DRAFT FINAL
Feasibility Assessment Report

Route 1 Southbound, from Nassau Park Boulevard to the Quaker Bridge Mall Overpass

Lawrence and West Windsor Townships, Mercer County, New Jersey

submitted to:

New Jersey Department of Transportation
Division of Project Development

prepared by:

PB Americas, Inc.

March 2010

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Feasibility Assessment
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I. INTRODUCTION

A. *General Information*

Project Name:	Feasibility Assessment for Route 1 Southbound, from Nassau Park to Quaker Bridge Mall Overpass
Project Limits:	Route 1 Southbound between Nassau Park Boulevard (MP 8.69) and Quaker Bridge Mall Overpass (MP 7.61)
Type of Project:	Safety Improvement
Municipalities:	Lawrence and West Windsor Townships
County:	Mercer
Legislative Districts:	14 and 15
Congressional District:	12
Project Manager:	Mr. Abe Rezaeian
Program Manager:	Mr. Tom Saylor
Functional Classification:	Route 1 – Urban Principal Highway

B. *Concept Development Report – Summary of Conclusions*

A Concept Development Report was prepared and submitted to NJDOT DPD in March 2005. Parsons Brinckerhoff (PB) was asked by the New Jersey Department of Transportation – Division of Project Development (NJDOT - DPD) to develop conceptual improvements to help relieve congestion and safety issues along Route 1 Southbound, in Lawrence and West Windsor Townships, Mercer County. The conceptual improvements are a follow up to the Tier II Screening Report for the Route 1 Southbound at Quaker Bridge Mall study area, completed in November, 2003. The report documents the results of the Concept Development Phase for improvements along Route 1 Southbound, between Nassau Park Boulevard and US-1/I-95/I-295 Interchange.

There are several traffic congestion and safety issues within the Route 1 Southbound project area that have been documented in the Tier II Screening Report as needing attention. These issues include:

- The queuing of traffic at the Quaker Bridge Mall overpass exit ramp as the result of a lack of acceleration lane onto Route 1 Southbound. There is also a safety concern at this location.
- The queuing of traffic at the terminus of the Route 1 Southbound CD road as a result of traffic entering and exiting the retail establishments along this stretch of Route 1 Southbound. There are several driveways within a short distance at this location and one method of alleviating some of the safety concerns at this location is to minimize the amount of driveways at this location.
- The weaving of traffic between the CD road terminus and the Quaker Bridge Mall entrance and the weave between the Quaker Bridge Mall exit and the I-95/I-295 Interchange are concerns from a traffic flow and safety standpoint.

- The CD barrier that exists between the Route 1 Southbound Mainline and the CD road is a concern. The concern is whether the CD barrier needs to be extended further to the north and/or south, should the barrier be moved to the west, increasing the capacity along Route 1 Southbound Mainline, or should the barrier be eliminated completely. In addition, the barrier itself is a potential safety concern, as errant vehicles have struck the attenuator that protects the barrier.

The traffic flow and safety issues that have been mentioned will be evaluated and recommendations needed to alleviate these issues are discussed in this report.

The concepts fall within the project category of Congestion Management in the Capital Program, which corresponds to the third goal in the Capital Investment Strategy of relieving congestion and expanding mobility through carefully selected treatments that protect the environment, respect community values, and promote the State Plan. As such, the concepts appear consistent with the State Development and Redevelopment Plan (SDRP). (See Appendix G – Environmental Screening, CED, and SDRP).

C. *Project Description*

1. Existing Conditions

U.S. Route 1 extends approximately 65 miles between the Delaware River (Trenton-Morrisville Bridge) in the City of Trenton, Mercer County (M.P. 0.0) in the south to the Hudson River (George Washington Bridge) in Fort Lee Borough, Bergen County (M.P. 66.06). Route 1 is oriented in the southwest-northeast direction. Route 1 operates concurrently with U.S. Route 9 between M.P. 35.89 and 66.06, U.S. Route 46 between M.P. 62.8 and 66.06, and Interstate 95 between M.P. 64.88 and 66.06.

The project area begins at the un-signalized "T" intersection with Nassau Park Boulevard in West Windsor Township (M.P. 8.69). South of Nassau Park Boulevard, Route 1 divides into a two-lane mainline segment, and two-lane CD road, separated by a concrete median barrier. The CD road provides access to Quaker Bridge Road via a grade-separated interchange, as well as access to the Mercer Mall complex. The CD road merges with the mainline segment near M.P. 8.0, where the mainline segment becomes a three-lane roadway. The study area terminates at the grade-separated entrance to Quaker Bridge Mall at M.P. 7.61. Within this entire segment, Route 1 is bounded predominantly by commercial, retail, and office developments adjacent to the roadway. A sketch titled "ROUTE 1 SOUTHBOUND FEASIBILITY ASSESSMENT EXISTING CONDITION" can be found in Appendix K.

