	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	1	$1,801.54	95.56
5.97	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	2	$3,603.07	95.56
5.99	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	1	$1,801.54	94.37
6.05	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	1	$1,801.54	95.56
6.33	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	1	$1,801.54	94.37
6.83	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	1	$1,801.54	99.14
7.08	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	2	$3,603.07	99.14
7.13	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	2	$3,603.07	99.14
7.18	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	1	$1,801.54	99.14
7.23	Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (9147C)	2018	1	$1,801.54	99.14
	Toms River Twp Totals		**21**	**$37,085.33**	**116.63**
OCEAN COUNTY TOTALS FOR ROUTE 00000035__:			**61**	**$105,172.95**	**96.00**

Total number of ramps to be replaced along route 00000035__: 199

Total estimated construction cost for ramps along route 00000035__: $330,614.35

00000035Z_

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
OCEAN COUNTY					
Brick Twp					
7.31	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	94.23
7.60	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	94.23
7.71	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	94.23
8.24	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	83.52
8.51	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	81.14
	Brick Twp Totals		**9**	**$15,253.46**	**89.47**
Point Pleasant Beach Boro					
14.01	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	122.82
	Point Pleasant Beach Boro Totals		**2**	**$3,389.66**	**122.82**
Toms River Twp					
4.10	Central Region Maintenance Contract (2016)	2016	3	$5,084.49	148.53
4.17	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	157.73
5.84	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	94.37
5.91	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	95.56
5.93	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	94.37
6.00	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	95.56
6.17	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	93.18
6.39	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	95.56
6.58	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	99.14
6.69	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	99.14
6.89	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	99.14
	Toms River Twp Totals		**23**	**$38,981.07**	**106.57**
OCEAN COUNTY TOTALS FOR ROUTE 00000035Z_:			**34**	**$57,624.19**	**102.50**

Total number of ramps to be replaced along route 00000035Z_: 34

Total estimated construction cost for ramps along route 00000035Z_: $57,624.19

00000036__

MONMOUTH COUNTY

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Atlantic Highlands Boro					
14.59	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	1	$1,546.50	34.98
14.96	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	1	$1,546.50	47.13
	Atlantic Highlands Boro Totals		**2**	**$3,093.00**	**41.05**
Eatontown Boro					
1.27	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	73.14
	Eatontown Boro Totals		**1**	**$1,857.38**	**73.14**
Hazlet Twp					
20.53	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	2	$3,093.00	142.06
20.95	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	1	$1,546.50	80.64
21.68	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	1	$1,546.50	34.84
21.71	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	2	$3,093.00	34.84
23.20	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	86.52
	Hazlet Twp Totals		**8**	**$12,993.77**	**75.78**
Highlands Boro					
12.88	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	2	$3,093.00	36.31
13.14	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	1	$1,546.50	60.13
	Highlands Boro Totals		**3**	**$4,639.50**	**48.22**
Keansburg Boro					
20.55	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	1	$1,546.50	138.68
	Keansburg Boro Totals		**1**	**$1,546.50**	**138.68**
Keyport Boro					
23.97	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	100.08
24.02	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	119.04
24.07	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	113.88

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
24.12	Central Region Maintenance Contract (2019)	2019	3	$5,572.15	107.52
	Keyport Boro Totals		**9**	**$16,716.46**	**110.13**
Long Branch City					
4.00	2012 Operations Resurfacing Program (2012)	2012	3	$4,500.00	33.13
4.60	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	49.16
5.42	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	32.30
5.72	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	30.24
	Long Branch City Totals		**7**	**$10,857.38**	**36.20**
Middletown Twp					
14.50	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	2	$3,093.00	29.82
16.27	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	1	$1,546.50	129.10
17.76	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	2	$3,093.00	30.53
17.79	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	1	$1,546.50	30.53
18.01	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	2	$3,093.00	32.81
18.75	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	3	$4,639.50	80.02
18.91	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	2	$3,093.00	84.85
19.72	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	1	$1,546.50	162.54
20.36	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	1	$1,546.50	158.70
	Middletown Twp Totals		**15**	**$23,197.50**	**82.10**
Monmouth Beach Boro					
7.20	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	73.61
7.38	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	64.71
7.59	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	54.17
7.77	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	49.86

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
	Monmouth Beach Boro Totals		**7**	**$13,001.69**	**60.59**
Sea Bright Boro					
8.06	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	42.82
8.18	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	43.29
8.29	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	51.85
8.51	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	67.84
9.05	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	88.52
9.08	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	86.54
9.15	Central Region Maintenance Contract (2019)	2019	4	$7,429.54	83.07
9.23	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	76.63
9.37	Central Region Maintenance Contract (2019)	2019	4	$7,429.54	67.19
9.44	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	62.38
9.72	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	46.40
9.78	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	45.21
10.05	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	45.21
10.24	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	42.82
10.33	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	41.63
10.89	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	42.82
11.04	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	42.82
11.17	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	40.44
11.32	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	38.06
	Sea Bright Boro Totals		**31**	**$57,578.93**	**55.56**
Union Beach Boro					
22.21	Route 36, South of Miller Avenue to North of Union Avenue (CR 39), Resurfacing (11394)	2013	3	$4,639.50	38.73
22.47	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	54.60
22.66	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	63.87
	Union Beach Boro Totals		**5**	**$8,354.27**	**52.40**
West Long Branch Boro					

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
3.26	Central Region Maintenance Contract (2019)	2019	2	$3,714.77	48.41
3.73	Central Region Maintenance Contract (2019)	2019	1	$1,857.38	42.25
	West Long Branch Boro Totals		**3**	**$5,572.15**	**45.33**
MONMOUTH COUNTY TOTALS FOR ROUTE 00000036__:			**92**	**$159,408.55**	**64.99**

Total number of ramps to be replaced along route 00000036__: 92

Total estimated construction cost for ramps along route 00000036__: $159,408.55

00000037__

OCEAN COUNTY

Berkeley Twp

12.82	Central Region Maintenance Contract (2017)	2017	4	$6,989.48	63.46
12.93	Central Region Maintenance Contract (2017)	2017	4	$6,989.48	64.86
	Berkeley Twp Totals		**8**	**$13,978.95**	**64.16**

Manchester Twp

0.61	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	161.89
1.10	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	129.66
1.77	Central Region Maintenance Contract (2017)	2017	3	$5,242.11	119.87
	Manchester Twp Totals		**7**	**$12,231.58**	**137.14**

Toms River Twp

2.57	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	88.66
3.11	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	34.58
4.54	Central Region Maintenance Contract (2017)	2017	4	$6,989.48	70.87
5.00	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	32.73
5.12	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	34.02
5.76	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	96.67
7.35	Central Region Maintenance Contract (2017)	2017	4	$6,989.48	124.85
7.58	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	145.06
8.37	Central Region Maintenance Contract (2017)	2017	6	$10,484.21	80.49
8.98	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	143.14
9.25	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	104.74

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
9.35	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	93.69
9.92	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	39.12
10.08	Central Region Maintenance Contract (2017)	2017	3	$5,242.11	44.33
10.53	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	43.00
10.89	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	38.41
12.71	Central Region Maintenance Contract (2017)	2017	4	$6,989.48	76.94
	Toms River Twp Totals		**41**	**$71,642.12**	**75.96**
OCEAN COUNTY TOTALS FOR ROUTE 00000037__:			**56**	**$97,852.65**	**83.23**

Total number of ramps to be replaced along route 00000037__: 56

Total estimated construction cost for ramps along route 00000037__: $97,852.65

00000038__

BURLINGTON COUNTY

Hainesport Twp

14.35	South Region Maintenance Contract (2020)	2020	1	$1,914.96	52.40
	Hainesport Twp Totals		**1**	**$1,914.96**	**52.40**

Lumberton Twp

15.35	South Region Maintenance Contract (2020)	2020	7	$13,404.75	38.61
17.41	South Region Maintenance Contract (2020)	2020	2	$3,829.93	22.94
18.26	South Region Maintenance Contract (2020)	2020	3	$5,744.89	22.94
	Lumberton Twp Totals		**12**	**$22,979.57**	**28.16**

Maple Shade Twp

4.76	South Region Maintenance Contract (2020)	2020	1	$1,914.96	69.40
6.12	South Region Maintenance Contract (2020)	2020	4	$7,659.86	45.37
	Maple Shade Twp Totals		**5**	**$9,574.82**	**57.39**

Moorestown Twp

6.55	South Region Maintenance Contract (2020)	2020	4	$7,659.86	45.37
7.05	South Region Maintenance Contract (2020)	2020	3	$5,744.89	42.98
	Moorestown Twp Totals		**7**	**$13,404.75**	**44.17**

Mount Laurel Twp

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
11.66	South Region Maintenance Contract (2020)	2020	3	$5,744.89	14.41
	Mount Laurel Twp Totals		**3**	**$5,744.89**	**14.41**
BURLINGTON COUNTY TOTALS FOR ROUTE 00000038__:			**28**	**$53,618.99**	**39.38**
CAMDEN COUNTY					
Cherry Hill Twp					
1.77	South Region Maintenance Contract (2013)	2013	1	$1,546.50	142.28
1.78	South Region Maintenance Contract (2013)	2013	2	$3,093.00	146.60
1.83	South Region Maintenance Contract (2013)	2013	2	$3,093.00	159.80
1.89	South Region Maintenance Contract (2013)	2013	2	$3,093.00	174.68
2.16	South Region Maintenance Contract (2013)	2013	2	$3,093.00	240.05
2.32	South Region Maintenance Contract (2013)	2013	2	$3,093.00	274.56
2.37	South Region Maintenance Contract (2013)	2013	1	$1,546.50	270.71
2.39	South Region Maintenance Contract (2013)	2013	2	$3,093.00	267.49
2.63	South Region Maintenance Contract (2013)	2013	1	$1,546.50	211.42
2.73	South Region Maintenance Contract (2013)	2013	3	$4,639.50	180.35
3.18	South Region Maintenance Contract (2013)	2013	1	$1,546.50	110.04
3.30	South Region Maintenance Contract (2013)	2013	2	$3,093.00	123.49
3.46	South Region Maintenance Contract (2013)	2013	1	$1,546.50	135.88
4.07	South Region Maintenance Contract (2013)	2013	1	$1,546.50	103.00
4.10	South Region Maintenance Contract (2013)	2013	2	$3,093.00	105.91
	Cherry Hill Twp Totals		**25**	**$38,662.50**	**176.42**
Pennsauken Twp					
0.71	South Region Maintenance Contract (2013)	2013	2	$3,093.00	353.47
0.76	South Region Maintenance Contract (2013)	2013	2	$3,093.00	346.09
1.14	South Region Maintenance Contract (2013)	2013	1	$1,546.50	143.27
1.20	South Region Maintenance Contract (2013)	2013	2	$3,093.00	142.20
1.30	South Region Maintenance Contract (2013)	2013	6	$9,279.00	140.62
	Pennsauken Twp Totals		**13**	**$20,104.50**	**225.13**
CAMDEN COUNTY TOTALS FOR ROUTE 00000038__:			**38**	**$58,767.00**	**188.60**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Total number of ramps to be replaced along route 00000038__: 66					
Total estimated construction cost for ramps along route 00000038__: $112,385.99					
00000040__					
ATLANTIC COUNTY					
Atlantic City					
64.32	South Region Maintenance Contract (2019)	2019	2	$3,714.77	49.55
	Atlantic City Totals		**2**	**$3,714.77**	**49.55**
Pleasantville City					
58.87	South Region Maintenance Contract (2019)	2019	1	$1,857.38	52.34
	Pleasantville City Totals		**1**	**$1,857.38**	**52.34**
ATLANTIC COUNTY TOTALS FOR ROUTE 00000040__:			**3**	**$5,572.15**	**50.94**
SALEM COUNTY					
Woodstown Boro					
10.46	South Region Maintenance Contract (2016)	2016	1	$1,694.83	76.02
11.22	South Region Maintenance Contract (2016)	2016	1	$1,694.83	111.82
	Woodstown Boro Totals		**2**	**$3,389.66**	**93.92**
SALEM COUNTY TOTALS FOR ROUTE 00000040__:			**2**	**$3,389.66**	**93.92**
Total number of ramps to be replaced along route 00000040__: 5					
Total estimated construction cost for ramps along route 00000040__: $8,961.81					
00000041__					
CAMDEN COUNTY					
Barrington Boro					
5.79	South Region Maintenance Contract (2016)	2016	2	$3,389.66	65.03
5.87	South Region Maintenance Contract (2016)	2016	2	$3,389.66	67.69
5.94	South Region Maintenance Contract (2016)	2016	4	$6,779.32	70.13
5.98	South Region Maintenance Contract (2016)	2016	2	$3,389.66	71.19
6.01	South Region Maintenance Contract (2016)	2016	2	$3,389.66	71.77
6.12	South Region Maintenance Contract (2016)	2016	2	$3,389.66	79.60
6.13	South Region Maintenance Contract (2016)	2016	2	$3,389.66	80.72
6.16	South Region Maintenance Contract (2016)	2016	2	$3,389.66	83.99

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
	Barrington Boro Totals		**18**	**$30,506.92**	**73.76**
Cherry Hill Twp					
9.87	South Region Maintenance Contract (2016)	2016	1	$1,694.83	69.69
9.89	South Region Maintenance Contract (2016)	2016	2	$3,389.66	68.38
9.94	South Region Maintenance Contract (2016)	2016	2	$3,389.66	71.81
10.00	South Region Maintenance Contract (2016)	2016	2	$3,389.66	76.51
10.13	South Region Maintenance Contract (2016)	2016	2	$3,389.66	84.96
10.37	South Region Maintenance Contract (2016)	2016	2	$3,389.66	90.85
10.43	South Region Maintenance Contract (2016)	2016	1	$1,694.83	94.14
10.49	South Region Maintenance Contract (2016)	2016	2	$3,389.66	94.25
10.54	South Region Maintenance Contract (2016)	2016	2	$3,389.66	94.84
10.57	South Region Maintenance Contract (2016)	2016	1	$1,694.83	88.90
12.59	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	50.87
	Cherry Hill Twp Totals		**18**	**$30,312.10**	**80.47**
Haddonfield Boro					
8.59	South Region Maintenance Contract (2016)	2016	1	$1,694.83	90.39
8.83	South Region Maintenance Contract (2016)	2016	3	$5,084.49	144.33
8.94	South Region Maintenance Contract (2016)	2016	3	$5,084.49	159.45
9.43	South Region Maintenance Contract (2016)	2016	2	$3,389.66	134.96
9.55	South Region Maintenance Contract (2016)	2016	2	$3,389.66	115.66
9.58	South Region Maintenance Contract (2016)	2016	1	$1,694.83	110.81
9.61	South Region Maintenance Contract (2016)	2016	2	$3,389.66	106.22
	Haddonfield Boro Totals		**14**	**$23,727.61**	**123.12**
Runnemede Boro					
4.85	South Region Maintenance Contract (2016)	2016	1	$1,694.83	155.43
5.26	South Region Maintenance Contract (2016)	2016	1	$1,694.83	144.02
5.31	South Region Maintenance Contract (2016)	2016	2	$3,389.66	135.20
5.70	South Region Maintenance Contract (2016)	2016	1	$1,694.83	64.55
5.73	South Region Maintenance Contract (2016)	2016	2	$3,389.66	61.24

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

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Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
	Runnemede Boro Totals		**7**	**$11,863.80**	**112.09**
CAMDEN COUNTY TOTALS FOR ROUTE 00000041__:			**57**	**$96,410.43**	**93.47**

Total number of ramps to be replaced along route 00000041__: 57
Total estimated construction cost for ramps along route 00000041__: $96,410.43

00000042__

GLOUCESTER COUNTY

Washington Twp

3.51	South Region Maintenance Contract (2021)	2021	4	$7,897.31	22.79
4.24	South Region Maintenance Contract (2021)	2021	1	$1,974.33	22.79
	Washington Twp Totals		**5**	**$9,871.64**	**22.79**
GLOUCESTER COUNTY TOTALS FOR ROUTE 00000042__:			**5**	**$9,871.64**	**22.79**

Total number of ramps to be replaced along route 00000042__: 5
Total estimated construction cost for ramps along route 00000042__: $9,871.64

00000044__

GLOUCESTER COUNTY

Greenwich Twp

5.06	South Region Maintenance Contract (2017)	2017	1	$1,747.37	40.79
5.18	South Region Maintenance Contract (2017)	2017	3	$5,242.11	43.55
	Greenwich Twp Totals		**4**	**$6,989.48**	**42.17**

Paulsboro Boro

5.89	South Region Maintenance Contract (2017)	2017	1	$1,747.37	80.34
5.96	South Region Maintenance Contract (2017)	2017	2	$3,494.74	83.99
6.06	South Region Maintenance Contract (2017)	2017	2	$3,494.74	86.78
6.19	South Region Maintenance Contract (2017)	2017	2	$3,494.74	82.62
6.21	South Region Maintenance Contract (2017)	2017	1	$1,747.37	81.60
	Paulsboro Boro Totals		**8**	**$13,978.95**	**83.07**

West Deptford Twp

8.53	South Region Maintenance Contract (2017)	2017	3	$5,242.11	51.75
8.68	South Region Maintenance Contract (2017)	2017	1	$1,747.37	61.60
8.81	South Region Maintenance Contract (2017)	2017	1	$1,747.37	70.00

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

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Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
	West Deptford Twp Totals		**5**	**$8,736.84**	**61.12**
GLOUCESTER COUNTY TOTALS FOR ROUTE 00000044__:			**17**	**$29,705.27**	**68.30**

Total number of ramps to be replaced along route 00000044__: 17
Total estimated construction cost for ramps along route 00000044__: $29,705.27