There are two bridges within the limits of the project: Structure No. 1103411 (Quaker Bridge Mall Bridge over US Route 1) and Structure No. 1103157 (Quaker Bridge Road / County Route 533 over US Route 1). The Structure Inventory and Appraisal sheets can be found in Appendix L.

2. Project Need

The New Jersey Department of Transportation – Division of Project Development (NJDOT-DPD) has identified this segment of Route 1 Southbound as needing safety, capacity, and roadway deficiency improvements.

- Safety – The project limits fall within a designated "Safe Corridor." Along the existing collector-distributor road of Route 1 Southbound, there is a history of rear-end and side-swipe accidents, which FHWA and NJDOT (as part of a Safety Study) have determined are directly related to the number of access points from the local businesses. This situation is intensified by a lack of shoulder at some locations on Route 1 SB with driveways that have direct access to Route 1 SB.

- Capacity – Approximately 2/3 of the project area along Route 1 Southbound has a roadway section with 2 Express Lanes. To the north and south of this area, there are three Express Lanes. Major traffic delays and heavy congestion on Route 1 Southbound are a daily occurrence during the weekday PM peak period, as commuters from the large office parks and retail centers along Route 1 access I-95/I-295 to destinations outside of the study area. During times of heavy congestion, through traffic vehicles often use the Collector-Distributor road, when they cannot merge with the Express Lanes.

- Roadway Deficiency – Pavement in the Route 1 Southbound project limits has cracks and rutting, and is in need of resurfacing.

3. Design Issues

The project's design alternatives must consider the following issues:

- Route 1 is a high-speed roadway with a posted speed of 55 miles per hour and carries heavy traffic volumes. Between 80,000 and 90,000 vehicles use the highway within the study area on a typical weekday. The numerous retail establishments generate significant weekend traffic volumes as well.
- The project is primarily a safety improvement; however, opportunities may be present to improve congestion problems at the same time.
- Improvements must be compatible with the recently-constructed improvements along Route 1 SB at I-295/I-95.
- Construction methods will need to maintain the existing number of traffic lanes (except during non-peak hours).
- Widening along Route 1 SB is limited at the Quaker Bridge Mall overpass bridge. Impacts to this bridge are outside the scope of this project.
- The numerous access points along the Route 1 SB frontage contribute to the accidents that are occurring, yet the access points are valuable to the business owners. Owners have stated that they wish to maintain their entrance driveways.
- The alternatives must be consistent and provide connectivity with the two projects in the immediate vicinity, including modifications to the Route 1 SB CD Road connections to

the I-295/I-95 Interchange, and the Route 1 SB widening, from the Quaker Bridge Mall Overpass to I-295/I-95 Interchange.

4. List of Plans and Studies

- *New Jersey Department of Transportation Concept Review Application – Traffic Impact Study – Proposed Quaker Bridge Mall Expansion – US Route 1 & Quaker Bridge Road – Lawrence Township, Mercer County, New Jersey* – Prepared for Simon Property Group – Prepared by TRC Engineers. February 2007.
- *New Jersey Department of Transportation Scope of Study – Proposed Shopping Center Expansion - Quaker Bridge Mall – US Route 1 & Quaker Bridge Road – Lawrence Township, Mercer County, New Jersey* – Prepared for Simon Property Group – Prepared by TRC Raymond Keyes Associates. June 2005.
- *Concept Development Report, Route 1 Southbound, Nassau Park Boulevard to I-95/295, Safety Improvement*, Parsons Brinckerhoff Quade & Douglas, March 2005.
- *Route 1 Corridor – MP 5.0 to MP 15.0 – Safety Impact Team Review – May 19-21, 2003.* Submitted to Mr. Jack Lettiere, Commissioner – New Jersey Department of Transportation – Prepared by: Safety Impact Team Participants. June 15, 2003.
- *Route 1 and Quaker Bridge Road Interchange Area*, Baker Associates, December 2001.
- *Traffic Report for Nassau Park Boulevard/Route 1 Traffic Signal Removal*, Schoor DePalma, December 2000.
- *US 1/Nassau Park Boulevard Traffic Analysis*, Garmen Associates, September 2000
- New Jersey Department of Transportation – Traffic Analysis Report – Route U.S. 1 – Lawrence Area – Lawrence and West Windsor Townships, Mercer County. Prepared by Frederick R. Harris, Inc. October 1, 1993.
- New Jersey Department of Transportation, Entire Tract Map and General Property Parcel Map, Route U.S. 1 (1953) Section 2M, Route 295 Section 9E, Township of Lawrence, County of Mercer, November 1991.
- New Jersey Department of Transportation, Construction Plans, Route U.S. 1 (1953) Section 2M, Route 295 Section 9E, Michael Baker Jr. Inc., Township of Lawrence, County of Mercer, November 1991.
- New Jersey Department of Transportation, General Property Parcel Map, Route U.S. 1 (1953) Section 2, From Route 295 to Millstone River, Showing Existing Right Of Way And Parcels To Be Acquired In The Townships Of Lawrence And West Windsor, County Of Mercer, October 1980, November 1983, December 1984, May 1989 and February 1998.
- New Jersey State Highway Department, General Property Parcel Map, Route 26 (1927) Section 2, Route U.S. 1 (1953) D. & R. Canal To Penns Neck, Showing Existing Right Of Way And Parcels To Be Acquired In The Townships Of Lawrence And West Windsor, County Of Mercer, August 1958.

- New Jersey State Highway Department, General Property Key Map, Route 26 Section 2, D. & R. Canal To Penns Neck, Showing Existing Right Of Way And Parcels To Be Acquired In The Townships Of Lawrence And West Windsor, Mercer County, April 1928.
- New Jersey State Highway Department, General Property Key Map, Route 26 Section 1, Trenton To D. & R. Canal, Showing Existing Right Of Way And Parcels To Be Acquired In The Township Of Lawrence, Mercer County, March 1928.
- State of New Jersey Department of Transportation As-Built Plans of Route U.S. 1 (1953) Section 2M & 1P, From Vicinity of Shipetaukin Creek to Bakers Basin Jughandle and from Vicinity of Motor Vehicle Inspection Station to Vicinity of Quaker Bridge Road Overpass and Route 295 Section 9E, From Ramp F Over Delaware and Raritan Canal Bridge to the Vicinity of Route U.S. 1, Ramp Widening, Traffic Designalization, Extension of Grovers Mill Road and Sign Structures, Townships Of Lawrence And West Windsor, Mercer County, May 1995.
- New Jersey Department of Transportation U.S. Route 1 Jurisdictional Limit Map, Quaker Bridge Road Interchange Revision, Township Of West Windsor, Township of Lawrence, Mercer County.
- New Jersey Department of Transportation U.S. Route 1 Jurisdictional Limit Map, Nassau Park Jughandles and Widening, Township Of West Windsor, County of Mercer, July 1985.
- New Jersey Department of Transportation U.S. Route 1 Section 2G, Jurisdictional Limit Map, Quaker Bridge Road, Townships of Lawrence and West Windsor, County of Mercer, July 1986.
- New Jersey Department of Transportation U.S. Route 1, Jurisdictional Limit Map, Quaker Bridge Mall, Vicinity Route U.S. 1 & Mercer County Route 533 (Quaker Bridge-Province Line Road) Township Of Lawrence, Mercer County, November 1974.
- State of New Jersey Department of Transportation As-Built Plans of Route U.S. 1 (1953) Section 2N, From North of Route 295 to North of Quaker Bridge Road, Resurfacing, Townships of Lawrence and West Windsor, Mercer County, July 1993.
- State of New Jersey Highway Department As-Built Plans of Route U.S. 1 (1953) Section 2, From N.J. Motor Vehicle Inspection Station to ¾ Mile South of Alexander Road, Widening & Resurfacing, Lawrence and West Windsor Townships, Mercer County, September 1958.

5. Design Criteria

The following design standards were used in the development of this report:

Roadway and Appurtenances

- A Policy on Geometric Design of Highways and Streets, AASHTO 2004.
- AASHTO – Roadside Design Guide, 2002.
- NJDOT Design Manual – Roadway 2004.
- Manual on Uniform Traffic Control Devices, 2003.

A design speed of 60 MPH for Route 1 was used for this Feasibility Assessment, as the posted speed within the study area is 55 MPH.

II. ALTERNATIVES ANALYSIS

During Conceptual Development, improvements were recommended ranging from low to high-impact in terms of construction cost, right of way acquisition, and utility relocation. Two low impact schemes have already been advanced to the design phase, with the Value Engineering Concept having already completed construction, and Concept 1 currently under Design Development. Two alternatives were examined in the Feasibility Assessment Phase.

A. *Concept 2B*

Concept 2B is a medium-impact solution, which addresses some congestion issues that occur between Nassau Park Boulevard and the Quaker Bridge Mall loop ramp. This concept includes input from select members of the NJDOT Core Group for this project and supersedes Concept 2, which was presented to Local Officials in December 2005. Sketches titled "ROUTE 1 SOUTHBOUND FEASIBILITY ASSESSMENT CONCEPT 2B" can be found in Appendix K.

The improvements consist of shifting the existing Route 1 SB CD barrier 12 feet to the west, in order to provide three express (through) lanes throughout the concept length, thus reducing the amount of traffic utilizing the CD road at the Quaker Bridge Mall Interchange, and improving access to and from the Mercer Mall.

At the former Nassau Park intersection, the CD road sloping curb (being utilized in place of the existing barrier curb) will be extended approximately 1080 feet to the north, to eliminate any possible movements from the Nassau Park driveway to the Route 1 SB express (through) lanes, where traffic would be crossing over two lanes of live traffic.