00000045__

GLOUCESTER COUNTY

Deptford Twp					
23.24	South Region Maintenance Contract (2018)	2018	1	$1,801.54	30.30
	Deptford Twp Totals		**1**	**$1,801.54**	**30.30**
Harrison Twp					
17.64	South Region Maintenance Contract (2018)	2018	1	$1,801.54	29.21
18.24	South Region Maintenance Contract (2018)	2018	1	$1,801.54	25.32
18.69	South Region Maintenance Contract (2018)	2018	1	$1,801.54	43.30
	Harrison Twp Totals		**3**	**$5,404.61**	**32.61**
Mantua Twp					
22.69	South Region Maintenance Contract (2018)	2018	2	$3,603.07	73.71
	Mantua Twp Totals		**2**	**$3,603.07**	**73.71**
Westville Boro					
28.16	South Region Maintenance Contract (2018)	2018	2	$3,603.07	84.67
28.27	South Region Maintenance Contract (2018)	2018	2	$3,603.07	77.36
	Westville Boro Totals		**4**	**$7,206.15**	**81.02**
Woodbury City					
24.90	South Region Maintenance Contract (2018)	2018	1	$1,801.54	48.70
25.01	South Region Maintenance Contract (2018)	2018	2	$3,603.07	49.35
25.20	South Region Maintenance Contract (2018)	2018	1	$1,801.54	68.10
25.49	South Region Maintenance Contract (2018)	2018	1	$1,801.54	104.93
25.69	Route 45, Carpenter Street to Red Bank Avenue (05310)	2012	1	$1,500.00	140.25
25.75	Route 45, Carpenter Street to Red Bank Avenue (05310)	2012	2	$3,000.00	149.46
25.83	Route 45, Carpenter Street to Red Bank Avenue (05310)	2012	3	$4,500.00	169.31

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

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Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
25.91	Route 45, Carpenter Street to Red Bank Avenue (05310)	2012	3	$4,500.00	168.09
26.04	Route 45, Carpenter Street to Red Bank Avenue (05310)	2012	2	$3,000.00	165.70
26.45	South Region Maintenance Contract (2018)	2018	4	$7,206.15	133.99
	Woodbury City Totals		**20**	**$32,713.84**	**119.79**
Woodbury Heights Boro					
24.40	South Region Maintenance Contract (2018)	2018	1	$1,801.54	54.02
	Woodbury Heights Boro Totals		**1**	**$1,801.54**	**54.02**
GLOUCESTER COUNTY TOTALS FOR ROUTE 00000045__:			**31**	**$52,530.75**	**89.76**
SALEM COUNTY					
Salem City					
0.00	South Region Maintenance Contract (2015)	2015	1	$1,643.87	190.71
0.05	South Region Maintenance Contract (2015)	2015	4	$6,575.48	180.71
0.16	South Region Maintenance Contract (2015)	2015	4	$6,575.48	158.84
0.29	South Region Maintenance Contract (2015)	2015	2	$3,287.74	133.28
0.33	South Region Maintenance Contract (2015)	2015	2	$3,287.74	125.02
	Salem City Totals		**13**	**$21,370.30**	**157.71**
Woodstown Boro					
9.52	South Region Maintenance Contract (2015)	2015	2	$3,287.74	96.71
9.74	South Region Maintenance Contract (2015)	2015	2	$3,287.74	76.30
9.76	South Region Maintenance Contract (2015)	2015	1	$1,643.87	75.25
9.88	South Region Maintenance Contract (2015)	2015	2	$3,287.74	68.26
	Woodstown Boro Totals		**7**	**$11,507.08**	**79.13**
SALEM COUNTY TOTALS FOR ROUTE 00000045__:			**20**	**$32,877.38**	**122.79**

Total number of ramps to be replaced along route 00000045__: 51

Total estimated construction cost for ramps along route 00000045__: $85,408.13

00000046__

MORRIS COUNTY

Denville Twp

42.49	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	118.02

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

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Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
42.70	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	110.45
	Denville Twp Totals		**3**	**$4,500.00**	**114.24**
Mine Hill Twp					
35.91	North Region Maintenance Contract (2020)	2020	1	$1,914.96	36.18
36.05	North Region Maintenance Contract (2020)	2020	1	$1,914.96	37.37
36.31	North Region Maintenance Contract (2020)	2020	2	$3,829.93	40.94
36.45	North Region Maintenance Contract (2020)	2020	1	$1,914.96	40.94
	Mine Hill Twp Totals		**5**	**$9,574.82**	**38.85**
Mount Olive Twp					
25.95	North Region Maintenance Contract (2020)	2020	4	$7,659.86	18.92
27.11	North Region Maintenance Contract (2020)	2020	5	$9,574.82	27.83
27.52	North Region Maintenance Contract (2020)	2020	3	$5,744.89	27.83
28.31	Route 46, E. of Forest Rd. to W. of Flanders Rd., Pavement (10327)	2013	1	$1,546.50	29.02
28.83	Route 46, E. of Forest Rd. to W. of Flanders Rd., Pavement (10327)	2013	2	$3,093.00	32.59
	Mount Olive Twp Totals		**15**	**$27,619.07**	**27.24**
Mountain Lakes Boro					
43.93	2012 Operations Resurfacing Program (2012)	2012	3	$4,500.00	124.50
44.18	2012 Operations Resurfacing Program (2012)	2012	7	$10,500.00	97.14
	Mountain Lakes Boro Totals		**10**	**$15,000.00**	**110.82**
Parsippany-Troy Hills Twp					
46.33	North Region Maintenance Contract (2020)	2020	4	$7,659.86	119.00
47.00	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	66.91
	Parsippany-Troy Hills Twp Totals		**5**	**$9,159.86**	**92.96**
Rockaway Boro					
40.30	North Region Maintenance Contract (2020)	2020	3	$5,744.89	33.70
41.53	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	46.93
41.64	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	39.63
41.90	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	60.45

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

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Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
	Rockaway Boro Totals		**6**	**$10,244.89**	**45.18**
Rockaway Twp					
39.46	North Region Maintenance Contract (2020)	2020	1	$1,914.96	72.48
39.74	North Region Maintenance Contract (2020)	2020	2	$3,829.93	74.67
39.85	North Region Maintenance Contract (2020)	2020	3	$5,744.89	62.55
	Rockaway Twp Totals		**6**	**$11,489.78**	**69.90**
Roxbury Twp					
32.65	North Region Maintenance Contract (2020)	2020	2	$3,829.93	37.55
32.97	North Region Maintenance Contract (2020)	2020	3	$5,744.89	26.57
34.57	North Region Maintenance Contract (2020)	2020	1	$1,914.96	42.07
	Roxbury Twp Totals		**6**	**$11,489.78**	**35.40**
MORRIS COUNTY TOTALS FOR ROUTE 00000046__:			**56**	**$99,078.20**	**56.97**
WARREN COUNTY					
Hackettstown Town					
21.10	Route 57/182/46, Hackettstown Mobility Improvements (9237)	2018	1	$1,801.54	162.27
21.11	Route 57/182/46, Hackettstown Mobility Improvements (9237)	2018	1	$1,801.54	171.68
	Hackettstown Town Totals		**2**	**$3,603.07**	**166.97**
Knowlton Twp					
3.32	Route 46, I-80 to CR 618 (Serepta Road), Pavement (11340)	2015	2	$3,287.74	23.23
	Knowlton Twp Totals		**2**	**$3,287.74**	**23.23**
WARREN COUNTY TOTALS FOR ROUTE 00000046__:			**4**	**$6,890.81**	**119.06**

Total number of ramps to be replaced along route 00000046__: 60

Total estimated construction cost for ramps along route 00000046__: $105,969.01

00000047__

CAPE MAY COUNTY

Wildwood City					
0.65	South Region Maintenance Contract (2015)	2015	2	$3,287.74	109.42
	Wildwood City Totals		**2**	**$3,287.74**	**109.42**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
CAPE MAY COUNTY TOTALS FOR ROUTE 00000047__:			**2**	**$3,287.74**	**109.42**
CUMBERLAND COUNTY					
Millville City					
39.38	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	46.51
39.44	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	46.51
39.48	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	56.61
39.51	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	63.40
39.57	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	76.49
39.76	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	125.55
40.16	2012 Operations Resurfacing Program (2012)	2012	3	$4,500.00	231.22
40.27	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	225.62
40.34	2012 Operations Resurfacing Program (2012)	2012	3	$4,500.00	229.05
40.41	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	203.83
40.91	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	200.06
40.96	2012 Operations Resurfacing Program (2012)	2012	3	$4,500.00	190.95
	Millville City Totals		**23**	**$34,500.00**	**141.32**
Vineland City					
42.56	South Region Maintenance Contract (2020)	2020	1	$1,914.96	32.47
46.84	South Region Maintenance Contract (2020)	2020	1	$1,914.96	43.74
46.86	South Region Maintenance Contract (2020)	2020	2	$3,829.93	43.74
46.88	South Region Maintenance Contract (2020)	2020	2	$3,829.93	43.74
46.90	South Region Maintenance Contract (2020)	2020	2	$3,829.93	43.74
46.91	South Region Maintenance Contract (2020)	2020	2	$3,829.93	43.74
46.93	South Region Maintenance Contract (2020)	2020	1	$1,914.96	49.74
	Vineland City Totals		**11**	**$21,064.60**	**42.99**
CUMBERLAND COUNTY TOTALS FOR ROUTE 00000047__:			**34**	**$55,564.60**	**105.09**
GLOUCESTER COUNTY					
Clayton Boro					
59.77	South Region Maintenance Contract (2017)	2017	1	$1,747.37	41.59

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

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Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
	Clayton Boro Totals		**1**	**$1,747.37**	**41.59**
Deptford Twp					
73.44	South Region Maintenance Contract (2017)	2017	1	$1,747.37	85.91
73.52	South Region Maintenance Contract (2017)	2017	1	$1,747.37	88.29
73.90	South Region Maintenance Contract (2017)	2017	1	$1,747.37	102.44
73.94	South Region Maintenance Contract (2017)	2017	2	$3,494.74	103.56
	Deptford Twp Totals		**5**	**$8,736.84**	**95.05**
Glassboro Boro					
63.32	South Region Maintenance Contract (2017)	2017	1	$1,747.37	40.55
63.49	South Region Maintenance Contract (2017)	2017	1	$1,747.37	38.29
63.58	South Region Maintenance Contract (2017)	2017	1	$1,747.37	38.29
63.82	South Region Maintenance Contract (2017)	2017	1	$1,747.37	38.29
64.60	South Region Maintenance Contract (2017)	2017	2	$3,494.74	42.39
	Glassboro Boro Totals		**6**	**$10,484.21**	**39.56**
Washington Twp					
66.81	South Region Maintenance Contract (2017)	2017	1	$1,747.37	16.63
	Washington Twp Totals		**1**	**$1,747.37**	**16.63**
Westville Boro					
74.04	South Region Maintenance Contract (2017)	2017	2	$3,494.74	79.63
74.08	South Region Maintenance Contract (2017)	2017	1	$1,747.37	80.27
74.14	South Region Maintenance Contract (2017)	2017	1	$1,747.37	79.52
74.22	South Region Maintenance Contract (2017)	2017	4	$6,989.48	79.32
74.36	South Region Maintenance Contract (2017)	2017	1	$1,747.37	76.94
74.69	South Region Maintenance Contract (2017)	2017	3	$5,242.11	63.25
74.70	South Region Maintenance Contract (2017)	2017	2	$3,494.74	62.86
74.80	South Region Maintenance Contract (2017)	2017	2	$3,494.74	66.74
74.95	South Region Maintenance Contract (2017)	2017	1	$1,747.37	75.57
	Westville Boro Totals		**17**	**$29,705.27**	**73.79**
GLOUCESTER COUNTY TOTALS FOR ROUTE 00000047__:			**30**	**$52,421.06**	**65.02**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

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Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Total number of ramps to be replaced along route 00000047__: 66					
Total estimated construction cost for ramps along route 00000047__: $111,273.41					
00000048__					
SALEM COUNTY					
Carneys Point Twp					
0.45	South Region Maintenance Contract (2014)	2014	2	$3,188.88	140.15
0.54	South Region Maintenance Contract (2014)	2014	2	$3,188.88	130.63
0.78	South Region Maintenance Contract (2014)	2014	1	$1,594.44	96.44
	Carneys Point Twp Totals		**5**	**$7,972.21**	**122.41**
Penns Grove Boro					
0.04	South Region Maintenance Contract (2014)	2014	2	$3,188.88	180.23
0.14	South Region Maintenance Contract (2014)	2014	2	$3,188.88	156.94
0.23	South Region Maintenance Contract (2014)	2014	3	$4,783.32	153.12
	Penns Grove Boro Totals		**7**	**$11,161.09**	**163.43**
SALEM COUNTY TOTALS FOR ROUTE 00000048__:			**12**	**$19,133.30**	**142.92**
Total number of ramps to be replaced along route 00000048__: 12					
Total estimated construction cost for ramps along route 00000048__: $19,133.30					
00000049__					
CUMBERLAND COUNTY					
Bridgeton City					
25.09	South Region Maintenance Contract (2017)	2017	1	$1,747.37	106.77
25.16	South Region Maintenance Contract (2017)	2017	3	$5,242.11	119.23
26.07	South Region Maintenance Contract (2017)	2017	1	$1,747.37	81.08
26.58	South Region Maintenance Contract (2017)	2017	1	$1,747.37	61.76
26.94	South Region Maintenance Contract (2017)	2017	2	$3,494.74	115.03
	Bridgeton City Totals		**8**	**$13,978.95**	**96.77**
Millville City					
34.22	South Region Maintenance Contract (2017)	2017	1	$1,747.37	102.87
34.29	South Region Maintenance Contract (2017)	2017	2	$3,494.74	83.63

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

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Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
34.76	South Region Maintenance Contract (2017)	2017	2	$3,494.74	58.36
35.13	South Region Maintenance Contract (2017)	2017	1	$1,747.37	46.24
35.15	South Region Maintenance Contract (2017)	2017	3	$5,242.11	56.18
36.70	South Region Maintenance Contract (2017)	2017	1	$1,747.37	153.78
37.45	South Region Maintenance Contract (2017)	2017	2	$3,494.74	45.32
37.48	South Region Maintenance Contract (2017)	2017	2	$3,494.74	45.32
37.98	South Region Maintenance Contract (2017)	2017	1	$1,747.37	45.32
38.03	South Region Maintenance Contract (2017)	2017	2	$3,494.74	45.32
38.80	South Region Maintenance Contract (2017)	2017	1	$1,747.37	42.85
	Millville City Totals		**18**	**$31,452.64**	**65.92**
CUMBERLAND COUNTY TOTALS FOR ROUTE 00000049__:			**26**	**$45,431.59**	**75.57**
SALEM COUNTY					
Pennsville Twp					
0.97	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	52.09
0.99	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	52.09
1.18	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	55.73
1.47	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	76.37
2.54	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	57.25
2.69	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	41.19
3.73	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	43.53
3.89	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	33.86
	Pennsville Twp Totals		**10**	**$15,000.00**	**51.51**
Quinton Twp					
12.74	South Region Maintenance Contract (2014)	2014	1	$1,594.44	277.88
	Quinton Twp Totals		**1**	**$1,594.44**	**277.88**
Salem City					
8.77	South Region Maintenance Contract (2014)	2014	2	$3,188.88	142.49
8.87	South Region Maintenance Contract (2014)	2014	1	$1,594.44	161.85
9.12	South Region Maintenance Contract (2014)	2014	1	$1,594.44	179.97

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
9.58	South Region Maintenance Contract (2014)	2014	1	$1,594.44	93.60
	Salem City Totals		**5**	**$7,972.21**	**144.47**
SALEM COUNTY TOTALS FOR ROUTE 00000049__:			**16**	**$24,566.65**	**97.53**

Total number of ramps to be replaced along route 00000049__: 42
Total estimated construction cost for ramps along route 00000049__: $69,998.24

00000050__

ATLANTIC COUNTY

Galloway Twp

25.58	South Region Maintenance Contract (2014)	2014	1	$1,594.44	108.80
25.87	South Region Maintenance Contract (2014)	2014	1	$1,594.44	192.31
	Galloway Twp Totals		**2**	**$3,188.88**	**150.55**
ATLANTIC COUNTY TOTALS FOR ROUTE 00000050__:			**2**	**$3,188.88**	**150.55**

CAPE MAY COUNTY

Upper Twp

1.03	Route 50, N. of Rt. 9 to S. of Reading Ave. & Schoolhouse Rd., Pavement (10338)	2013	2	$3,093.00	29.11
1.05	Route 50, N. of Rt. 9 to S. of Reading Ave. & Schoolhouse Rd., Pavement (10338)	2013	2	$3,093.00	30.30
6.63	Route 50, Tuckahoe River Bridge (2E 3B) (242)	2014	1	$1,594.44	16.41
6.89	Route 50, Tuckahoe River Bridge (2E 3B) (242)	2014	1	$1,594.44	16.41
	Upper Twp Totals		**6**	**$9,374.88**	**23.06**
CAPE MAY COUNTY TOTALS FOR ROUTE 00000050__:			**6**	**$9,374.88**	**23.06**

Total number of ramps to be replaced along route 00000050__: 8
Total estimated construction cost for ramps along route 00000050__: $12,563.77

00000052__

ATLANTIC COUNTY

Somers Point City

2.24	South Region Maintenance Contract (2015)	2015	1	$1,643.87	98.48
2.45	South Region Maintenance Contract (2015)	2015	2	$3,287.74	103.31
	Somers Point City Totals		**3**	**$4,931.61**	**100.90**
ATLANTIC COUNTY TOTALS FOR ROUTE 00000052__:			**3**	**$4,931.61**	**100.90**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Total number of ramps to be replaced along route 00000052__: 3					
Total estimated construction cost for ramps along route 00000052__: $4,931.61					
00000053__					
MORRIS COUNTY					
Denville Twp					
3.46	North Region Maintenance Contract (2018)	2018	2	$3,603.07	104.36
3.87	North Region Maintenance Contract (2018)	2018	2	$3,603.07	140.68
3.89	North Region Maintenance Contract (2018)	2018	1	$1,801.54	144.70
4.60	North Region Maintenance Contract (2018)	2018	2	$3,603.07	129.85
4.66	North Region Maintenance Contract (2018)	2018	1	$1,801.54	124.63
	Denville Twp Totals		**8**	**$14,412.30**	**128.84**
Parsippany-Troy Hills Twp					
2.36	North Region Maintenance Contract (2018)	2018	2	$3,603.07	56.06
2.37	North Region Maintenance Contract (2018)	2018	2	$3,603.07	56.06
2.39	North Region Maintenance Contract (2018)	2018	1	$1,801.54	56.06
2.70	North Region Maintenance Contract (2018)	2018	1	$1,801.54	56.06
	Parsippany-Troy Hills Twp Totals		**6**	**$10,809.22**	**56.06**
MORRIS COUNTY TOTALS FOR ROUTE 00000053__:			**14**	**$25,221.52**	**96.50**
Total number of ramps to be replaced along route 00000053__: 14					
Total estimated construction cost for ramps along route 00000053__: $25,221.52					
00000054__					
ATLANTIC COUNTY					
Hammonton Town					
9.10	South Region Maintenance Contract (2016)	2016	1	$1,694.83	38.86
9.12	South Region Maintenance Contract (2016)	2016	7	$11,863.80	38.86
10.01	South Region Maintenance Contract (2016)	2016	2	$3,389.66	48.35
10.11	South Region Maintenance Contract (2016)	2016	1	$1,694.83	57.56
10.72	South Region Maintenance Contract (2016)	2016	1	$1,694.83	176.66
10.76	South Region Maintenance Contract (2016)	2016	1	$1,694.83	181.11