The CD road would consist of two lanes across the frontage of Mercer Mall, with the left lane destined for Route 1 SB, and the right lane serving as an access/egress lane for the mall and businesses. The right lane of the CD road would terminate at the south entrance to Mercer Mall. The left lane of the CD road would become a fourth Route 1 SB lane (auxiliary lane for merging) and terminate at the off-ramp for the Quaker Bridge Mall Overpass.

Under Concept 2B, there are ROW and utility impacts, along with a reduction of 5 access points (1 ingress and 4 egress driveways) to the CD road along Route 1 SB throughout the project limits. Sketches of the R.O.W. impacts along with Tax Maps for both Lawrence and West Windsor Townships have been provided in Appendix E – Access and ROW Data. The preliminary construction cost estimate for Concept 2B was developed using NJDOT procedures and is estimated at $9.1 million. Copies of the estimating forms used are provided in Appendix J – Concept Cost Estimates.

B. *Concept 2C*

Concept 2C is a medium-impact solution providing one centralized main entrance into Mercer Mall, at a location between its two current access points. It was understood that this would have more impacts than Concept 2B, since it would require more ROW acquisition, additional parking space losses, and would also require a shared access agreement between the tenants along the CD Road. Since this scheme reduces the number of Mercer Mall driveways, it was anticipated that this scheme would have received opposition from the mall (based on feedback from Local Officials meetings).

The benefits of this concept would be an improved weave area along the CD Road (where traffic is entering from Province Line Road), and a reduction of access locations, thus minimizing potential conflict points.

A sketch titled "ROUTE 1 SOUTHBOUND FEASIBILITY ASSESSMENT CONCEPT 2C" has been provided and can be found in Appendix K. The preliminary construction cost estimate for Concept 2C was developed using NJDOT procedures and is estimated at $9.3 million. Copies of the estimating forms used are provided in Appendix J – Concept Cost Estimates.

C. *Concept 3*

Concept 3 includes all of the features of Concept 2B, plus the construction of a rear access road (local road) and proposed signalized intersection, providing a connection between Mercer Mall, the properties to the south of the Quaker Bridge Mall Bridge, and Quaker Bridge Mall. An optional loop ramp at Quaker Bridge Mall could provide Route 1 NB access, which was not previously available to the properties south of the mall bridge.

Concept 3 is a high-impact solution that also addresses congestion issues that occur between Nassau Park Boulevard and the Quaker Bridge Mall loop ramp.

The improvements consist of shifting the existing Route 1 SB CD barrier 12 feet to the west, in order to provide three express (through) lanes throughout the concept length, thus reducing the amount of traffic utilizing the CD road at the Quaker Bridge Mall Interchange, and improving access to and from the Mercer Mall.

At the former Nassau Park intersection, the CD road barrier will be extended to the north, to eliminate movements from the Nassau Park driveway to the Route 1 SB express lanes, where

traffic would need to cross over 2 lanes of live traffic. As shown under Concept 2, in the vicinity of Mercer Mall the CD road would maintain 2 lanes of traffic, with the outer lane ending into the mall entrance by the NY Deli (formerly Denny's) restaurant. However, for Concept 3, the only driveway locations to remain (between the Quaker Bridge Mall Ramp and Quaker Bridge Road Interchange) would be the 2 main access driveways for Mercer Mall.

In addition to the roadway improvements to Route 1 SB, Concept 3 includes the construction of a rear access road (local road) and proposed signalized intersection, providing a connection between Mercer Mall, the properties to the south of the Quaker Bridge Mall Bridge, and Quaker Bridge Mall. An optional loop ramp at Quaker Bridge Mall could provide Route 1 NB access, which was not previously available to the properties south of the mall bridge.

Under Concept 3, there are ROW and utility impacts, along with a reduction of several access points to the CD road, along Route 1 SB throughout the project limits. Note that there are significant wetland impacts under Concept 3 for constructing the access road behind the businesses.

Sketches titled "ROUTE 1 SOUTHBOUND FEASIBILITY ASSESSMENT CONCEPT 3" have been provided and can be found in Appendix K. The preliminary construction cost estimate for Concept 3 was developed using NJDOT procedures and is estimated at $14.5 million. Copies of the estimating forms used are provided in Appendix J – Concept Cost Estimates.

III. INITIALLY PREFERRED ALTERNATIVE (IPA)

Concept 2B, as discussed in Section II.A. Concept 2B above, has been selected as the Initially Preferred Alternative for the project area.

A. *Proposed Roadway*

Improvements on Route 1 Southbound would consist of roadway widening and 3" milling / resurfacing, access modifications, drainage, and utility relocations. Widening of 1 lane width (12 feet) would occur along Route 1 Southbound, from Nassau Park Boulevard (MP 8.69) to the Quaker Bridge Mall Overpass Ramp (MP 7.61). The new typical section would consist of 3 12-foot Express Lanes, a 10-foot shoulder, a 2-foot wided sloped curb, a 3-foot shoulder and either 1, 3, or 2 Collector-Distributor Lanes (depending on the location: 1 CD Lane plus 10-foot shoulder north of the Quaker Bridge Road interchange, 3 – 12-foot CD Lanes between the loop ramps of the Quaker Bridge Road interchange, and 2 – 15-foot CD Lanes south of the interchange). The proposed berm area would consist of 4"reveal vertical curb and a 10-foot section, which may include sidewalk if warranted. A new drainage system would be constructed in this area to accommodate the widened pavement, and utilize the available area within the interchange for proposed basins to address stormwater management issues.

Utilities would need to be relocated, consisting of: aerial electric, telephone, and cable; gas, water, and sanitary sewer.

Opportunities to provide consistency and connectivity with the recent Route 1 SB construction projects to the south are recommended for further investigation during future design phases.

B. *Proposed Structures*

There are no proposed bridges on this project; however, there is one proposed cantilever sign structure and potential retaining walls, which may be required to avoid impacting parking spaces.

C. *IPA Cost Estimates*

The construction cost estimate was developed using NJDOT procedures for the preparation of the preliminary cost estimates using a modified version of the NJDOT "Quick Method" - intended to be used when all project details are not yet determined. As the project progresses and details are provided, the "Detailed Method" should be used. Copies of the estimating forms used for the IPA are attached in Appendix J.

The construction cost for the IPA has been estimated to be approximately $9.1 Million. This includes a construction cost of $6.7 Million, Construction Engineering cost of $0.9 Million, Change Order Contingency of $0.2 Million, and Utility Relocation cost of $1.3 Million. Right of Way acquisition cost is estimated at $3.5 Million.

D. *Design Exceptions*

The stop-condition for the ramp from Quaker Bridge Road EB to the CD Road SB would require a design exception for Substandard Interchange Ramp Acceleration Length. It is anticipated that there are no other substandard design elements to be addressed. The conceptual geometric design was reviewed for potential substandard elements such as: lane width, lack of shoulders, and minimum cross slopes. At a meeting on 1/26/10 with NJDOT Geometrics, it was concluded that there is reasonable assurance to grant the design exception in the Preliminary Design Phase, when 3D mapping is completed.

E. *Access*

Within the study area, Route 1 is classified as Access Level 3, providing for right-turn access with a provision for left-turn access via jughandles. Route 1 complies with the existing NJ State Highway Access code, as access to properties and cross streets within the study area is done so either via right-turn or interchange.

Along the frontage of the Collector-Distributor Lanes, 5 access points would be eliminated (Houlihan's exit, Olive Garden exit, NY Deli entrance, NY Golf exit, and Patio World exit) and alternate access would be provided either through existing agreements among the business owners or through proposed shared access agreements.

F. *Right Of Way*

In order to proceed with the IPA, right of way acquisitions will be necessary for several parcels adjacent to Route 1 southbound. Anticipated right of way acquisitions are summarized below.

Lot/Block	Location	Purpose	Parcel Area (acreage)	Comments
5201.9/1	Yorshire Village	Parcel Taking / Slope Easement	0.02	
5201/29	3303 Rt One Real Estate, LLC (Patio World)	Parcel Taking / Slope Easement / Temp. Const. Easement	0.07	Parking Impact - 5 Spaces
5201/30.01	Makefield Limited Partnership (Pier 1, Tweeter)	Parcel Taking / Slope Easement / Private Access Easement / Temp. Const. Easement	0.09	
5201/34	One Rt 1 Assoc - Golfinopolus-Hekeman	Parcel Taking / Slope Easement / Private Access Easement	0.09	
5201/35	Golfinopolus Federal Realty Inv. Trust	Parcel Taking / Private Access Easement	0.05	
5201/33	3371, LLC	Private Access Easement	0	
5201/37	Bird, LLC (NY Deli - Formerly Denny's)	Parcel Taking / Slope Easement / Temp. Const. Easement	0.13	Parking Impact - 12 Spaces
5201/38	FR Mercer Mall, LLC (Oliver Garden)	Parcel Taking / Slope Easement	0.13	
5201/39	Mercer Mall Fed Realty Inv. Trust	Parcel Taking / Slope Easement	0.08	
5201/40	Swift, James Fed Realty Inv Trust	Parcel Taking / Slope Easement	0.03	
5201/41.01	Federal Realty Inv Trust (Joe Canal's)	Slope Easement	0	

The anticipated total cost for right of way acquisitions, as per NJDOT cost estimates, is $3.5 Million. The NJDOT ROW estimate and all proposed right of way and easement acquisitions are shown on ROW Impact Plan included in Appendix E.