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

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Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
11.12	South Region Maintenance Contract (2016)	2016	2	$3,389.66	140.32
11.28	South Region Maintenance Contract (2016)	2016	2	$3,389.66	116.38
11.86	South Region Maintenance Contract (2016)	2016	3	$5,084.49	93.95
	Hammonton Town Totals		**20**	**$33,896.58**	**99.12**
ATLANTIC COUNTY TOTALS FOR ROUTE 00000054__:			**20**	**$33,896.58**	**99.12**

Total number of ramps to be replaced along route 00000054__: 20
Total estimated construction cost for ramps along route 00000054__: $33,896.58

00000056__

CUMBERLAND COUNTY

Vineland City

8.69	South Region Maintenance Contract (2021)	2021	2	$3,948.66	34.27
	Vineland City Totals		**2**	**$3,948.66**	**34.27**
CUMBERLAND COUNTY TOTALS FOR ROUTE 00000056__:			**2**	**$3,948.66**	**34.27**

Total number of ramps to be replaced along route 00000056__: 2
Total estimated construction cost for ramps along route 00000056__: $3,948.66

00000057__

WARREN COUNTY

Franklin Twp

4.53	Central Region Maintenance Contract (2021)	2021	1	$1,974.33	23.73
4.62	Central Region Maintenance Contract (2021)	2021	1	$1,974.33	23.73
	Franklin Twp Totals		**2**	**$3,948.66**	**23.73**

Mansfield Twp

17.61	Central Region Maintenance Contract (2021)	2021	1	$1,974.33	22.86
17.65	Central Region Maintenance Contract (2021)	2021	1	$1,974.33	22.86
	Mansfield Twp Totals		**2**	**$3,948.66**	**22.86**
WARREN COUNTY TOTALS FOR ROUTE 00000057__:			**4**	**$7,897.31**	**23.30**

Total number of ramps to be replaced along route 00000057__: 4
Total estimated construction cost for ramps along route 00000057__: $7,897.31

00000059__

UNION COUNTY

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Cranford Twp					
0.00	North Region Maintenance Contract (2016)	2016	1	$1,694.83	133.97
	Cranford Twp Totals		**1**	**$1,694.83**	**133.97**
UNION COUNTY TOTALS FOR ROUTE 00000059__:			**1**	**$1,694.83**	**133.97**

Total number of ramps to be replaced along route 00000059__: 1

Total estimated construction cost for ramps along route 00000059__: $1,694.83

00000063__

BERGEN COUNTY

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Fairview Boro					
0.30	North Region Maintenance Contract (2013)	2013	1	$1,546.50	213.36
0.61	North Region Maintenance Contract (2013)	2013	1	$1,546.50	211.39
0.67	North Region Maintenance Contract (2013)	2013	1	$1,546.50	211.52
0.75	North Region Maintenance Contract (2013)	2013	2	$3,093.00	187.97
0.80	North Region Maintenance Contract (2013)	2013	2	$3,093.00	174.77
0.89	North Region Maintenance Contract (2013)	2013	2	$3,093.00	162.88
	Fairview Boro Totals		**9**	**$13,918.50**	**193.65**
Fort Lee Boro					
2.94	North Region Maintenance Contract (2013)	2013	1	$1,546.50	161.02
2.96	North Region Maintenance Contract (2013)	2013	2	$3,093.00	160.56
2.97	North Region Maintenance Contract (2013)	2013	1	$1,546.50	159.97
	Fort Lee Boro Totals		**4**	**$6,186.00**	**160.52**
Palisades Park Boro					
2.31	North Region Maintenance Contract (2013)	2013	6	$9,279.00	174.79
2.41	North Region Maintenance Contract (2013)	2013	6	$9,279.00	160.95
2.74	North Region Maintenance Contract (2013)	2013	3	$4,639.50	138.92
	Palisades Park Boro Totals		**15**	**$23,197.50**	**158.22**
BERGEN COUNTY TOTALS FOR ROUTE 00000063__:			**28**	**$43,302.00**	**176.51**

Total number of ramps to be replaced along route 00000063__: 28

Total estimated construction cost for ramps along route 00000063__: $43,302.00

00000064__

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
MERCER COUNTY					
West Windsor Twp					
0.00	Central Region Maintenance Contract (2021)	2021	2	$3,948.66	47.63
	West Windsor Twp Totals		**2**	**$3,948.66**	**47.63**
MERCER COUNTY TOTALS FOR ROUTE 00000064__:			**2**	**$3,948.66**	**47.63**
Total number of ramps to be replaced along route 00000064__: 2					
Total estimated construction cost for ramps along route 00000064__: $3,948.66					
00000067__					
BERGEN COUNTY					
Fort Lee Boro					
0.36	North Region Maintenance Contract (2014)	2014	1	$1,594.44	130.55
0.49	North Region Maintenance Contract (2014)	2014	1	$1,594.44	140.25
1.40	North Region Maintenance Contract (2014)	2014	1	$1,594.44	234.55
1.51	North Region Maintenance Contract (2014)	2014	1	$1,594.44	198.04
	Fort Lee Boro Totals		**4**	**$6,377.77**	**175.85**
BERGEN COUNTY TOTALS FOR ROUTE 00000067__:			**4**	**$6,377.77**	**175.85**
Total number of ramps to be replaced along route 00000067__: 4					
Total estimated construction cost for ramps along route 00000067__: $6,377.77					
00000070__					
BURLINGTON COUNTY					
Evesham Twp					
10.78	South Region Maintenance Contract (2019)	2019	1	$1,857.38	15.33
	Evesham Twp Totals		**1**	**$1,857.38**	**15.33**
Medford Twp					
12.34	South Region Maintenance Contract (2019)	2019	2	$3,714.77	24.02
14.36	South Region Maintenance Contract (2019)	2019	1	$1,857.38	112.71
14.45	South Region Maintenance Contract (2019)	2019	2	$3,714.77	99.22
	Medford Twp Totals		**5**	**$9,286.92**	**78.65**
BURLINGTON COUNTY TOTALS FOR ROUTE 00000070__:			**6**	**$11,144.31**	**62.82**
CAMDEN COUNTY					

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

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Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Cherry Hill Twp					
0.79	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	2	$3,287.74	209.15
0.81	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	2	$3,287.74	210.18
1.32	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	2	$3,287.74	155.69
1.37	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	1	$1,643.87	151.07
1.53	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	1	$1,643.87	142.08
2.00	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	1	$1,643.87	129.78
2.31	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	1	$1,643.87	126.65
2.41	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	2	$3,287.74	133.24
2.43	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	1	$1,643.87	134.88
3.12	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	1	$1,643.87	173.10
3.18	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	1	$1,643.87	165.26
3.66	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	1	$1,643.87	85.01
3.88	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	1	$1,643.87	76.28
4.23	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	1	$1,643.87	102.50
7.06	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	1	$1,643.87	70.12
	Cherry Hill Twp Totals		**19**	**$31,233.51**	**137.67**
Pennsauken Twp					
-0.01	South Region Maintenance Contract (2013)	2013	1	$1,546.50	351.72
0.18	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	2	$3,287.74	156.25
0.35	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	1	$1,643.87	167.78
0.39	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	1	$1,643.87	173.90
0.50	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	1	$1,643.87	182.97
0.58	Route 70, Route 38 to Cropwell Road, Pavement (11338)	2015	2	$3,287.74	188.64
	Pennsauken Twp Totals		**8**	**$13,053.58**	**203.54**
CAMDEN COUNTY TOTALS FOR ROUTE 00000070__:			**27**	**$44,287.10**	**156.49**
OCEAN COUNTY					
Lakehurst Boro					
44.00	Central Region Maintenance Contract (2021)	2021	1	$1,974.33	45.24

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

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Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
44.06	Central Region Maintenance Contract (2021)	2021	2	$3,948.66	48.77
	Lakehurst Boro Totals		**3**	**$5,922.98**	**47.00**
OCEAN COUNTY TOTALS FOR ROUTE 00000070__:			**3**	**$5,922.98**	**47.00**

Total number of ramps to be replaced along route 00000070__: 36

Total estimated construction cost for ramps along route 00000070__: $61,354.39

00000071__

MONMOUTH COUNTY

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Asbury Park City					
8.14	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	238.78
	Asbury Park City Totals		**1**	**$1,643.87**	**238.78**
Belmar Boro					
4.89	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	120.52
5.04	Central Region Maintenance Contract (2015)	2015	4	$6,575.48	140.35
5.48	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	233.17
5.64	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	243.60
5.71	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	226.48
5.79	Central Region Maintenance Contract (2015)	2015	3	$4,931.61	210.07
	Belmar Boro Totals		**13**	**$21,370.30**	**195.70**
Deal Boro					
10.00	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	114.74
10.07	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	113.76
10.21	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	117.14
10.28	Central Region Maintenance Contract (2015)	2015	5	$8,219.35	118.14
10.38	Central Region Maintenance Contract (2015)	2015	3	$4,931.61	106.40
10.46	Central Region Maintenance Contract (2015)	2015	4	$6,575.48	95.08
	Deal Boro Totals		**17**	**$27,945.78**	**110.88**
Loch Arbour Village					
9.57	Central Region Maintenance Contract (2015)	2015	4	$6,575.48	103.74
	Loch Arbour Village Totals		**4**	**$6,575.48**	**103.74**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Long Branch City					
11.85	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	76.24
12.08	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	66.86
	Long Branch City Totals		**3**	**$4,931.61**	**71.55**
Manasquan Boro					
1.35	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	98.97
	Manasquan Boro Totals		**2**	**$3,287.74**	**98.97**
Sea Girt Boro					
1.72	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	76.56
1.93	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	77.04
2.00	Central Region Maintenance Contract (2015)	2015	4	$6,575.48	76.62
	Sea Girt Boro Totals		**7**	**$11,507.08**	**76.74**
Spring Lake Heights Boro					
2.50	Central Region Maintenance Contract (2015)	2015	4	$6,575.48	70.97
2.59	Central Region Maintenance Contract (2015)	2015	3	$4,931.61	76.54
2.71	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	89.91
2.78	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	97.58
3.03	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	126.22
3.18	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	140.63
3.70	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	126.24
4.03	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	89.48
4.08	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	87.65
	Spring Lake Heights Boro Totals		**17**	**$27,945.78**	**100.58**
Wall Twp					
4.26	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	68.72
	Wall Twp Totals		**1**	**$1,643.87**	**68.72**
MONMOUTH COUNTY TOTALS FOR ROUTE 00000071__:			**65**	**$106,851.50**	**120.94**

Total number of ramps to be replaced along route 00000071__: 65

Total estimated construction cost for ramps along route 00000071__: $106,851.50

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

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Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
00000072__					
OCEAN COUNTY					
Barnegat Twp					
17.78	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	67.40
	Barnegat Twp Totals		**1**	**$1,500.00**	**67.40**
Ship Bottom Boro					
28.67	Route 72, Manahawkin Bay Bridges, Contract 1A & 1B (11385)	2017	4	$6,989.48	79.45
28.74	Route 72, Manahawkin Bay Bridges, Contract 1A & 1B (11385)	2017	1	$1,747.37	79.46
	Ship Bottom Boro Totals		**5**	**$8,736.84**	**79.45**
Stafford Twp					
20.16	Route 72, Manahawkin Bay Bridges, Contract 1A & 1B (11385)	2017	4	$6,989.48	73.89
20.46	Route 72, Manahawkin Bay Bridges, Contract 1A & 1B (11385)	2017	2	$3,494.74	166.18
21.44	Route 72, Manahawkin Bay Bridges, Contract 1A & 1B (11385)	2017	1	$1,747.37	111.50
22.19	Route 72, Manahawkin Bay Bridges, Contract 1A & 1B (11385)	2017	2	$3,494.74	57.83
23.81	Route 72, Manahawkin Bay Bridges, Contract 1A & 1B (11385)	2017	4	$6,989.48	90.82
24.75	Route 72, Manahawkin Bay Bridges, Contract 1A & 1B (11385)	2017	5	$8,736.84	53.06
	Stafford Twp Totals		**18**	**$31,452.64**	**92.21**
OCEAN COUNTY TOTALS FOR ROUTE 00000072__:			**24**	**$41,689.48**	**86.62**

Total number of ramps to be replaced along route 00000072__: 24

Total estimated construction cost for ramps along route 00000072__: $41,689.48

00000073__					
BURLINGTON COUNTY					
Evesham Twp					
21.92	South Region Maintenance Contract (2020)	2020	1	$1,914.96	17.04
	Evesham Twp Totals		**1**	**$1,914.96**	**17.04**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

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Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Maple Shade Twp					
28.94	South Region Maintenance Contract (2020)	2020	2	$3,829.93	40.18
28.96	South Region Maintenance Contract (2020)	2020	2	$3,829.93	40.18
29.34	South Region Maintenance Contract (2020)	2020	2	$3,829.93	41.37
30.43	South Region Maintenance Contract (2020)	2020	3	$5,744.89	76.06
	Maple Shade Twp Totals		**9**	**$17,234.67**	**49.45**
Mount Laurel Twp					
26.45	South Region Maintenance Contract (2020)	2020	2	$3,829.93	53.73
26.47	South Region Maintenance Contract (2020)	2020	1	$1,914.96	54.88
	Mount Laurel Twp Totals		**3**	**$5,744.89**	**54.31**
BURLINGTON COUNTY TOTALS FOR ROUTE 00000073__:			**13**	**$24,894.53**	**46.21**
CAMDEN COUNTY					
Berlin Boro					
15.89	South Region Maintenance Contract (2013)	2013	1	$1,546.50	152.17
	Berlin Boro Totals		**1**	**$1,546.50**	**152.17**
Berlin Twp					
18.35	South Region Maintenance Contract (2013)	2013	1	$1,546.50	245.22
18.41	South Region Maintenance Contract (2013)	2013	2	$3,093.00	245.22
	Berlin Twp Totals		**3**	**$4,639.50**	**245.22**
Voorhees Twp					
19.19	South Region Maintenance Contract (2013)	2013	1	$1,546.50	224.09
	Voorhees Twp Totals		**1**	**$1,546.50**	**224.09**
Winslow Twp					
14.98	South Region Maintenance Contract (2013)	2013	1	$1,546.50	96.49
	Winslow Twp Totals		**1**	**$1,546.50**	**96.49**
CAMDEN COUNTY TOTALS FOR ROUTE 00000073__:			**6**	**$9,279.00**	**192.64**

Total number of ramps to be replaced along route 00000073__: 19

Total estimated construction cost for ramps along route 00000073__: $34,173.53

00000077__

CUMBERLAND COUNTY

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Bridgeton City					
1.47	South Region Maintenance Contract (2013)	2013	2	$3,093.00	74.13
2.19	South Region Maintenance Contract (2013)	2013	1	$1,546.50	59.76
	Bridgeton City Totals		**3**	**$4,639.50**	**66.94**
Upper Deerfield Twp					
5.63	South Region Maintenance Contract (2013)	2013	4	$6,186.00	288.58
5.75	South Region Maintenance Contract (2013)	2013	2	$3,093.00	271.95
5.80	South Region Maintenance Contract (2013)	2013	2	$3,093.00	264.80
	Upper Deerfield Twp Totals		**8**	**$12,372.00**	**275.11**
CUMBERLAND COUNTY TOTALS FOR ROUTE 00000077__:			**11**	**$17,011.50**	**191.84**
GLOUCESTER COUNTY					
Harrison Twp					
22.16	South Region Maintenance Contract (2018)	2018	1	$1,801.54	69.01
22.34	South Region Maintenance Contract (2018)	2018	1	$1,801.54	60.94
	Harrison Twp Totals		**2**	**$3,603.07**	**64.98**
GLOUCESTER COUNTY TOTALS FOR ROUTE 00000077__:			**2**	**$3,603.07**	**64.98**

Total number of ramps to be replaced along route 00000077__: 13

Total estimated construction cost for ramps along route 00000077__: $20,614.57

00000079__

MONMOUTH COUNTY

Freehold Boro					
0.60	Central Region Maintenance Contract (2018)	2018	1	$1,801.54	50.17
0.81	Central Region Maintenance Contract (2018)	2018	2	$3,603.07	58.16
2.08	Central Region Maintenance Contract (2018)	2018	2	$3,603.07	65.30
2.16	Central Region Maintenance Contract (2018)	2018	1	$1,801.54	69.11
	Freehold Boro Totals		**6**	**$10,809.22**	**60.69**
Freehold Twp					
0.06	Central Region Maintenance Contract (2018)	2018	1	$1,801.54	61.96
3.39	Central Region Maintenance Contract (2018)	2018	3	$5,404.61	48.02

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
	Freehold Twp Totals		**4**	**$7,206.15**	**54.99**
Marlboro Twp					
6.22	Central Region Maintenance Contract (2018)	2018	1	$1,801.54	26.41
6.34	Central Region Maintenance Contract (2018)	2018	1	$1,801.54	34.65
6.58	Central Region Maintenance Contract (2018)	2018	2	$3,603.07	50.33
6.78	Central Region Maintenance Contract (2018)	2018	3	$5,404.61	63.48
6.82	Central Region Maintenance Contract (2018)	2018	1	$1,801.54	67.28
	Marlboro Twp Totals		**8**	**$14,412.30**	**48.43**
Matawan Boro					
11.41	Central Region Maintenance Contract (2018)	2018	1	$1,801.54	98.17
11.45	Central Region Maintenance Contract (2018)	2018	1	$1,801.54	101.50
11.63	Central Region Maintenance Contract (2018)	2018	2	$3,603.07	105.82
	Matawan Boro Totals		**4**	**$7,206.15**	**101.83**
MONMOUTH COUNTY TOTALS FOR ROUTE 00000079__:			**22**	**$39,633.82**	**64.31**