G. *Utilities*

The existing utility facilities belonging to the following companies are located within the project limits:

Utility	Company	Contact Person	Phone Number	Facilities
Telephone	Verizon of New Jersey	Frank Antisell	609-637-4095	Aerial telephone lines
Gas	Public Service Electric and Gas Company	Len Pannucci	973-430-5135	Underground gas pipes
Electric	Public Service Electric and Gas Company	Len Pannucci	973-430-5135	Aerial electric lines
Water	New Jersey American Water Company	Elliot Schwartz, Mike Wolan	908-431-3225	Underground water mains
Sanitary Sewer	Ewing-Lawrence Sewerage Authority	S. Robert Filler, Allan Jacobs	732-735-3555	Underground sanitary sewer pipes
Cable TV	Comcast of Central NJ	Warren Heimall, Ken Hackler	908-851-8886	Aerial cable TV lines
Communications	AT&T	Lou Marello	973-584-9904	Telephone duct bank

A utility pole line carrying aerial electric, telephone, and cable aerial facilities runs along the existing westerly curb line of Route 1 throughout the entire project area. Most of the poles are within 8-10 feet of the roadway. During pole relocations, the existing service connections along and across Route 1 will need to be maintained. There is the potential for installation of extra long poles in order for the aerial utilities to safely cross over the proposed traffic signal equipment and the ramp over Route 1 to the Quaker Bridge Mall.

Existing underground telephone lines are within the travel lanes of Route 1 while the existing water, sanitary sewer lines and gas lines lie behind the existing westerly Route 1 curb line within the existing right-of-way. It is likely that several underground facilities will require relocation. Utility designation and utility test pits by a Subsurface Utility Engineering firm is recommended during the Preliminary Design phase to determine the horizontal and vertical location of the underground utilities.

H. *Bicycle and Pedestrian Compatibility*

There are very little existing pedestrian accommodations throughout the Route 1 Southbound project area. A short portion of sidewalk is provided along the frontage of Mercer Mall (along the frontage of New York Golf, Citibank Shopping Center, and Olive Garden), but there are no crosswalks across any of the driveways. There is no sidewalk along Route 1 Southbound at any other location, although foot paths do exist in the vicinity of the Quaker Bridge Mall entrance. Bicycles are permitted on Route 1 Southbound. However, there are no shoulders, shared-use, or bicycle lanes along the Route 1 Southbound project area.

Under the Initially-Preferred Alternative, Concept 2B, continuous 5-foot wide sidewalk would be provided from the vicinity of Joe Canal's / Men's Warehouse, southerly to the frontage of Patio World (just north of the Quaker Bridge Mall overpass ramps). The sidewalk would be located in the roadway berm area of Route 1, and set back 3 feet from the curb. Along that stretch of

sidewalk, there are various large driveways and islands. Final location of the sidewalk at these locations would need to be determined during the Preliminary Design phase, at which point the grading can be evaluated to ensure that the handicap ramps and grades are in accordance with ADA standards (see Sidewalk Connectivity Sketch in Appendix K).

In the vicinity of the Quaker Bridge Mall Overpass and ramps, sidewalk alternatives would need to be evaluated, in order to provide continuity to the south and to the north. Connectivity along Route 1 SB could be made by providing a sidewalk that crosses the entrance and exit ramps and continues under the overpass structure. Beneath the overpass, there is room for a 2-foot wide dual-faced guide rail and a 5-foot wide sidewalk.

As a long-term vision, Connectivity with a potential Route 1 crossing (to/from Quaker Bridge Mall) could be made via a 5-foot wide sidewalk along the inside of the loop ramp or via direct connection with an independent pedestrian structure (if constructed by the QBM). To construct a sidewalk along the interior of the loop ramp, the existing guide rail would need to be relocated to the face of the curb and access would need to be provided in the vicinity of the bridge.

I. *Survey and Mapping*

Aerial 2D digital photo mapping was obtained early during Concept Development. A field survey was later performed as needed for the Feasibility Assessment effort, but was only performed to an arbitrary datum. A field-edit was conducted to verify the topographical features shown on the various plans obtained as part of the data collection. Generally, the topographic information obtained was limited to horizontal highway features, access points, major geometric features, the location of utilities, and other major topographic features. Information in the base mapping includes street names, property lines, and right-of-way lines. The existing right-of-way and property lines shown were plotted based upon information indicated on municipal tax maps and NJDOT ROW maps from previous projects.

During the latter stages of Feasibility Assessment, 3D photogrammetric mapping was required for performing the preliminary SWM analysis. Mapping was provided by subconsultant Robinson Aerial. The mapping is consistent with Level 2 – Digital Mapping with Limited Ground Survey and is suitable for use during the Preliminary and Final Design phases. A Survey Control Report was prepared and submitted to NJDOT Geodetic Survey and approved on October 7, 2008.

The photogrammetric mapping will need to be supplemented with a topographic field survey during the Preliminary Design phase. The field survey will need to include existing field conditions, drainage systems, utilities, and relevant property information.

J. *Geotechnical Engineering*

Geotechnical Engineering for the Feasibility Assessment was limited to a review of the soil within the Quaker Bridge Road interchange to support the construction of stormwater management basins, which is included with the Stormwater Management data found in Appendix M.

K. *Drainage / Stormwater Management Mitigation*

The existing drainage system along Route 1 SB consists of three drainage areas as follows:

- From Station 284+00 to Station 301+00, stormwater is collected via concrete pipes and directed to an outfall in the Duck Pond Run Stream at Station 314+00. There are no stormwater treatment devices for the roadway drainage system.
- From Station 264+00 to Station 284+00, stormwater is collected and directed to the loop ramps at the Route 1/ Quaker Bridge Road Interchange. Three of the detention ponds are hydraulically interconnected and the wetland vegetation is well established at some locations.
- From Station 242+00 to Station 264+00 the runoff is collected and outfalls into a 48" culvert which crosses Route 1 at Station 245+60. No water treatment devices were depicted for roadway runoff.

The Route 1 Southbound widening project meets the definition of a "Major Development" under NJDEP's Stormwater Management Rules. The project is located in a "Suburban" planning area. The roadway does not receive runoff from neighboring areas that possess individual drainage systems (some of them having detention ponds). Implementation of nonstructural stormwater management strategies (LID) was dismissed early on due to the lack of available land surfaces tied to impervious cover. Therefore, the design and performance standards for SWM Rules must be addressed using structural BMP's.

The project will result in the addition of 1.164 Ac. of new impervious area and the reconstruction of 3.784 Ac. of existing impervious surface (reconfiguration of the drainage pattern of the existing impervious). The northwest loop ramp at the Quaker Bridge Road Interchange is a potential location for a BMP with the capacity to address the SWM Rules for the entire project. Geotechnical investigation found this location as improper for BMP's based on infiltration and was analyzed as "Extended Detention" facility connected to the north basin. The existing north basin located in the loop ramp qualifies as wetland and it will be preserved. Geotechnical investigation depicts in the north triangle of the clover intersection, good condition for water infiltration, and this location is proposed as "Bio-Infiltration Basin" which will be connected south to the wetland loop ramp. A detailed evaluation and modification of the actual outfall structure located into the north loop (wetland loop) might be advantageous for this project. The proposed condition must preserve existing wetland features.

A sketch of the proposed Stormwater Management Scheme, Calculations for Stormwater Management Rules Compliance and the Geotechnical Memorandum are included in Appendix M.

In the project area, there are no regulated water streams, and the FHA Permit would be deemed only for SWM Rules compliance, NJAC 7:13-11.2.

L. *Traffic Engineering, Electrical, & Highway Lighting*

1. Traffic Volume Projections

During the Concept Development phase of this project, PB performed manual traffic movement counts, ATR counts, and traffic analysis for the base year (2003) and future years (2007 and 2017). In preparation for Feasibility Assessment and because of the change in traffic patterns as a result of the removal of the traffic signal at Route 1 and Nassau Park Boulevard, PB performed manual traffic movement counts, ATR counts and capacity analysis in September 2005. Counts were taken at the driveways, intersections and merge/diverge points within the study corridor. Locations are shown in Appendix B of this report.

Traffic volumes collected were grown from 2005 to 2007 using a growth rate of 4.5 percent per year and further grown to design years 2011 and 2031 using a growth rate of 1.0 percent per year based on the growth rates used during Concept Development. Volume flow diagrams for 2005, 2011 and 2031 are located in Appendix B.

The traffic analysis included an evaluation of unsignalized ramp approaches to Route 1 between Nassau Park Boulevard and Quaker Bridge Mall, as well as multi-lane highway, diverge, and weave analyses during the Weekday PM peak hour. Capacity analyses were done for 2011 no-build and Concept 2B (IPA). The capacity analyses were completed using Highway Capacity Software (HCS) version 5.21.

The 2011 capacity analysis included a no-build scenario and build scenario for Concept 2B. The 2011 no-build scenario shows numerous failure conditions during the PM peak hour.

Table L-1 details the locations analyzed and their subsequent level of service (LOS) for the no-build and build scenarios during the PM peak hour. HCS reports are included for each location in Appendix C.

Table L-1

Location	Analysis Type	2011 LOS – No-Build	2011 LOS – Concept 2B
Route 1 Diverge to Route 1 CD	**Diverge**	**n/a**	**D**
Route 1 CD Diverge to Nassau Park Blvd	**Diverge**	**C**	**B**
Route 1 Express Lanes	**Multi-Lane**	**F**	**D**
Route 1 between Nassau Park Blvd and Quaker Bridge Road WB	**Weaving**	**D**	**C**
Route 1 CD Road at Quaker Bridge Road WB	**Multi-Lane**	**E**	**C**
Route 1 CD Road between Quaker Bridge Road WB and EB	**Weaving**	**F**	**C**
Route 1 CD Road at Quaker Bridge Road EB Ramps	**Multi-Lane**	**E**	**B**
Quaker Bridge Road EB Ramp to Route 1 SB	**Unsignalized**	**D**	**D**
Route 1 CD Road between Quaker Bridge Road EB and Mercer Mall Diverge (N)	**Weaving**	**n/a**	**D**
Ramp From Mercer Mall (N) to Route 1 SB	**Unsignalized**	**F**	**D**
Route 1 CD between Mercer Mall ramps	**Weaving**	**F**	**B**
Ramp From Mercer Mall (S) to Route 1 SB	**Unsignalized**	**F**	**F**