Total number of ramps to be replaced along route 00000079__: 22
Total estimated construction cost for ramps along route 00000079__: $39,633.82

00000082__

UNION COUNTY

Springfield Twp					
0.00	North Region Maintenance Contract (2017)	2017	1	$1,747.37	168.52
0.23	North Region Maintenance Contract (2017)	2017	2	$3,494.74	119.97
0.25	North Region Maintenance Contract (2017)	2017	2	$3,494.74	115.94
0.29	North Region Maintenance Contract (2017)	2017	1	$1,747.37	106.77
	Springfield Twp Totals		**6**	**$10,484.21**	**127.80**
Union Twp					
1.54	North Region Maintenance Contract (2017)	2017	2	$3,494.74	151.04
2.96	North Region Maintenance Contract (2017)	2017	1	$1,747.37	61.45
3.37	North Region Maintenance Contract (2017)	2017	1	$1,747.37	49.22
	Union Twp Totals		**4**	**$6,989.48**	**87.23**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
UNION COUNTY TOTALS FOR ROUTE 00000082__:			**10**	**$17,473.69**	**110.41**
Total number of ramps to be replaced along route 00000082__: 10					
Total estimated construction cost for ramps along route 00000082__: $17,473.69					
00000088__					
OCEAN COUNTY					
Brick Twp					
3.83	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	75.49
4.15	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	144.94
4.55	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	156.28
4.90	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	121.44
5.33	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	98.22
5.37	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	94.97
5.45	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	86.80
5.48	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	91.84
5.72	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	119.31
5.75	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	118.45
5.86	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	112.52
5.88	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	111.53
5.91	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	108.90
5.93	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	107.00
5.96	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	104.36
6.07	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	92.80
6.18	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	84.76
6.24	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	81.62
6.89	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	62.00
7.44	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	59.62
7.48	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	59.62
7.51	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	59.62
	Brick Twp Totals		**33**	**$57,663.17**	**97.82**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Lakewood Twp					
0.95	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	29.68
1.07	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	19.60
1.20	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	19.60
1.38	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	25.12
	Lakewood Twp Totals		**7**	**$12,231.58**	**23.50**
Point Pleasant Boro					
7.89	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	62.13
7.99	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	59.95
8.33	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	71.15
8.38	Central Region Maintenance Contract (2017)	2017	1	$1,747.37	72.02
8.48	Central Region Maintenance Contract (2017)	2017	2	$3,494.74	72.78
	Point Pleasant Boro Totals		**7**	**$12,231.58**	**67.61**
OCEAN COUNTY TOTALS FOR ROUTE 00000088__:			**47**	**$82,126.34**	**83.36**

Total number of ramps to be replaced along route 00000088__: 47
Total estimated construction cost for ramps along route 00000088__: $82,126.34

00000091__

MIDDLESEX COUNTY

New Brunswick City					
2.02	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	103.20
	New Brunswick City Totals		**1**	**$1,694.83**	**103.20**
MIDDLESEX COUNTY TOTALS FOR ROUTE 00000091__:			**1**	**$1,694.83**	**103.20**

Total number of ramps to be replaced along route 00000091__: 1
Total estimated construction cost for ramps along route 00000091__: $1,694.83

00000093__

BERGEN COUNTY

Englewood City					
3.38	North Region Maintenance Contract (2013)	2013	1	$1,546.50	184.49
	Englewood City Totals		**1**	**$1,546.50**	**184.49**
BERGEN COUNTY TOTALS FOR ROUTE 00000093__:			**1**	**$1,546.50**	**184.49**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Total number of ramps to be replaced along route 00000093__: 1					
Total estimated construction cost for ramps along route 00000093__: $1,546.50					
00000094__					
SUSSEX COUNTY					
Fredon Twp					
18.73	North Region Maintenance Contract (2014)	2014	3	$4,783.32	61.17
	Fredon Twp Totals		**3**	**$4,783.32**	**61.17**
Hamburg Boro					
35.55	North Region Maintenance Contract (2014)	2014	1	$1,594.44	68.89
35.71	North Region Maintenance Contract (2014)	2014	5	$7,972.21	265.59
35.78	North Region Maintenance Contract (2014)	2014	1	$1,594.44	261.45
35.81	North Region Maintenance Contract (2014)	2014	1	$1,594.44	259.50
	Hamburg Boro Totals		**8**	**$12,755.53**	**213.86**
Newton Town					
21.82	North Region Maintenance Contract (2014)	2014	1	$1,594.44	169.83
21.89	North Region Maintenance Contract (2014)	2014	2	$3,188.88	178.15
22.11	North Region Maintenance Contract (2014)	2014	2	$3,188.88	173.64
22.25	North Region Maintenance Contract (2014)	2014	2	$3,188.88	155.03
22.32	North Region Maintenance Contract (2014)	2014	1	$1,594.44	146.67
22.34	North Region Maintenance Contract (2014)	2014	1	$1,594.44	144.29
	Newton Town Totals		**9**	**$14,349.97**	**161.27**
Vernon Twp					
41.81	County Route 515, Vernon Township, Phases II, III, IV (NS0002)	2016	5	$8,474.15	84.99
	Vernon Twp Totals		**5**	**$8,474.15**	**84.99**
SUSSEX COUNTY TOTALS FOR ROUTE 00000094__:			**25**	**$40,362.98**	**164.10**
WARREN COUNTY					
Blairstown Twp					
8.85	Central Region Maintenance Contract (2015)	2015	3	$4,931.61	102.81
8.88	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	107.18

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
9.01	Central Region Maintenance Contract (2015)	2015	3	$4,931.61	124.65
9.12	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	131.15
	Blairstown Twp Totals		**10**	**$16,438.69**	**116.45**
WARREN COUNTY TOTALS FOR ROUTE 00000094__:			**10**	**$16,438.69**	**116.45**

Total number of ramps to be replaced along route 00000094__: 35
Total estimated construction cost for ramps along route 00000094__: $56,801.67

00000120__

BERGEN COUNTY

Carlstadt Boro

1.64	Route 120, MP 0.00 to 2.09, Pavement (10329)	2013	1	$1,546.50	56.89
	Carlstadt Boro Totals		**1**	**$1,546.50**	**56.89**

East Rutherford Boro

1.35	Route 120, MP 0.00 to 2.09, Pavement (10329)	2013	1	$1,546.50	68.75
1.79	Route 120, MP 0.00 to 2.09, Pavement (10329)	2013	2	$3,093.00	53.01
2.55	North Region Maintenance Contract (2020)	2020	1	$1,914.96	73.24
	East Rutherford Boro Totals		**4**	**$6,554.46**	**65.00**
BERGEN COUNTY TOTALS FOR ROUTE 00000120__:			**5**	**$8,100.96**	**62.97**

Total number of ramps to be replaced along route 00000120__: 5
Total estimated construction cost for ramps along route 00000120__: $8,100.96

00000122__

WARREN COUNTY

Phillipsburg Town

0.00	Central Region Maintenance Contract (2018)	2018	1	$1,801.54	89.97
	Phillipsburg Town Totals		**1**	**$1,801.54**	**89.97**

Pohatcong Twp

1.15	Central Region Maintenance Contract (2018)	2018	2	$3,603.07	37.22
	Pohatcong Twp Totals		**2**	**$3,603.07**	**37.22**
WARREN COUNTY TOTALS FOR ROUTE 00000122__:			**3**	**$5,404.61**	**63.59**

Total number of ramps to be replaced along route 00000122__: 3
Total estimated construction cost for ramps along route 00000122__: $5,404.61

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
00000124__					
MORRIS COUNTY					
Chatham Boro					
7.22	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	55.19
	Chatham Boro Totals		**1**	**$1,500.00**	**55.19**
Madison Boro					
3.96	North Region Maintenance Contract (2013)	2013	1	$1,546.50	87.40
	Madison Boro Totals		**1**	**$1,546.50**	**87.40**
Morris Twp					
1.66	North Region Maintenance Contract (2013)	2013	2	$3,093.00	106.92
	Morris Twp Totals		**2**	**$3,093.00**	**106.92**
Morristown Town					
0.69	North Region Maintenance Contract (2013)	2013	1	$1,546.50	283.99
0.87	North Region Maintenance Contract (2013)	2013	2	$3,093.00	274.40
0.93	North Region Maintenance Contract (2013)	2013	2	$3,093.00	269.47
0.97	North Region Maintenance Contract (2013)	2013	2	$3,093.00	265.78
1.39	North Region Maintenance Contract (2013)	2013	1	$1,546.50	162.73
1.39	North Region Maintenance Contract (2013)	2013	2	$3,093.00	156.10
	Morristown Town Totals		**10**	**$15,465.00**	**235.41**
MORRIS COUNTY TOTALS FOR ROUTE 00000124__:			**14**	**$21,604.50**	**184.67**
UNION COUNTY					
Millburn Twp					
9.62	North Region Maintenance Contract (2015)	2015	2	$3,287.74	105.56
9.83	North Region Maintenance Contract (2015)	2015	4	$6,575.48	158.75
10.25	North Region Maintenance Contract (2015)	2015	2	$3,287.74	180.90
	Millburn Twp Totals		**8**	**$13,150.95**	**148.40**
Springfield Twp					
10.36	North Region Maintenance Contract (2015)	2015	1	$1,643.87	187.55
10.73	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	181.77

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
11.52	North Region Maintenance Contract (2015)	2015	1	$1,643.87	145.36
11.55	North Region Maintenance Contract (2015)	2015	2	$3,287.74	143.30
	Springfield Twp Totals		**6**	**$9,575.48**	**164.49**
Summit City					
9.69	North Region Maintenance Contract (2015)	2015	4	$6,575.48	128.28
	Summit City Totals		**4**	**$6,575.48**	**128.28**
Union Twp					
12.55	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	119.99
12.57	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	120.49
12.60	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	120.86
	Union Twp Totals		**4**	**$6,000.00**	**120.44**
UNION COUNTY TOTALS FOR ROUTE 00000124__:			**22**	**$35,301.91**	**144.80**

Total number of ramps to be replaced along route 00000124__: 36
Total estimated construction cost for ramps along route 00000124__: $56,906.41

00000129__

MERCER COUNTY

Trenton City					
1.08	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	150.46
1.61	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	253.17
2.14	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	315.38
	Trenton City Totals		**3**	**$4,639.50**	**239.67**
MERCER COUNTY TOTALS FOR ROUTE 00000129__:			**3**	**$4,639.50**	**239.67**

Total number of ramps to be replaced along route 00000129__: 3
Total estimated construction cost for ramps along route 00000129__: $4,639.50

00000130__

BURLINGTON COUNTY

Bordentown City					
55.91	South Region Maintenance Contract (2017)	2017	1	$1,747.37	178.83
55.97	South Region Maintenance Contract (2017)	2017	1	$1,747.37	181.93
	Bordentown City Totals		**2**	**$3,494.74**	**180.38**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Bordentown Twp					
53.67	South Region Maintenance Contract (2017)	2017	2	$3,494.74	29.29
53.83	South Region Maintenance Contract (2017)	2017	2	$3,494.74	31.71
55.39	South Region Maintenance Contract (2017)	2017	2	$3,494.74	112.95
55.42	South Region Maintenance Contract (2017)	2017	2	$3,494.74	121.15
57.87	South Region Maintenance Contract (2017)	2017	1	$1,747.37	34.11
	Bordentown Twp Totals		**9**	**$15,726.32**	**65.84**
Burlington City					
45.32	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	76.43
45.41	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	97.92
45.49	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	112.95
45.57	South Region Maintenance Contract (2017)	2017	2	$3,494.74	133.31
46.00	2012 Operations Resurfacing Program (2012)	2012	3	$4,500.00	220.35
46.19	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	223.49
46.24	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	227.43
46.29	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	232.54
46.33	2012 Operations Resurfacing Program (2012)	2012	3	$4,500.00	235.66
46.83	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	146.02
47.14	Route 130, Columbus Road/Jones Street (02397)	2015	1	$1,643.87	67.19
47.15	Route 130, Columbus Road/Jones Street (02397)	2015	1	$1,643.87	65.87
	Burlington City Totals		**23**	**$35,282.48**	**153.26**
Burlington Twp					
44.91	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	46.09
45.06	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	47.18
45.21	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	64.29
45.28	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	72.10
47.69	Route 130, Columbus Road/Jones Street (02397)	2015	1	$1,643.87	36.11
47.72	Route 130, Columbus Road/Jones Street (02397)	2015	2	$3,287.74	36.11
47.74	Route 130, Columbus Road/Jones Street (02397)	2015	2	$3,287.74	34.92

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
47.87	Route 130, Columbus Road/Jones Street (02397)	2015	1	$1,643.87	34.92
	Burlington Twp Totals		**10**	**$15,863.22**	**46.46**
Cinnaminson Twp					
37.35	South Region Maintenance Contract (2017)	2017	2	$3,494.74	118.98
38.10	South Region Maintenance Contract (2017)	2017	1	$1,747.37	183.78
38.40	South Region Maintenance Contract (2017)	2017	1	$1,747.37	111.11
38.56	South Region Maintenance Contract (2017)	2017	1	$1,747.37	83.69
	Cinnaminson Twp Totals		**5**	**$8,736.84**	**124.39**
Delran Twp					
38.86	South Region Maintenance Contract (2017)	2017	2	$3,494.74	28.96
39.39	South Region Maintenance Contract (2017)	2017	2	$3,494.74	45.25
39.47	South Region Maintenance Contract (2017)	2017	1	$1,747.37	47.08
40.07	South Region Maintenance Contract (2017)	2017	1	$1,747.37	36.67
40.10	South Region Maintenance Contract (2017)	2017	2	$3,494.74	35.53
40.23	South Region Maintenance Contract (2017)	2017	1	$1,747.37	28.32
	Delran Twp Totals		**9**	**$15,726.32**	**36.97**
Edgewater Park Twp					
42.98	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	65.32
42.99	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	67.11
43.01	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	68.97
	Edgewater Park Twp Totals		**4**	**$6,000.00**	**67.13**
Florence Twp					
51.46	South Region Maintenance Contract (2017)	2017	2	$3,494.74	57.50
51.62	South Region Maintenance Contract (2017)	2017	1	$1,747.37	72.72
	Florence Twp Totals		**3**	**$5,242.11**	**65.11**
BURLINGTON COUNTY TOTALS FOR ROUTE 00000130__:			**65**	**$106,072.02**	**94.09**
CAMDEN COUNTY					
Brooklawn Boro					
26.30	Route 130, Brooklawn Circles (99312)	2016	1	$1,694.83	101.32

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
26.34	Route 130, Brooklawn Circles (99312)	2016	2	$3,389.66	100.58
26.39	Route 130, Brooklawn Circles (99312)	2016	2	$3,389.66	97.73
	Brooklawn Boro Totals		**5**	**$8,474.15**	**99.88**
Camden City					
28.37	South Region Maintenance Contract (2015)	2015	10	$16,438.69	93.21
31.80	South Region Maintenance Contract (2015)	2015	3	$4,931.61	163.22
31.92	South Region Maintenance Contract (2015)	2015	1	$1,643.87	142.04
31.93	South Region Maintenance Contract (2015)	2015	1	$1,643.87	141.15
	Camden City Totals		**15**	**$24,658.04**	**134.90**
Collingswood Boro					
28.96	Route 130, Camden County, Drainage (08366)	2017	2	$3,494.74	99.08
29.28	Route 130, Camden County, Drainage (08366)	2017	1	$1,747.37	108.30
29.48	Route 130, Camden County, Drainage (08366)	2017	1	$1,747.37	128.57
	Collingswood Boro Totals		**4**	**$6,989.48**	**111.98**
Gloucester City					
26.59	South Region Maintenance Contract (2015)	2015	2	$3,287.74	106.35
26.65	South Region Maintenance Contract (2015)	2015	2	$3,287.74	103.80
	Gloucester City Totals		**4**	**$6,575.48**	**105.07**
Haddon Twp					
27.67	South Region Maintenance Contract (2015)	2015	1	$1,643.87	107.03
27.82	South Region Maintenance Contract (2015)	2015	2	$3,287.74	119.20
27.86	South Region Maintenance Contract (2015)	2015	2	$3,287.74	121.38
28.41	South Region Maintenance Contract (2015)	2015	1	$1,643.87	86.75
28.56	South Region Maintenance Contract (2015)	2015	1	$1,643.87	61.02
28.58	South Region Maintenance Contract (2015)	2015	2	$3,287.74	59.80
28.71	Route 130, Camden County, Drainage (08366)	2017	1	$1,747.37	64.68
	Haddon Twp Totals		**10**	**$16,542.19**	**88.55**
Pennsauken Twp					
30.55	Route 130, Camden County, Drainage (08366)	2017	2	$3,494.74	318.64

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
31.13	South Region Maintenance Contract (2015)	2015	1	$1,643.87	167.14
31.24	South Region Maintenance Contract (2015)	2015	1	$1,643.87	153.18
31.29	South Region Maintenance Contract (2015)	2015	1	$1,643.87	146.54
31.39	South Region Maintenance Contract (2015)	2015	6	$9,863.22	148.64
31.45	South Region Maintenance Contract (2015)	2015	2	$3,287.74	155.76
31.66	South Region Maintenance Contract (2015)	2015	2	$3,287.74	181.94
31.97	South Region Maintenance Contract (2015)	2015	2	$3,287.74	136.03
31.97	South Region Maintenance Contract (2015)	2015	2	$3,287.74	135.76
32.13	South Region Maintenance Contract (2015)	2015	2	$3,287.74	130.03
32.33	South Region Maintenance Contract (2015)	2015	1	$1,643.87	117.08
32.54	South Region Maintenance Contract (2015)	2015	1	$1,643.87	112.45
32.57	South Region Maintenance Contract (2015)	2015	2	$3,287.74	114.53
32.63	South Region Maintenance Contract (2015)	2015	2	$3,287.74	110.84
33.16	South Region Maintenance Contract (2015)	2015	1	$1,643.87	81.04
33.21	South Region Maintenance Contract (2015)	2015	2	$3,287.74	77.90
33.22	South Region Maintenance Contract (2015)	2015	1	$1,643.87	77.30
34.06	South Region Maintenance Contract (2015)	2015	1	$1,643.87	79.40
	Pennsauken Twp Totals		**32**	**$52,810.81**	**135.79**
Westville Boro					
25.33	South Region Maintenance Contract (2015)	2015	1	$1,643.87	71.38
	Westville Boro Totals		**1**	**$1,643.87**	**71.38**
CAMDEN COUNTY TOTALS FOR ROUTE 00000130__:			**71**	**$117,694.01**	**118.97**
GLOUCESTER COUNTY					
West Deptford Twp					
23.53	South Region Maintenance Contract (2019)	2019	1	$1,857.38	57.50
	West Deptford Twp Totals		**1**	**$1,857.38**	**57.50**
Westville Boro					
24.66	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	74.58
24.98	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	68.51

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
25.23	South Region Maintenance Contract (2019)	2019	1	$1,857.38	63.87
	Westville Boro Totals		**3**	**$4,857.38**	**68.99**
GLOUCESTER COUNTY TOTALS FOR ROUTE 00000130__:			**4**	**$6,714.77**	**66.11**
MERCER COUNTY					
East Windsor Twp					
67.18	Central Region Maintenance Contract (2020)	2020	1	$1,914.96	37.03
67.52	Central Region Maintenance Contract (2020)	2020	2	$3,829.93	47.25
67.56	Central Region Maintenance Contract (2020)	2020	2	$3,829.93	51.90
67.59	Central Region Maintenance Contract (2020)	2020	2	$3,829.93	56.13
67.63	Central Region Maintenance Contract (2020)	2020	1	$1,914.96	61.90
67.65	Central Region Maintenance Contract (2020)	2020	2	$3,829.93	63.46
67.80	Central Region Maintenance Contract (2020)	2020	2	$3,829.93	84.21
67.81	Route 130, Westfield Ave. to US Rt. 1, Pavement (11309)	2015	2	$3,287.74	86.71
67.83	Route 130, Westfield Ave. to US Rt. 1, Pavement (11309)	2015	2	$3,287.74	88.15
68.02	Route 130, Westfield Ave. to US Rt. 1, Pavement (11309)	2015	2	$3,287.74	113.49
68.03	Route 130, Westfield Ave. to US Rt. 1, Pavement (11309)	2015	2	$3,287.74	115.23
68.47	Route 130, Westfield Ave. to US Rt. 1, Pavement (11309)	2015	2	$3,287.74	169.89
68.49	Route 130, Westfield Ave. to US Rt. 1, Pavement (11309)	2015	2	$3,287.74	169.94
69.79	Route 130, Westfield Ave. to US Rt. 1, Pavement (11309)	2015	1	$1,643.87	32.27
	East Windsor Twp Totals		**25**	**$44,349.87**	**84.11**
MERCER COUNTY TOTALS FOR ROUTE 00000130__:			**25**	**$44,349.87**	**84.11**
MIDDLESEX COUNTY					
Cranbury Twp					
73.12	Route 130, Westfield Ave. to US Rt. 1, Pavement (11309)	2015	1	$1,643.87	18.10
	Cranbury Twp Totals		**1**	**$1,643.87**	**18.10**
North Brunswick Twp					
80.66	Route 130, Westfield Ave. to US Rt. 1, Pavement (11309)	2015	1	$1,643.87	22.28
81.98	Route 130, Westfield Ave. to US Rt. 1, Pavement (11309)	2015	2	$3,287.74	55.53
82.25	Route 130, Westfield Ave. to US Rt. 1, Pavement (11309)	2015	1	$1,643.87	52.44

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
82.30	Route 130, Westfield Ave. to US Rt. 1, Pavement (11309)	2015	2	$3,287.74	51.28
	North Brunswick Twp Totals		**6**	**$9,863.22**	**45.38**
MIDDLESEX COUNTY TOTALS FOR ROUTE 00000130__:			**7**	**$11,507.08**	**39.93**
SALEM COUNTY					
Carneys Point Twp					
2.23	Route 130, Hollywood Avenue (CR 618) (93216)	2015	1	$1,643.87	121.90
2.27	Route 130, Hollywood Avenue (CR 618) (93216)	2015	1	$1,643.87	117.86
2.31	Route 130, Hollywood Avenue (CR 618) (93216)	2015	2	$3,287.74	114.27
2.40	Route 130, Hollywood Avenue (CR 618) (93216)	2015	1	$1,643.87	103.75
2.50	South Region Maintenance Contract (2016)	2016	1	$1,694.83	93.42
2.50	South Region Maintenance Contract (2016)	2016	1	$1,694.83	93.42
2.54	South Region Maintenance Contract (2016)	2016	1	$1,694.83	87.83
2.58	South Region Maintenance Contract (2016)	2016	2	$3,389.66	85.61
2.64	South Region Maintenance Contract (2016)	2016	2	$3,389.66	79.86
2.65	South Region Maintenance Contract (2016)	2016	2	$3,389.66	78.89
2.79	South Region Maintenance Contract (2016)	2016	2	$3,389.66	63.12
2.85	South Region Maintenance Contract (2016)	2016	2	$3,389.66	57.78
2.94	South Region Maintenance Contract (2016)	2016	2	$3,389.66	67.73
4.09	South Region Maintenance Contract (2016)	2016	1	$1,694.83	123.49
	Carneys Point Twp Totals		**21**	**$35,336.61**	**92.07**
Oldmans Twp					
5.71	South Region Maintenance Contract (2016)	2016	2	$3,389.66	29.02
	Oldmans Twp Totals		**2**	**$3,389.66**	**29.02**
Penns Grove Boro					
3.00	South Region Maintenance Contract (2016)	2016	2	$3,389.66	76.13
3.28	South Region Maintenance Contract (2016)	2016	1	$1,694.83	122.78
	Penns Grove Boro Totals		**3**	**$5,084.49**	**99.45**
Pennsville Twp					
0.16	South Region Maintenance Contract (2016)	2016	1	$1,694.83	128.52

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
0.20	South Region Maintenance Contract (2016)	2016	2	$3,389.66	122.86
0.21	South Region Maintenance Contract (2016)	2016	1	$1,694.83	122.97
0.24	South Region Maintenance Contract (2016)	2016	2	$3,389.66	119.08
0.29	South Region Maintenance Contract (2016)	2016	3	$5,084.49	114.81
0.34	South Region Maintenance Contract (2016)	2016	2	$3,389.66	107.82
0.39	South Region Maintenance Contract (2016)	2016	2	$3,389.66	102.70
	Pennsville Twp Totals		**13**	**$22,032.78**	**116.97**
SALEM COUNTY TOTALS FOR ROUTE 00000130__:			**39**	**$65,843.54**	**97.32**

Total number of ramps to be replaced along route 00000130__: 211
Total estimated construction cost for ramps along route 00000130__: $352,181.29

00000139U_

HUDSON COUNTY

Jersey City

0.17	North Region Maintenance Contract (2013)	2013	2	$3,093.00	179.55
0.21	North Region Maintenance Contract (2013)	2013	2	$3,093.00	192.40
0.24	North Region Maintenance Contract (2013)	2013	1	$1,546.50	188.84
0.42	North Region Maintenance Contract (2013)	2013	3	$4,639.50	241.62
0.49	North Region Maintenance Contract (2013)	2013	2	$3,093.00	234.00
0.53	North Region Maintenance Contract (2013)	2013	2	$3,093.00	231.41
0.58	North Region Maintenance Contract (2013)	2013	2	$3,093.00	229.41
0.60	North Region Maintenance Contract (2013)	2013	2	$3,093.00	227.84
	Jersey City Totals		**16**	**$24,744.00**	**215.64**
HUDSON COUNTY TOTALS FOR ROUTE 00000139U_:			**16**	**$24,744.00**	**215.64**

Total number of ramps to be replaced along route 00000139U_: 16
Total estimated construction cost for ramps along route 00000139U_ $24,744.00

00000147__

CAPE MAY COUNTY

Middle Twp

0.03	South Region Maintenance Contract (2020)	2020	1	$1,914.96	45.64

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
0.08	South Region Maintenance Contract (2020)	2020	1	$1,914.96	45.64
0.11	South Region Maintenance Contract (2020)	2020	1	$1,914.96	45.64
0.13	South Region Maintenance Contract (2020)	2020	1	$1,914.96	45.64
	Middle Twp Totals		**4**	**$7,659.86**	**45.64**
North Wildwood City					
3.50	South Region Maintenance Contract (2020)	2020	1	$1,914.96	52.05
	North Wildwood City Totals		**1**	**$1,914.96**	**52.05**
CAPE MAY COUNTY TOTALS FOR ROUTE 00000147__:			**5**	**$9,574.82**	**46.92**

Total number of ramps to be replaced along route 00000147__: 5
Total estimated construction cost for ramps along route 00000147__: $9,574.82

00000152__

ATLANTIC COUNTY

Somers Point City					
0.14	South Region Maintenance Contract (2014)	2014	1	$1,594.44	160.15
	Somers Point City Totals		**1**	**$1,594.44**	**160.15**
ATLANTIC COUNTY TOTALS FOR ROUTE 00000152__:			**1**	**$1,594.44**	**160.15**

Total number of ramps to be replaced along route 00000152__: 1
Total estimated construction cost for ramps along route 00000152__: $1,594.44

00000154__

CAMDEN COUNTY

Cherry Hill Twp					
0.19	South Region Maintenance Contract (2017)	2017	1	$1,747.37	136.82
0.55	South Region Maintenance Contract (2017)	2017	1	$1,747.37	105.84
0.92	South Region Maintenance Contract (2017)	2017	1	$1,747.37	66.64
0.97	South Region Maintenance Contract (2017)	2017	1	$1,747.37	66.64
0.98	South Region Maintenance Contract (2017)	2017	2	$3,494.74	66.64
	Cherry Hill Twp Totals		**6**	**$10,484.21**	**88.52**
CAMDEN COUNTY TOTALS FOR ROUTE 00000154__:			**6**	**$10,484.21**	**88.52**

Total number of ramps to be replaced along route 00000154__: 6
Total estimated construction cost for ramps along route 00000154__: $10,484.21

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
00000166__					
OCEAN COUNTY					
Beachwood Boro					
0.47	Central Region Maintenance Contract (2020)	2020	2	$3,829.93	56.19
	Beachwood Boro Totals		**2**	**$3,829.93**	**56.19**
Toms River Twp					
2.21	Route 166, Toms River Twp., Highland Parkway to Old Freehold Road, operational improvements (9028)	2016	1	$1,694.83	98.71
2.64	Central Region Maintenance Contract (2020)	2020	1	$1,914.96	39.08
	Toms River Twp Totals		**2**	**$3,609.79**	**68.89**
OCEAN COUNTY TOTALS FOR ROUTE 00000166__:			**4**	**$7,439.72**	**64.66**
Total number of ramps to be replaced along route 00000166__: 4					
Total estimated construction cost for ramps along route 00000166__: $7,439.72					
00000168__					
CAMDEN COUNTY					
Camden City					
9.72	Route 168, Merchant Street to Ferry Avenue, Pavement (10341)	2015	2	$3,287.74	93.21
9.85	Route 168, Merchant Street to Ferry Avenue, Pavement (10341)	2015	2	$3,287.74	62.28
10.33	Route 168, Merchant Street to Ferry Avenue, Pavement (10341)	2015	1	$1,643.87	85.98
	Camden City Totals		**5**	**$8,219.35**	**80.49**
Gloucester Twp					
1.39	South Region Maintenance Contract (2018)	2018	1	$1,801.54	42.06
1.50	South Region Maintenance Contract (2018)	2018	1	$1,801.54	43.85
2.08	South Region Maintenance Contract (2018)	2018	1	$1,801.54	66.76
3.14	South Region Maintenance Contract (2018)	2018	1	$1,801.54	28.53
	Gloucester Twp Totals		**4**	**$7,206.15**	**45.30**
Haddon Heights Boro					
7.67	Route 168, I-295 Interchange Improvements (X227A2)	2018	1	$1,801.54	107.94

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
	Haddon Heights Boro Totals		**1**	**$1,801.54**	**107.94**
Haddon Twp					
8.62	South Region Maintenance Contract (2018)	2018	1	$1,801.54	125.19
9.36	Route 168, Merchant Street to Ferry Avenue, Pavement (10341)	2015	1	$1,643.87	177.11
9.80	Route 168, Merchant Street to Ferry Avenue, Pavement (10341)	2015	2	$3,287.74	73.57
9.91	Route 168, Merchant Street to Ferry Avenue, Pavement (10341)	2015	2	$3,287.74	57.69
9.97	Route 168, Merchant Street to Ferry Avenue, Pavement (10341)	2015	2	$3,287.74	61.26
	Haddon Twp Totals		**8**	**$13,308.62**	**98.96**
Mount Ephraim Boro					
8.39	South Region Maintenance Contract (2018)	2018	1	$1,801.54	82.35
	Mount Ephraim Boro Totals		**1**	**$1,801.54**	**82.35**
Oaklyn Boro					
9.50	Route 168, Merchant Street to Ferry Avenue, Pavement (10341)	2015	2	$3,287.74	146.58
	Oaklyn Boro Totals		**2**	**$3,287.74**	**146.58**
Woodlynne Boro					
10.44	Route 168, Merchant Street to Ferry Avenue, Pavement (10341)	2015	1	$1,643.87	87.51
10.46	Route 168, Merchant Street to Ferry Avenue, Pavement (10341)	2015	2	$3,287.74	89.18
10.70	Route 168, Merchant Street to Ferry Avenue, Pavement (10341)	2015	2	$3,287.74	89.09
	Woodlynne Boro Totals		**5**	**$8,219.35**	**88.59**
CAMDEN COUNTY TOTALS FOR ROUTE 00000168__:			**26**	**$43,844.28**	**84.45**
GLOUCESTER COUNTY					
Washington Twp					
0.25	South Region Maintenance Contract (2021)	2021	3	$5,922.98	20.93
	Washington Twp Totals		**3**	**$5,922.98**	**20.93**
GLOUCESTER COUNTY TOTALS FOR ROUTE 00000168__:			**3**	**$5,922.98**	**20.93**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
HUDSON COUNTY					
Bayonne City					
20.81	North Region Maintenance Contract (2016)	2016	1	$1,694.83	119.44
	Bayonne City Totals		**1**	**$1,694.83**	**119.44**
HUDSON COUNTY TOTALS FOR ROUTE 00000168__:			**1**	**$1,694.83**	**119.44**

Total number of ramps to be replaced along route 00000168__: 30

Total estimated construction cost for ramps along route 00000168__: $51,462.09

00000171__

MIDDLESEX COUNTY					
New Brunswick City					
1.32	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	67.42
2.61	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	158.05
	New Brunswick City Totals		**4**	**$6,779.32**	**112.73**
North Brunswick Twp					
0.53	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	98.34
0.60	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	99.07
0.78	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	98.39
0.90	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	93.07
0.95	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	89.57
0.99	Central Region Maintenance Contract (2016)	2016	6	$10,168.97	87.83
1.00	Central Region Maintenance Contract (2016)	2016	1	$1,694.83	87.36
1.05	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	84.90
1.12	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	81.70
1.21	Central Region Maintenance Contract (2016)	2016	2	$3,389.66	75.35
	North Brunswick Twp Totals		**22**	**$37,286.24**	**89.56**
MIDDLESEX COUNTY TOTALS FOR ROUTE 00000171__:			**26**	**$44,065.56**	**93.42**

Total number of ramps to be replaced along route 00000171__: 26

Total estimated construction cost for ramps along route 00000171__: $44,065.56

00000173Z_

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
HUNTERDON COUNTY					
Clinton Town					
0.12	Central Region Maintenance Contract (2020)	2020	1	$1,914.96	53.70
0.18	Central Region Maintenance Contract (2020)	2020	1	$1,914.96	51.72
	Clinton Town Totals		**2**	**$3,829.93**	**52.71**
HUNTERDON COUNTY TOTALS FOR ROUTE 00000173Z_:			**2**	**$3,829.93**	**52.71**
Total number of ramps to be replaced along route 00000173Z_: 2					
Total estimated construction cost for ramps along route 00000173Z_: $3,829.93					
00000175__					
MERCER COUNTY					
Trenton City					
0.12	Central Region Maintenance Contract (2020)	2020	2	$3,829.93	48.34
	Trenton City Totals		**2**	**$3,829.93**	**48.34**
MERCER COUNTY TOTALS FOR ROUTE 00000175__:			**2**	**$3,829.93**	**48.34**
Total number of ramps to be replaced along route 00000175__: 2					
Total estimated construction cost for ramps along route 00000175__: $3,829.93					
00000182__					
WARREN COUNTY					
Hackettstown Town					
0.14	Route 57/182/46, Hackettstown Mobility Improvements (9237)	2018	2	$3,603.07	233.40
0.26	Route 57/182/46, Hackettstown Mobility Improvements (9237)	2018	2	$3,603.07	233.40
0.28	Route 57/182/46, Hackettstown Mobility Improvements (9237)	2018	2	$3,603.07	233.40
0.29	Route 57/182/46, Hackettstown Mobility Improvements (9237)	2018	2	$3,603.07	233.40
0.31	Route 57/182/46, Hackettstown Mobility Improvements (9237)	2018	2	$3,603.07	233.40
0.33	Route 57/182/46, Hackettstown Mobility Improvements (9237)	2018	2	$3,603.07	235.03
0.35	Route 57/182/46, Hackettstown Mobility Improvements (9237)	2018	2	$3,603.07	237.04

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
	Hackettstown Town Totals		**14**	**$25,221.52**	**234.15**
WARREN COUNTY TOTALS FOR ROUTE 00000182__:			**14**	**$25,221.52**	**234.15**

Total number of ramps to be replaced along route 00000182__: 14
Total estimated construction cost for ramps along route 00000182__: $25,221.52

00000183__

MORRIS COUNTY

Netcong Boro

0.62	North Region Maintenance Contract (2015)	2015	2	$3,287.74	141.37
	Netcong Boro Totals		**2**	**$3,287.74**	**141.37**
MORRIS COUNTY TOTALS FOR ROUTE 00000183__:			**2**	**$3,287.74**	**141.37**

SUSSEX COUNTY

Stanhope Boro

1.10	North Region Maintenance Contract (2019)	2019	1	$1,857.38	112.47
1.39	North Region Maintenance Contract (2019)	2019	2	$3,714.77	95.49
1.95	North Region Maintenance Contract (2019)	2019	1	$1,857.38	52.02
2.06	North Region Maintenance Contract (2019)	2019	1	$1,857.38	45.02
	Stanhope Boro Totals		**5**	**$9,286.92**	**76.25**
SUSSEX COUNTY TOTALS FOR ROUTE 00000183__:			**5**	**$9,286.92**	**76.25**

Total number of ramps to be replaced along route 00000183__: 7
Total estimated construction cost for ramps along route 00000183__: $12,574.66

00000184__

MIDDLESEX COUNTY

Perth Amboy City

0.75	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	78.57
1.08	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	137.23
1.13	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	146.20
1.22	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	149.85
1.25	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	150.64
1.30	Central Region Maintenance Contract (2014)	2014	4	$6,377.77	153.98
	Perth Amboy City Totals		**14**	**$22,322.18**	**136.08**

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Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
MIDDLESEX COUNTY TOTALS FOR ROUTE 00000184__:			**14**	**$22,322.18**	**136.08**
Total number of ramps to be replaced along route 00000184__: 14					
Total estimated construction cost for ramps along route 00000184__: $22,322.18					
00000187__					
ATLANTIC COUNTY					
Atlantic City					
0.11	South Region Maintenance Contract (2019)	2019	1	$1,857.38	53.03
0.12	South Region Maintenance Contract (2019)	2019	1	$1,857.38	54.04
	Atlantic City Totals		**2**	**$3,714.77**	**53.54**
ATLANTIC COUNTY TOTALS FOR ROUTE 00000187__:			**2**	**$3,714.77**	**53.54**
Total number of ramps to be replaced along route 00000187__: 2					
Total estimated construction cost for ramps along route 00000187__: $3,714.77					
00000202__					
BERGEN COUNTY					
Mahwah Twp					
77.95	North Region Maintenance Contract (2021)	2021	3	$5,922.98	17.85
79.87	North Region Maintenance Contract (2021)	2021	2	$3,948.66	36.49
80.26	North Region Maintenance Contract (2021)	2021	2	$3,948.66	36.80
80.26	North Region Maintenance Contract (2021)	2021	1	$1,974.33	36.80
	Mahwah Twp Totals		**8**	**$15,794.62**	**31.99**
Oakland Boro					
70.93	North Region Maintenance Contract (2021)	2021	2	$3,948.66	33.15
72.37	North Region Maintenance Contract (2021)	2021	2	$3,948.66	97.83
72.69	North Region Maintenance Contract (2021)	2021	2	$3,948.66	45.83
72.73	North Region Maintenance Contract (2021)	2021	2	$3,948.66	39.46
73.88	North Region Maintenance Contract (2021)	2021	1	$1,974.33	22.59
74.03	North Region Maintenance Contract (2021)	2021	2	$3,948.66	22.59
	Oakland Boro Totals		**11**	**$21,717.60**	**43.57**
BERGEN COUNTY TOTALS FOR ROUTE 00000202__:			**19**	**$37,512.23**	**38.94**
HUNTERDON COUNTY					

Monday, September 16, 2013

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Flemington Boro					
11.22	Route 31/202, Flemington Circle (403B)	2013	2	$3,093.00	41.25
11.39	Route 31/202, Flemington Circle (403B)	2013	2	$3,093.00	39.66
11.41	Route 31/202, Flemington Circle (403B)	2013	2	$3,093.00	39.05
	Flemington Boro Totals		**6**	**$9,279.00**	**39.99**
Raritan Twp					
7.63	Central Region Maintenance Contract (2021)	2021	2	$3,948.66	18.01
11.91	Route 31/202, Flemington Circle (403B)	2013	4	$6,186.00	16.09
	Raritan Twp Totals		**6**	**$10,134.66**	**17.05**
Readington Twp					
14.73	Central Region Maintenance Contract (2021)	2021	2	$3,948.66	19.40
	Readington Twp Totals		**2**	**$3,948.66**	**19.40**
HUNTERDON COUNTY TOTALS FOR ROUTE 00000202__:			**14**	**$23,362.31**	**28.91**
MORRIS COUNTY					
Boonton Town					
53.84	North Region Maintenance Contract (2019)	2019	2	$3,714.77	107.97
53.90	North Region Maintenance Contract (2019)	2019	3	$5,572.15	118.04
53.99	North Region Maintenance Contract (2019)	2019	2	$3,714.77	137.19
54.05	North Region Maintenance Contract (2019)	2019	2	$3,714.77	152.09
54.15	North Region Maintenance Contract (2019)	2019	3	$5,572.15	175.15
54.20	North Region Maintenance Contract (2019)	2019	1	$1,857.38	185.34
54.24	North Region Maintenance Contract (2019)	2019	1	$1,857.38	192.24
55.00	North Region Maintenance Contract (2019)	2019	2	$3,714.77	70.46
55.04	North Region Maintenance Contract (2019)	2019	2	$3,714.77	66.13
55.05	North Region Maintenance Contract (2019)	2019	2	$3,714.77	66.29
	Boonton Town Totals		**20**	**$37,147.70**	**127.09**
Harding Twp					
41.71	North Region Maintenance Contract (2019)	2019	1	$1,857.38	28.47
41.89	North Region Maintenance Contract (2019)	2019	1	$1,857.38	29.66

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
	Harding Twp Totals		**2**	**$3,714.77**	**29.06**
Lincoln Park Boro					
59.72	North Region Maintenance Contract (2019)	2019	1	$1,857.38	56.60
59.73	North Region Maintenance Contract (2019)	2019	2	$3,714.77	56.60
59.81	North Region Maintenance Contract (2019)	2019	2	$3,714.77	61.48
59.86	North Region Maintenance Contract (2019)	2019	2	$3,714.77	70.27
59.90	North Region Maintenance Contract (2019)	2019	1	$1,857.38	79.08
59.92	North Region Maintenance Contract (2019)	2019	2	$3,714.77	83.44
60.01	North Region Maintenance Contract (2019)	2019	2	$3,714.77	102.37
60.14	North Region Maintenance Contract (2019)	2019	2	$3,714.77	127.52
60.20	North Region Maintenance Contract (2019)	2019	2	$3,714.77	139.20
60.27	North Region Maintenance Contract (2019)	2019	2	$3,714.77	151.45
60.29	North Region Maintenance Contract (2019)	2019	3	$5,572.15	153.84
60.35	North Region Maintenance Contract (2019)	2019	8	$14,859.08	162.31
60.49	North Region Maintenance Contract (2019)	2019	4	$7,429.54	181.23
60.57	North Region Maintenance Contract (2019)	2019	2	$3,714.77	180.27
60.59	North Region Maintenance Contract (2019)	2019	3	$5,572.15	179.74
60.74	North Region Maintenance Contract (2019)	2019	2	$3,714.77	165.06
61.07	North Region Maintenance Contract (2019)	2019	2	$3,714.77	107.95
61.18	North Region Maintenance Contract (2019)	2019	2	$3,714.77	85.29
61.45	North Region Maintenance Contract (2019)	2019	2	$3,714.77	67.31
61.51	North Region Maintenance Contract (2019)	2019	2	$3,714.77	67.31
61.54	North Region Maintenance Contract (2019)	2019	2	$3,714.77	67.31
61.57	North Region Maintenance Contract (2019)	2019	2	$3,714.77	67.31
61.70	North Region Maintenance Contract (2019)	2019	2	$3,714.77	67.31
61.81	North Region Maintenance Contract (2019)	2019	2	$3,714.77	73.24
62.28	North Region Maintenance Contract (2019)	2019	1	$1,857.38	125.22
62.32	North Region Maintenance Contract (2019)	2019	2	$3,714.77	129.96

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
	Lincoln Park Boro Totals		**59**	**$109,585.71**	**108.03**
Montville Twp					
57.34	North Region Maintenance Contract (2019)	2019	2	$3,714.77	28.49
57.37	North Region Maintenance Contract (2019)	2019	2	$3,714.77	27.30
57.38	North Region Maintenance Contract (2019)	2019	1	$1,857.38	26.11
57.43	North Region Maintenance Contract (2019)	2019	1	$1,857.38	26.11
57.44	North Region Maintenance Contract (2019)	2019	1	$1,857.38	26.11
57.55	North Region Maintenance Contract (2019)	2019	2	$3,714.77	38.27
58.25	North Region Maintenance Contract (2019)	2019	1	$1,857.38	135.74
	Montville Twp Totals		**10**	**$18,573.85**	**44.02**
Morris Plains Boro					
46.41	North Region Maintenance Contract (2019)	2019	3	$5,572.15	102.36
46.53	North Region Maintenance Contract (2019)	2019	1	$1,857.38	132.49
46.58	North Region Maintenance Contract (2019)	2019	1	$1,857.38	140.88
46.90	North Region Maintenance Contract (2019)	2019	1	$1,857.38	153.87
47.14	North Region Maintenance Contract (2019)	2019	2	$3,714.77	101.96
47.22	North Region Maintenance Contract (2019)	2019	2	$3,714.77	90.24
47.51	North Region Maintenance Contract (2019)	2019	1	$1,857.38	85.27
47.74	North Region Maintenance Contract (2019)	2019	2	$3,714.77	99.22
47.97	North Region Maintenance Contract (2019)	2019	2	$3,714.77	121.51
48.10	North Region Maintenance Contract (2019)	2019	2	$3,714.77	118.41
48.23	North Region Maintenance Contract (2019)	2019	5	$9,286.92	109.11
	Morris Plains Boro Totals		**22**	**$40,862.47**	**114.12**
Morristown Town					
43.87	North Region Maintenance Contract (2019)	2019	1	$1,857.38	208.32
45.75	North Region Maintenance Contract (2019)	2019	2	$3,714.77	34.44
	Morristown Town Totals		**3**	**$5,572.15**	**121.38**
Parsippany-Troy Hills Twp					
48.49	North Region Maintenance Contract (2019)	2019	7	$13,001.69	84.53

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
48.78	North Region Maintenance Contract (2019)	2019	8	$14,859.08	51.30
49.03	North Region Maintenance Contract (2019)	2019	2	$3,714.77	58.79
49.11	North Region Maintenance Contract (2019)	2019	1	$1,857.38	54.87
49.19	North Region Maintenance Contract (2019)	2019	2	$3,714.77	56.06
49.28	North Region Maintenance Contract (2019)	2019	2	$3,714.77	58.44
49.44	North Region Maintenance Contract (2019)	2019	2	$3,714.77	59.63
49.74	North Region Maintenance Contract (2019)	2019	1	$1,857.38	58.44
49.81	North Region Maintenance Contract (2019)	2019	2	$3,714.77	60.83
49.95	North Region Maintenance Contract (2019)	2019	2	$3,714.77	58.44
50.21	North Region Maintenance Contract (2019)	2019	2	$3,714.77	55.95
50.28	North Region Maintenance Contract (2019)	2019	1	$1,857.38	57.36
50.33	North Region Maintenance Contract (2019)	2019	1	$1,857.38	60.46
50.69	North Region Maintenance Contract (2019)	2019	1	$1,857.38	83.91
51.14	North Region Maintenance Contract (2019)	2019	5	$9,286.92	92.27
51.20	North Region Maintenance Contract (2019)	2019	1	$1,857.38	96.37
51.23	North Region Maintenance Contract (2019)	2019	2	$3,714.77	99.77
51.31	North Region Maintenance Contract (2019)	2019	1	$1,857.38	107.31
51.43	North Region Maintenance Contract (2019)	2019	2	$3,714.77	111.58
51.53	North Region Maintenance Contract (2019)	2019	4	$7,429.54	121.56
52.32	North Region Maintenance Contract (2019)	2019	1	$1,857.38	59.27
	Parsippany-Troy Hills Twp Totals		**50**	**$92,869.25**	**73.68**
MORRIS COUNTY TOTALS FOR ROUTE 00000202__:			**166**	**$308,325.89**	**94.82**
PASSAIC COUNTY					
Wayne Twp					
62.40	North Region Maintenance Contract (2019)	2019	2	$3,714.77	132.96
63.06	North Region Maintenance Contract (2019)	2019	2	$3,714.77	126.60
63.53	North Region Maintenance Contract (2019)	2019	4	$7,429.54	112.80
63.59	North Region Maintenance Contract (2019)	2019	4	$7,429.54	115.18
64.41	North Region Maintenance Contract (2019)	2019	3	$5,572.15	54.59

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
64.45	North Region Maintenance Contract (2019)	2019	2	$3,714.77	52.48
64.56	North Region Maintenance Contract (2019)	2019	1	$1,857.38	54.79
64.63	North Region Maintenance Contract (2019)	2019	2	$3,714.77	52.48
65.55	North Region Maintenance Contract (2019)	2019	2	$3,714.77	95.44
66.07	North Region Maintenance Contract (2019)	2019	2	$3,714.77	104.50
66.28	North Region Maintenance Contract (2019)	2019	1	$1,857.38	113.65
66.31	North Region Maintenance Contract (2019)	2019	2	$3,714.77	110.86
66.52	North Region Maintenance Contract (2019)	2019	2	$3,714.77	90.25
66.62	North Region Maintenance Contract (2019)	2019	1	$1,857.38	79.16
66.69	North Region Maintenance Contract (2019)	2019	2	$3,714.77	70.52
66.72	North Region Maintenance Contract (2019)	2019	1	$1,857.38	67.45
66.76	North Region Maintenance Contract (2019)	2019	1	$1,857.38	64.47
66.93	North Region Maintenance Contract (2019)	2019	1	$1,857.38	52.69
67.74	North Region Maintenance Contract (2019)	2019	2	$3,714.77	115.66
67.78	North Region Maintenance Contract (2019)	2019	2	$3,714.77	113.42
68.02	North Region Maintenance Contract (2019)	2019	2	$3,714.77	90.82
68.08	North Region Maintenance Contract (2019)	2019	1	$1,857.38	85.03
68.28	North Region Maintenance Contract (2019)	2019	1	$1,857.38	64.43
68.48	North Region Maintenance Contract (2019)	2019	2	$3,714.77	70.02
68.57	North Region Maintenance Contract (2019)	2019	1	$1,857.38	76.32
69.02	North Region Maintenance Contract (2019)	2019	1	$1,857.38	111.36
	Wayne Twp Totals		**47**	**$87,297.09**	**87.61**
PASSAIC COUNTY TOTALS FOR ROUTE 00000202__:			**47**	**$87,297.09**	**87.61**
SOMERSET COUNTY					
Bedminster Twp					
29.68	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	24.69
29.69	2012 Operations Resurfacing Program (2012)	2012	2	$3,000.00	24.69
29.76	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	24.69
29.99	Central Region Maintenance Contract (2015)	2015	4	$6,575.48	25.88

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
32.04	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	58.84
32.13	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	56.90
32.23	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	69.98
32.44	Central Region Maintenance Contract (2015)	2015	3	$4,931.61	108.17
	Bedminster Twp Totals		**15**	**$24,082.56**	**49.23**
Bernardsville Boro					
36.76	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	199.44
36.91	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	249.16
36.95	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	258.95
36.97	Central Region Maintenance Contract (2015)	2015	3	$4,931.61	264.24
37.54	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	138.46
37.76	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	76.43
	Bernardsville Boro Totals		**8**	**$13,150.95**	**197.78**
Branchburg Twp					
20.40	Central Region Maintenance Contract (2015)	2015	4	$6,575.48	53.30
20.75	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	58.82
21.43	Central Region Maintenance Contract (2015)	2015	1	$1,643.87	61.10
	Branchburg Twp Totals		**7**	**$11,507.08**	**57.74**
Bridgewater Twp					
28.43	2012 Operations Resurfacing Program (2012)	2012	1	$1,500.00	24.88
	Bridgewater Twp Totals		**1**	**$1,500.00**	**24.88**
Far Hills Boro					
32.60	Central Region Maintenance Contract (2015)	2015	2	$3,287.74	147.48
	Far Hills Boro Totals		**2**	**$3,287.74**	**147.48**
Raritan Boro					
23.99	Route 202, First Avenue Intersection Improvements (02372B)	2018	3	$5,404.61	187.46
	Raritan Boro Totals		**3**	**$5,404.61**	**187.46**
SOMERSET COUNTY TOTALS FOR ROUTE 00000202__:			**36**	**$58,932.95**	**105.68**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Total number of ramps to be replaced along route 00000202__: 282					
Total estimated construction cost for ramps along route 00000202__: $515,430.47					
00000206__					
BURLINGTON COUNTY					
Bordentown Twp					
34.70	South Region Maintenance Contract (2020)	2020	1	$1,914.96	46.69
36.22	South Region Maintenance Contract (2020)	2020	2	$3,829.93	77.61
37.39	South Region Maintenance Contract (2020)	2020	1	$1,914.96	35.30
37.50	South Region Maintenance Contract (2020)	2020	1	$1,914.96	35.30
38.11	South Region Maintenance Contract (2020)	2020	1	$1,914.96	32.92
	Bordentown Twp Totals		**6**	**$11,489.78**	**45.56**
BURLINGTON COUNTY TOTALS FOR ROUTE 00000206__:			**6**	**$11,489.78**	**45.56**
MERCER COUNTY					
Hamilton Twp					
39.44	Route 206, Whitehorse Circle (CR 533, 524) (95040)	2016	2	$3,389.66	42.50
	Hamilton Twp Totals		**2**	**$3,389.66**	**42.50**
Lawrence Twp					
45.01	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	271.24
45.36	Central Region Maintenance Contract (2013)	2013	4	$6,186.00	187.70
46.86	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	45.11
47.91	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	139.00
47.97	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	150.22
48.08	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	145.07
48.17	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	157.15
48.79	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	73.02
	Lawrence Twp Totals		**14**	**$21,651.00**	**146.07**
Princeton Boro					
53.59	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	174.54
53.74	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	247.00

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
53.95	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	311.96
54.17	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	286.00
	Princeton Boro Totals		**5**	**$7,732.50**	**254.88**
Princeton Twp					
52.09	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	25.65
57.07	Route 206, North of Arreton Rd. to North of Brown Ave., Pavement (11308)	2014	1	$1,594.44	121.74
	Princeton Twp Totals		**3**	**$4,687.44**	**73.69**
Trenton City					
41.37	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	161.41
42.59	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	220.66
43.06	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	278.60
43.16	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	262.94
44.12	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	278.28
44.50	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	343.45
45.01	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	271.24
	Trenton City Totals		**9**	**$13,918.50**	**259.51**
	MERCER COUNTY TOTALS FOR ROUTE 00000206__:		**33**	**$51,379.10**	**190.66**
MORRIS COUNTY					
Chester Boro					
86.93	North Region Maintenance Contract (2021)	2021	2	$3,948.66	27.76
86.95	North Region Maintenance Contract (2021)	2021	2	$3,948.66	28.29
	Chester Boro Totals		**4**	**$7,897.31**	**28.03**
	MORRIS COUNTY TOTALS FOR ROUTE 00000206__:		**4**	**$7,897.31**	**28.03**
SOMERSET COUNTY					
Hillsborough Twp					
63.68	Route 206, North of Arreton Rd. to North of Brown Ave., Pavement (11308)	2014	1	$1,594.44	21.28
65.42	Route 206, North of Arreton Rd. to North of Brown Ave., Pavement (11308)	2014	5	$7,972.21	92.40

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
65.83	Route 206, North of Arreton Rd. to North of Brown Ave., Pavement (11308)	2014	2	$3,188.88	62.39
	Hillsborough Twp Totals		**8**	**$12,755.53**	**58.69**
Montgomery Twp					
58.42	Route 206, North of Arreton Rd. to North of Brown Ave., Pavement (11308)	2014	2	$3,188.88	20.17
59.82	Route 206, North of Arreton Rd. to North of Brown Ave., Pavement (11308)	2014	2	$3,188.88	9.64
	Montgomery Twp Totals		**4**	**$6,377.77**	**14.91**
Raritan Boro					
71.00	Central Region Maintenance Contract (2014)	2014	2	$3,188.88	142.30
	Raritan Boro Totals		**2**	**$3,188.88**	**142.30**
SOMERSET COUNTY TOTALS FOR ROUTE 00000206__:			**14**	**$22,322.18**	**58.03**
SUSSEX COUNTY					
Andover Boro					
103.99	North Region Maintenance Contract (2021)	2021	2	$3,948.66	38.64
	Andover Boro Totals		**2**	**$3,948.66**	**38.64**
Byram Twp					
99.11	North Region Maintenance Contract (2021)	2021	1	$1,974.33	23.02
	Byram Twp Totals		**1**	**$1,974.33**	**23.02**
Newton Town					
108.33	Route 206, S. of Paterson Ave. to Old Union Tpk. & Cooke Rd., Pavement Rehabilitation (10333)	2013	1	$1,546.50	99.99
108.65	Route 206, S. of Paterson Ave. to Old Union Tpk. & Cooke Rd., Pavement Rehabilitation (10333)	2013	1	$1,546.50	96.00
108.72	Route 206, S. of Paterson Ave. to Old Union Tpk. & Cooke Rd., Pavement Rehabilitation (10333)	2013	1	$1,546.50	108.49
108.79	Route 206, S. of Paterson Ave. to Old Union Tpk. & Cooke Rd., Pavement Rehabilitation (10333)	2013	2	$3,093.00	117.22
108.88	Route 206, S. of Paterson Ave. to Old Union Tpk. & Cooke Rd., Pavement Rehabilitation (10333)	2013	1	$1,546.50	123.91
	Newton Town Totals		**6**	**$9,279.00**	**109.12**
SUSSEX COUNTY TOTALS FOR ROUTE 00000206__:			**9**	**$15,201.98**	**86.75**

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Total number of ramps to be replaced along route 00000206__: 66					
Total estimated construction cost for ramps along route 00000206__: $108,290.36					
00000206Z_					
MERCER COUNTY					
Lawrence Twp					
44.76	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	277.16
44.82	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	263.97
44.92	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	249.34
	Lawrence Twp Totals		**3**	**$4,639.50**	**263.49**
Trenton City					
42.64	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	203.55
43.96	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	176.09
44.02	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	194.21
44.08	Central Region Maintenance Contract (2013)	2013	4	$6,186.00	213.05
44.15	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	231.00
44.19	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	241.21
44.23	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	250.54
44.26	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	257.44
44.32	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	267.62
44.37	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	279.42
44.54	Central Region Maintenance Contract (2013)	2013	1	$1,546.50	301.30
44.56	Central Region Maintenance Contract (2013)	2013	2	$3,093.00	291.26
44.67	Central Region Maintenance Contract (2013)	2013	4	$6,186.00	285.99
	Trenton City Totals		**26**	**$40,209.00**	**245.59**
MERCER COUNTY TOTALS FOR ROUTE 00000206Z_:			**29**	**$44,848.50**	**248.95**
Total number of ramps to be replaced along route 00000206Z_: 29					
Total estimated construction cost for ramps along route 00000206Z_: $44,848.50					
00000284__					
SUSSEX COUNTY					

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
Sussex Boro					
0.45	North Region Maintenance Contract (2017)	2017	1	$1,747.37	109.44
	Sussex Boro Totals		**1**	**$1,747.37**	**109.44**
SUSSEX COUNTY TOTALS FOR ROUTE 00000284__:			**1**	**$1,747.37**	**109.44**
Total number of ramps to be replaced along route 00000284__: 1					
Total estimated construction cost for ramps along route 00000284__: $1,747.37					
00000322__					
ATLANTIC COUNTY					
Hamilton Twp					
48.40	South Region Maintenance Contract (2021)	2021	1	$1,974.33	23.12
48.87	South Region Maintenance Contract (2021)	2021	1	$1,974.33	23.12
49.36	South Region Maintenance Contract (2021)	2021	1	$1,974.33	23.12
49.81	South Region Maintenance Contract (2021)	2021	1	$1,974.33	23.12
	Hamilton Twp Totals		**4**	**$7,897.31**	**23.12**
ATLANTIC COUNTY TOTALS FOR ROUTE 00000322__:			**4**	**$7,897.31**	**23.12**
GLOUCESTER COUNTY					
Glassboro Boro					
16.54	South Region Maintenance Contract (2015)	2015	1	$1,643.87	298.15
16.59	South Region Maintenance Contract (2015)	2015	2	$3,287.74	294.00
16.73	South Region Maintenance Contract (2015)	2015	1	$1,643.87	278.00
17.15	South Region Maintenance Contract (2015)	2015	1	$1,643.87	44.42
17.28	South Region Maintenance Contract (2015)	2015	1	$1,643.87	41.02
17.34	South Region Maintenance Contract (2015)	2015	1	$1,643.87	44.50
17.54	South Region Maintenance Contract (2015)	2015	1	$1,643.87	88.67
18.45	South Region Maintenance Contract (2015)	2015	1	$1,643.87	55.17
18.89	South Region Maintenance Contract (2015)	2015	1	$1,643.87	39.72
	Glassboro Boro Totals		**10**	**$16,438.69**	**131.52**
Harrison Twp					
8.95	South Region Maintenance Contract (2015)	2015	1	$1,643.87	22.94

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
9.56	South Region Maintenance Contract (2015)	2015	2	$3,287.74	25.32
10.01	South Region Maintenance Contract (2015)	2015	1	$1,643.87	25.32
10.22	South Region Maintenance Contract (2015)	2015	1	$1,643.87	25.32
13.67	South Region Maintenance Contract (2015)	2015	1	$1,643.87	20.56
14.50	South Region Maintenance Contract (2015)	2015	1	$1,643.87	20.56
14.60	South Region Maintenance Contract (2015)	2015	1	$1,643.87	22.94
14.64	South Region Maintenance Contract (2015)	2015	1	$1,643.87	22.94
14.72	South Region Maintenance Contract (2015)	2015	1	$1,643.87	22.94
	Harrison Twp Totals		**10**	**$16,438.69**	**23.21**
Monroe Twp					
21.79	South Region Maintenance Contract (2015)	2015	1	$1,643.87	24.92
22.97	South Region Maintenance Contract (2015)	2015	1	$1,643.87	32.06
24.03	South Region Maintenance Contract (2015)	2015	1	$1,643.87	122.83
24.12	South Region Maintenance Contract (2015)	2015	1	$1,643.87	347.88
24.45	South Region Maintenance Contract (2015)	2015	1	$1,643.87	363.10
24.54	South Region Maintenance Contract (2015)	2015	1	$1,643.87	365.89
24.71	South Region Maintenance Contract (2015)	2015	1	$1,643.87	402.26
24.83	South Region Maintenance Contract (2015)	2015	1	$1,643.87	383.50
25.92	South Region Maintenance Contract (2015)	2015	1	$1,643.87	76.97
26.21	South Region Maintenance Contract (2015)	2015	1	$1,643.87	94.20
26.59	South Region Maintenance Contract (2015)	2015	1	$1,643.87	127.62
26.77	South Region Maintenance Contract (2015)	2015	1	$1,643.87	117.73
26.83	South Region Maintenance Contract (2015)	2015	1	$1,643.87	111.16
27.16	South Region Maintenance Contract (2015)	2015	1	$1,643.87	80.00
29.33	South Region Maintenance Contract (2015)	2015	1	$1,643.87	49.15
29.91	South Region Maintenance Contract (2015)	2015	1	$1,643.87	49.15
30.94	South Region Maintenance Contract (2015)	2015	1	$1,643.87	49.15
	Monroe Twp Totals		**17**	**$27,945.78**	**164.56**
Woolwich Twp					

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

Curb Ramp Replacement Implementation

Route Summary Report

Milepost	Project Name (STIP ID)	Year to Replace	# of Curb Ramps	Estimated Cost	Prioritization Score
7.82	South Region Maintenance Contract (2015)	2015	1	$1,643.87	19.58
7.85	South Region Maintenance Contract (2015)	2015	1	$1,643.87	19.58
	Woolwich Twp Totals		**2**	**$3,287.74**	**19.58**
GLOUCESTER COUNTY TOTALS FOR ROUTE 00000322__:			**39**	**$64,110.90**	**114.30**

Total number of ramps to be replaced along route 00000322__: 43

Total estimated construction cost for ramps along route 00000322__: $72,008.21

00000440__

HUDSON COUNTY

Jersey City

24.98	North Region Maintenance Contract (2020)	2020	1	$1,914.96	52.27
25.06	North Region Maintenance Contract (2020)	2020	2	$3,829.93	49.37
25.14	North Region Maintenance Contract (2020)	2020	5	$9,574.82	50.22
25.55	North Region Maintenance Contract (2020)	2020	1	$1,914.96	55.88
25.90	North Region Maintenance Contract (2020)	2020	11	$21,064.60	55.11
	Jersey City Totals		**20**	**$38,299.28**	**52.57**
HUDSON COUNTY TOTALS FOR ROUTE 00000440__:			**20**	**$38,299.28**	**52.57**

Total number of ramps to be replaced along route 00000440__: 20

Total estimated construction cost for ramps along route 00000440__: $38,299.28

Assumptions

Replacement Cost per Ramp (2012 Dollars) $1,500.00

Inflation Rate: 3.1%

Monday, September 16, 2013

7.15 APPENDIX O

NJDOT POLICIES

- Complete Streets
- Accommodating Pedestrian and Bicycle Traffic During Construction

DEPARTMENT OF TRANSPORTATION
POLICY

SUBJECT: Complete Streets Policy	Effective Date: 12/03/2009	Commissioner Approval: Sponsor Approval: Robert Miller Contact Telephone #: 530-3855

I. PURPOSE

To create and implement a Complete Streets Policy in New Jersey through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities within public rights of way that are federally or state funded, including projects processed or administered through the Department's Capital Program.

II. DEFINITIONS

A Complete Street is defined as means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options.

III. BACKGROUND

The benefits of Complete Streets are many and varied:

- Complete Streets improve safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free.
- Provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities.
- Promote healthy lifestyles.
- Create more livable communities.
- Reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions.
- Complete Streets make fiscal sense by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later.

IV. POLICY

The New Jersey Department of Transportation shall implement a Complete Streets policy though the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities. This includes all projects funded through the Department's Capital Program. The Department strongly encourages the adoption of similar policies by regional and local jurisdictions who apply for funding through Local Aid programs.

SUBJECT: NJDOT Complete Streets Policy	Effective Date: 12/03/2009

1. Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.

2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.

3. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bike lanes, shoulders and bus shelters with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable.

4. Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Shoulder rumble strips are not recommended when used by bicyclists, unless there is a minimum clear path of four feet in which a bicycle may safely operate. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.

5. Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.

6. Transportation facilities are long-term investments that shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

7. Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.

8. Design bicycle and pedestrian facilities to the best currently available standards and practices including the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others as related.

9. Research, develop and support new technologies in improving safety and mobility.

10. Make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 – Accommodating Pedestrian and Bicycle Traffic During Construction.

11. Improvements should also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.

12. Establish an incentive within the Local Aid Program for municipalities and counties to develop and implement a Complete Streets policy.

13. Improvements must comply with Title VI/Environmental Justice, Americans with Disabilities Act (ADA) and should complement the context of the surrounding community.

14. Implement training for Engineers and Planners on Bicycle/Pedestrian/Transit policies and integration of non-motorized travel options into transportation systems.

15. Establish Performance Measures to gauge success.

V. EXEMPTIONS

Exemptions to the Complete Streets policy must be presented for final decision to the Capital Program Screening Committee in writing by the appropriate Assistant Commissioner and documented with supporting data that indicates the reason for the decision and are limited to the following:

1) Non-motorized users are prohibited on the roadway.
2) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
3) Detrimental environmental or social impacts outweigh the need for these accommodations.
4) Cost of accommodations is excessively disproportionate to cost of project, more than twenty percent (20%) of total cost.
5) The safety or timing of a project is compromised by the inclusion of Complete Streets.

An exemption other than those listed above must be documented with supporting data and must be approved by the Capital Program Committee along with written approval by the Commissioner of Transportation.

VI. AUTHORITY

N.J.S.A. Title 27

DEPARTMENT OF TRANSPORTATION POLICY

SUBJECT: Accommodating Pedestrian and Bicycle Traffic During Construction	Effective Date: 01-03-2000	Commissioner Approval: James Weinstein Sponsor Approval: Pippa Woods Contact Telephone #: 530-8062

I. PURPOSE

To establish a Policy in regard to accommodating pedestrian and bicycle traffic during construction.

II. DEFINITIONS

N.A.

III. POLICY

The Department is committed to increasing pedestrian and bicycle travel options by routinely integrating bicycle and pedestrian accommodations into transportation systems, and by promoting walking and bicycling as preferred travel modes for short trips. Under the Department=s current procedures, bicycle and pedestrian needs and opportunities, (current and future), and the means by which those needs and opportunities are to be incorporated into projects, are identified during the planning and scoping phases of project development.

The Department=s general bicycle and pedestrian policy obligates the Department to provide safe access for bicycle and pedestrian traffic during the construction phase of our capital improvements; however, it is recognized that construction related activities present an inconvenience and an impediment to the maintenance of traffic for all modes, including bicycle and pedestrian as well as motor vehicle traffic. It is not possible in all cases to spare the traveling public from such inconveniences and the resulting impediments to the maintenance of traffic during construction. The Department places a priority on the *completion* of permanent capital improvements that meet the needs of all lawful travel modes over the undertaking of costly and extraordinary measures during construction to maintain traffic for all modes. Such extraordinary measures not only consume scarce resources which could be used to implement permanent solutions to other needs, but they also could result in extending the duration of construction which extends construction related travel impacts to the traveling public and local stakeholders. A key means of mitigating construction related impacts for all modes is to lessen the duration of construction.

Decisions regarding the approach to maintain bicycle and pedestrian traffic during construction, as well as motorized traffic, will be made on a case by case basis to respond to the unique circumstances which are present for each and every project. They will be made in cooperation and consultation with affected

residents and local public officials. Appropriate means of accommodating bicycle and pedestrian traffic during construction will be developed within the planning, scoping and design phases of project development and will become an integral element of the project construction plans.

In general,

< Where construction activities affect a safe walking route to school, the Department will take aggressive measures to maintain safe accommodations for bicycle and pedestrian traffic during construction or will provide alternative means to ensure safe access for school and school related travel, e.g., accelerating construction schedules to complete construction during summer months when school is not in session.

< Where there are pre-existing accommodations or facilities for bicycle and/or pedestrian traffic within the limits of a project, the Department will make every effort to maintain safe accommodations for bicycle and/or pedestrian traffic during construction where such efforts can be implemented at a reasonable cost and where those efforts will not unduly lengthen the duration of construction. Where unique circumstances render it infeasible to provide such accommodations, those unique circumstances shall be documented and alternative means for accommodating bicycle and pedestrian traffic through or around the construction area will be sought.

< Where there are no pre-existing accommodations or facilities for bicycle and/or pedestrian traffic within the limits of a project, but there is evidence of pre-existing bicycle and/or pedestrian traffic, the Department will make every effort to maintain safe accommodations for bicycle and/or pedestrian traffic during construction where such efforts can be implemented at a reasonable cost and where those efforts will not unduly lengthen the duration of construction. Where circumstances render it infeasible to provide such accommodations, those circumstances shall be documented and reasonable alternative means for accommodating bicycle and pedestrian traffic through or around the construction area will be sought.

< Where there are no pre-existing accommodations or facilities for bicycle and/or limited volumes of pedestrian traffic within the limits of a project, and it has been determined that there is no foreseeable demand or need to provide accommodations for bicycle and/or pedestrian travel as part of the project, then it would not be necessary to provide accommodations for bicycle and/or pedestrian traffic during construction.

< Where bicycle and/or pedestrian travel are prohibited by law or regulation within the project limits, it would not be necessary to maintain bicycle and/or pedestrian traffic during construction.

Decisions regarding the nature and extent of accommodations to be provided to maintain bicycle and pedestrian traffic during construction will be based on the following:

< The volume of pedestrian and bicycle traffic.

< The nature and purpose of the trips being made

< The distance of current pedestrian trips through the intended construction area, and the distance of potential alternate routes (during construction) for pedestrians.

< The setting or location of the improvement, e.g., urban, suburban, rural, and the extent to which local residents rely on bicycling for trip making or have alternative means of personal transportation available.

< The existence or availability and distance of alternative routes.

< The exposure to hazard for bicycle and pedestrian traffic (traffic hazards and personal security) associated with alternative routes or alternative accommodations.

< The cost associated with accommodations to maintain bicycle and pedestrian traffic (attributed solely to the maintenance of bicycle and pedestrian travel) as a proportion of total construction costs.

< The absolute cost associated with accommodations to maintain bicycle and pedestrian traffic (attributed solely to the maintenance of bicycle and pedestrian travel).

< The duration of construction, and, consequently, the duration of construction related traffic impacts.

< Whether the duration of construction could be substantially shortened if accommodations to maintain pedestrian and bicycle traffic during construction were dispensed with, e.g., closing a facility entirely and compressing construction to three months or less.

< The nature of the disruption or impacts to the local community, both social and economic, resulting from cessation of bicycle and pedestrian traffic during construction.

Measures considered for accommodating bicycle and pedestrian traffic during construction may include (but not be limited to) individually or in combination, the following:

< Maintaining a protected travel path, either a pre-existing accommodation or a temporary accommodation, through the construction zone within existing right of way.

< Maintaining access by staging construction in a way that provides a partial permanent (new) pedestrian/bicycle accommodation during portions of the construction.

< Maintaining access by establishing a temporary protected travel path around the construction area through easements.

< Establishing alternative routes of a reasonable length and directing bicycle and/or pedestrian traffic to those routes.

< Providing alternate locations for the storage of construction materials or equipment to enable the establishment of a protected travel path for bicycle or pedestrian traffic through the construction zone within existing right of way.

< Constructing separate temporary facilities such as a pedestrian and/or bicycle bridge to be utilized until permanent bicycle or pedestrian accommodations are completed.

< Providing, paying for or subsidizing shuttle services.

IV. AUTHORITY

N.J.S.A. Title 27

7.16 APPENDIX P

Corrective Action Notice (CAN) 082

New Jersey Department of Transportation
CORRECTIVE ACTION NOTICE

CAPITAL PROGRAM SUPPORT

Director: Walter McGrosky

Telephone: (609) 530-5367

CAN No. CAN082

Approved by
Walter McGrosky
Date: 6-28-12

Subject: Revision to the Roadway Design Manual Subsection 5.7.4 Public Sidewalk Curb Ramps, General

Bureau(s) Affected: All Design Consultants, In-house Design Services, Division of Operations, Construction Services & Materials, Division of Project Management, Division of Capital Program Support

Description of Issue(s): Updates to comply with the Americans with Disabilities Act Accessibility Guidelines (ADAAG)

Corrective Action Plan: CAN081 is RESCINDED.

Designers shall identify locations that do not meet the ADAAG.

The major components to be addressed include:

Intersection curb ramps and cross walks
Pedestrian refuge islands and walkway openings
Pedestrian traffic signal pushbuttons and accessibility

Based on engineering analysis for the identified locations, designers shall develop a plan to meet compliance or have justification for not fully meeting compliance.

Projects in Preliminary Engineering or projects with Final Design occurring subsequent to June 30, 2013 must meet compliance accordingly.

For projects in Final Design through June 30, 2013 and projects in Construction with Substantial Completion dates occurring subsequent to December 31, 2012, designers must identify the locations that do not meet the ADAAG. Designers shall recommend which locations should be addressed in the current project and which locations should be addressed as a separate project The Department will make the final determination as to the designer's recommendation in light of time, budget and other constraints. The Department will endeavor by all means necessary to include compliance in current projects rather than in breakout projects.

For projects in Construction with Substantial Completion dates occurring between July 1, 2012 and December 31, 2012, the Department will institute a means for the identification and engineering analysis of non ADAAG compliant locations within these projects and for the creation of projects to meet compliance.

The following revised Subsection shall be used to address compliance with ADAAG.

5.7.4 Public Sidewalk Curb Ramps

General

Public sidewalk curb ramps shall be provided where sidewalks permit pedestrians to cross curbs such as at:

- Intersections

7.17 APPENDIX Q

Construction Projects Substantially Completed

Construction Projects Substantially Complete (7/1/12 - 12/31/12)

Program Manager	Project Manager	Project Name	Funding Type	County	Construction Region	Substantial Completion Date	Final Completion Date	Award Amount	Were Non-Compliant Locations Identified	Anticipated Completion of ADA to be addressed outside of current contract
Saylor	Bousenberry	Rt. 73 Fox Meadow Rd.	State	Burlington	South	5/7/2012	07/16/12	$16,100,000	Yes	12/2018
Saylor	Inverso	Rt. 70/73 Marlton Circle Elimantion	Federal	Burlington	South	11/21/2011	09/15/12	$30,000,000	Yes	12/2018
Saylor	Mottola	Rt. 30 Pomona	Federal	Atlantic	South	11/9/2012	12/18/12	$8,490,000	Yes	12/2018
Saylor	Mottola	Rt. 40 Resurfacing MP 6.0-8.0 Salem Co.	Federal	Salem	South	10/10/2012	12/20/12	$2,224,000	Yes	12/2018
Saylor	Dierich	Rt. 206 Rizzotte Dr. to Burlington Co. Line, Resurfacing	State	Atlantic / Burlington	South	9/4/2012	11/05/12	$1,500,000	Yes	12/2018
Saylor	Maevsky	Rt. 45 Carpenter St. to Red Bank Ave.	Federal	Gloucester	South	10/23/2012	11/20/12	$2,000,000	Yes	12/2018
Lee	Dogias	Rt. 46 7L 8K	State	Morris	North	05/22/12	07/25/12	$39,413,216	Yes	12/2018
Lee	Lee	Rt. 120 Paterson Plank Road	Other	Bergen	North	03/12/12	04/19/13	$30,000,000	Yes	12/2018
Shah	Dave'	Rt 10 EB West of Harrison Ave., to Northfield Ave. Pavement	State	Morris / Essex	North	12/27/2012	01/28/13	$4,705,102	Yes	12/2018
Rollo	Birch	Route 33 Rocky Brook	Federal ER	Mercer	Central	09/01/12	01/01/13	$677,000	Yes	12/2018
Rollo	Birch	Route 35 from South of Cherry Tree Road to Route 9	Federal	Monmouth	Central	09/01/12	01/01/13	$3,881,000	Yes	12/2018
Rollo	Gandhi	Rt 1 resurfacing CR514 to I-287	State	Middlesex	Central	09/01/12	11/01/12	$2,980,000	Yes	12/2018
Rollo	Verner	Route 28 Green Brook to Hamilton Avenue	State	Somerset / Middlesex	Central	10/01/12	11/01/12	$2,284,000	Yes	12/2018
Rollo	Kuhn	Route 9 from Alexander to Route 79	Federal	Monmouth	Central	10/01/12	11/01/12	$6,213,000	No	12/2018
Rollo	Qureshi	Routes 34/35 Resurfacing, Colts Neck and Wall Twp.	Federal	Monmouth	Central	11/01/12	12/01/12	$3,041,000	Yes	12/2018
Rollo	Qureshi	Route 36 Resurfacing, Miller Avenue to Union Avenue	State	Monmouth	Central	12/01/12	12/01/12	$9,029,000	Yes	12/2018

7.19 APPENDIX S

ADA Technically Infeasible Form

Forward Completed Form to NJDOT's ADA Coordinator and QMS

ADA Technically Infeasible Form

(Form used to document design decisions for non-compliance of pedestrian facilities)

Project Information

Project Name: _____
Route Number: _____
UPC Number: _____
Federal Project Number: _____
Mile Post Limits: _____

Municipality: _____
County: _____
Project Manager: _____
Designer: _____
Project Type: _____ Select

Existing Conditions at Curb Ramp Location

(Attach Photos) Date:

(Check all that apply)

- ☐ Curb Ramp
- ☐ Sidewalk
- ☐ Crosswalk
- ☐ Stop/Yield Control
- ☐ Traffic Signal
- ☐ Driveway
- ☐ Pedestrian Pushbutton
- ☐ DWS present
- ☐ "No Peds" Sign
- ☐ Decorative Pavers

Provide information below:

Slope of Road Along Bottom of Curb Ramp: _____
Curb Height: _____ Sidewalk Width: _____
Distance to Ped Pushbutton from Edge of Ramp: _____
Distance to Ped Pushbutton from Gutterline: _____
Height of Ped Pushbutton from Sidewalk: _____

Justification for Technically Infeasible

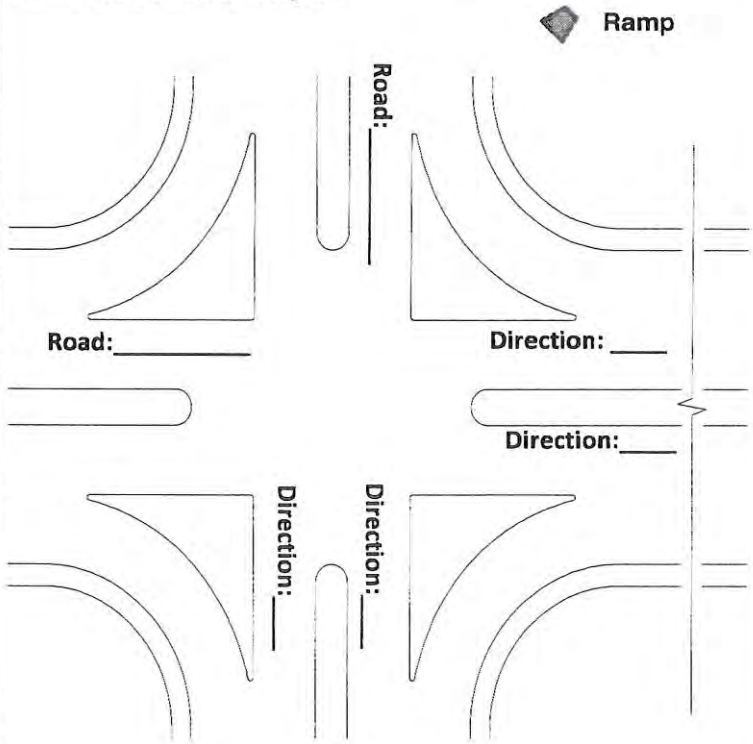
- ☐ Limited Right-of-Way
- ☐ Existing Utilities Specify: _____
- ☐ Structures, Bldg, Vaults
- ☐ Environmental Impacts
- ☐ Historic Impacts
- ☐ Safety
- ☐ Roadway Profile Slope
- ☐ Excess Exposure of Pole Foundations
- ☐ Utility Pole
- ☐ Manhole
- ☐ Traffic Signal Pole
- ☐ Junction Box
- ☐ Stormwater Inlet
- ☐ Manhole

Requirements Not Met

- ☐ Ramp Longitudinal Slope
- ☐ Sidewalk Cross Slope
- ☐ Ramp Flares Slope
- ☐ 4' x 4' Clear Space Dimensions
- ☐ Turning Space Dimensions
- ☐ Turning Space Slopes
- ☐ Pedestrian Pushbutton Location
- ☐ 15' Rule Specify Grade: _____
- ☐ Other _____

Location Identification

Curb Ramp location (draw on intersection below)
Fill in road names on diagram



Description of Requirements Not Met

(Attach Sketch of Proposed Ramp)

ADA Technically Infeasible Form (TIF) Instructions

The Technically Infeasible Form will be used for existing sites where it is technically infeasible to construct pedestrian facilities to fully meet current NJDOT standards. Specify each individual non-compliant curb ramp on a separate form. This must be submitted as part the Final Design Submission (FDS).

Project type and scope will determine when existing site constraints justify the use of the Technically Infeasible Form. In certain situations, existing site constraints may justify the use of a design that provides access to the maximum extent feasible if removing the existing site constraints would require additional work that is not included as part of the project scope. See RDM- Section 5.

Project Information

Indicate Project Name, Route Number, UPC, Federal Project Number, Mile Post Limits, Municipalities, Counties, Project Manager and Designer. Select Project Type from the pull down list provided. Project Type include New Construction, Reconstruction, Major Rehabilitation, Widening, Resurfacing, Signal Installation, and Pedestrial Signal Instalation/Major Upgrades.

Existing Conditions

Provide date when existing conditions were observed. Check all the existing conditions that apply at facility location. Also provide the following information: Slope of Road Along Bottom of Curb Ramp, Curb Height, Sidewalk Width, Distance to Pedestrian Pushbutton from pavement and Height of Pedestrian Pushbutton from sidewalk.

Pictures

Select appropriate, illustrative photographs to be included and attach.

Justification for Technically Infeasible

Indicate which justifications for technical infeasibility apply for the investigated facility (there can be more than one option checked). If "Other" is selected, please provide a description of the justification. Items checked must not be included in the scope of the project.

Location Identification

Provide curb ramp location by drawing in the location of the curb ramp by hand or by moving and rotating ramp provide in blue. Also fill in the Main Road Route No. and Direction and Cross Road Name and Direction on the diagram.

Description of requirements not met

Provide a description of the best fit curb ramp selected and what requirement(s) per NJDOT standards the project does not meet. Include pedestrian pushbutton location is not meet as per MUTCD.

Submission

Submit a hard copy or/and an electronic copy to the NJDOT's ADA Coordinator and to the Bureau of Quality Management Services (QMS). If there are any concerns, comments will be submitted to the designer.

7.18 APPENDIX R

Projects Active in Construction

Projects Active in Construction

Program Manager	Project Manager	Project Name	Current Project Award Value	Funding Type	County	Construction Region	Anticipated Completion of ADA to be addressed outside of current contract
Saylor	Bousenberry	Rt. 9 Pohatcong Lake Dam	$5,500,000	Federal	Ocean	Central	12/2018
Shah	Deeck	Rt 202 Headquarters Rd. to Old York Rd., Pavement	$2,697,000	State	Hunterdon	Central	12/2018
Shah	Patel, Manu	Rt 27 N. of Evergreen St., to Vic. Of Elizabeth River, Resurfacing	$11,832,014	Federal	Middlesex / Union	Central	12/2018
Shah	Patel, Manu	Rt 27 Parillo Dr. to Sandford St., Resurfacing	$1,721,320	State	Somerset / Middlesex	Central	12/2018
Rollo	Pandya	Rt. 1 various locations from North of College Road to NJ 91 Connector	$ 8, 578,000	Federal	Middlesex	Central	12/2018
Rollo	Birch	Rt. 72 WB Shoulder Rehab & Operational Improvements	$2,207,000	State	Ocean	Central	12/2018
Rollo		Route 18 SB south of Route 138 to Deal Road:	$4,029,000	Federal	Monmouth	Central	12/2018
Rollo		Rt. 27 over South Plainfield Branch	$3,795,000	Federal	Middlesex	Central	12/2018
Rollo	Birch	Rt. 35 Cheesequake Creek bridge	$26,165,000	Federal	Middlesex	Central	12/2018
Rollo	Birch	Route 35 Greenwood Drive to Prospect Avenue	$15,778,000	Federal	Middlesex / Monmouth	Central	12/2018
Rollo	Kuhn	Rt.9 Westecunk Creek Bridge	$2,890,000	Federal	Ocean	Central	12/2018
Rollo	Hameed	Rt.130 Section 16	$8,470,000	Federal	Middlesex	Central	12/2018
Rollo		Rt 440 Ramp V over State Street and ConRail	$7,505,000	Federal	Monmouth	Central	12/2018
Rollo		Rt. 71, Sea Girt to Route 35	$9,221,000	Federal	Monmouth	Central	12/2018
Saylor	McCleerey	Rt. 18 Section 3A	$27,977,777	Federal	Middlesex	North	12/2018
Saylor	McCleerey	South Summit Ave.	$4,499,113	Federal	Bergen	North	12/2018
Shah	Manz	Rt. 3 at Passaic River Crossing	$158,375,936	Federal	Bergen / Passaic	North	12/2018
Shah	Manz	Rt 3 from W of Rt 17 to Rt. 1 & 9 Resurfacing	$8,670,766	Federal	Hudson / Bergen	North	12/2018
Shah	Scott	Rt 10 WB Jefferson Rd., to West Northfield Ave., Pavement	$2,829,806	State	Morris / Essex	North	12/2018
Rankin	Thorn	Rt. 284 Rt. 23 from the New York State Line, Pavement	$6,033,000	State	Sussex	North	12/2018
Rankin	Patel, Mahesh	Rt. 7 Hackensack River Wittpenn Br Contract #2	$34,220,545	Other	Hudson	North	12/2018
Rankin	Hochman	Rt. 1&9T(25) St. Paul's Ave.	$221,600,000	Federal	Hudson	North	12/2018
Rankin	Hochman	Rt. 22 over Liberty Ave	$23,400,000	Federal	Union	North	12/2018
Rollo		James Street over I-287 Deck Replacement,	$2,254,000	Federal	Morris	North	12/2018

Projects Active in Construction

Program Manager	Project Manager	Project Name	Current Project Award Value	Funding Type	County	Construction Region	Anticipated Completion of ADA to be addressed outside of current contract
Rollo		(Route 1&9) over Route 46, Borough of Palisades Park, Bergen County	$3,920,000	Federal	Bergen	North	12/2018
Saylor	Kasbekar	Rt. 45 Reid St. to Rt. 130 Pavement	$1,200,000	State	Gloucester	South	12/2018
Saylor	Kasbekar	Rt. 30/130 Collingswood/Pennsauken Phase B	$26,000,000	Federal	Camden	South	12/2018
Saylor	Kasbekar	Rt. 30 Absecon Blvd. Over Beach Thorofare	$7,000,000	Federal	Atlantic	South	12/2018
Saylor	Kasbekar	Rt. 322 Raccoon Creek/Mullica Hill Pond Dam	$8,000,000	Federal	Gloucester	South	12/2018
Saylor	Pennell	Rt. 168 Benigno Blvd.	$2,100,000	Other	Camden	South	12/2018
Saylor	Pennell	Rt. 322 over Big Ditch	$4,300,000	Federal	Atlantic	South	12/2018
Saylor	Inverso	Rt. 52 Causeway Contract B	$240,000,000	Federal	Atlantic / Cape May	South	12/2018
Saylor	Bousenberry	Collings Ave. BridgeDeck Replacement	$1,500,000	Federal	Camden	South	12/2018
Saylor	Bousenberry	Rt. 130 Crafts Creek Bridge Replacement	$5,200,000	Federal	Burlington	South	12/2018
Saylor	Patel, Pankesh	Rt. 70 WB over Rt. 38	$3,909,540	Federal	Camden	South	12/2018
Saylor	Patel, Pankesh	Rt. 30 E. of Brand Ave. to E. Of London Ave. Pavement Rehab	$2,654,253	Federal	Camden	South	12/2018
Saylor	McCleerey	Rt. 168 Deck over I295	$2,389,889	Federal	Camden	South	12/2018
Saylor	McCleerey	Rt. 295/42/I76 DC Advanced ITS	$7,667,887	Federal	Camden	South	12/2018
Saylor	McCleerey	295/42/76 Direct Connect 1	$159,876,763	Federal	Camden	South	12/2018