Location	Analysis Type	2011 LOS – No-Build	2011 LOS – Concept 2B
Route 1 Between Mercer Mall (S) Ramp and Quaker Bridge Mall Ramp	**Weaving**	**n/a**	**F**
Route 1 at Quaker Bridge Mall Ramps	**Multi-Lane**	**F**	**F**

n/a – condition does not exist in the no-build scenario

It should be noted that some operations did not improve from the no-build to the Concept 2B scenario. This is because these areas are restricted by the Quaker Bridge Road overpass and geometric changes are not proposed.

2. Crash Analysis

NJDOT provided crash data for the period January 1, 2006 to December 31, 2008 for Route 1 SB from MP 7.61 to MP 8.69. The memo dated January 13, 2010 and supporting documents are attached in Appendix D. NJDOT has indicated that the crash rate for this section of Route 1 SB is 1.78 crashes/mvm which is less than the 2008 statewide average of 1.81 crashes/mvm for roadways with similar cross-section. A total of 82 crashes were identified and Table L-2 provides a summary of crashes by percentage versus the 2008 statewide average percentages. No fatalities were reported during the three-year period.

Table L-2 – Crash Summary

Collision Type	Count	% of Total	2008 Average
Same Dir-Rear End	46	56.10%	46.71%
Same Dir-Sideswipe	22	26.83%	16.03%
Angle	2	2.44%	10.65%
Head On	0	0.00%	1.75%
Parked Vehicle	1	1.22%	1.34%
Left Turn/U Turn	2	2.44%	3.38%
Backing	1	1.22%	0.83%
Encroachment	0	0.00%	0.24%
Overturned	1	1.22%	0.83%
Fixed Object	7	8.54%	11.78%
Animal	0	0.00%	3.55%
Pedestrian	0	0.00%	0.89%
Pedalcycle	0	0.00%	0.50%
Non-Fixed Object	0	0.00%	0.64%
Unknown	0	0.00%	0.06%
Other	0	0.00%	0.83%
Total	82		
Severity	**Count**	**% of Total**	**2008 Average**
Fatal	0	0.00%	0.26%
Injury	21	25.61%	28.39%
Property Damage	61	74.39%	71.35%

Collision Type	Count	% of Total	2008 Average
Total	82		
Intersection	**Count**	**% of Total**	**2008 Average**
At Signalized Intersection	2	2.44%	13.04%
At Unsignalized Intersection	10	12.20%	15.48%
Between Intersections	70	85.37%	71.48%
Railroad Crossing	0	0.00%	0.00%
Total	82		
Surface Condition	**Count**	**% of Total**	**2008 Average**
Dry	62	75.61%	74.44%
Wet Surface	18	21.95%	22.05%
Snow	0	0.00%	1.38%
Ice	0	0.00%	1.47%
Unknown	0	0.00%	0.28%
Other	2	2.44%	0.39%
Total	82		
Light	**Count**	**% of Total**	**2008 Average**
Day	45	54.88%	68.96%
Dusk	5	6.10%	2.43%
Night	29	35.37%	26.78%
Dawn	3	3.66%	1.53%
Unknown	0	0.00%	0.30%
Total	82		

The crashes found be to greater than the 2008 statewide average are shaded in Table L-2. It should be noted that less than 5 crashes per year in any crash category are considered statistically insignificant. Based on this assumption, the most significant number of crashes are same direction rear end (SDRE) and same direction sideswipe (SDSW) within the project area. Typical factors leading to same direction rear-end type crashes include excessive speed on the approaches and driver inattention. Typical factors leading to same direction sideswipe type crashes include improper lane changes and driver inattention.

Summary

The Bureau of Safety Programs has identified the Quaker Bridge Mall overpass on/off ramp area for improvement as the reports reveal approximately 10 or more same direction rear-end crashes per year involving vehicles within the substandard acceleration lane area and another 3 to 4 per year of the same direction sideswipe type involving mainline vehicles and motorists attempting to merge from the acceleration lane. These figures are exclusive of the additional crashes involving pairs of vehicles on the mainline as a result of this troublesome on/off ramp operation

as well as the presence of the gas station driveway, others just to the south, and compounded by the approach of the Interstate interchange.

3. Roadway Lighting

Roadway lighting exists throughout the entire project corridor along Route 1. It should be noted that the crash records indicate that the number of crashes occurring during dusk, night and dawn exceed the 2008 statewide average as displayed in Table L-2. It is recommended that the entire project corridor be lighted in the proposed condition. Lighting calculations have not been performed to evaluate the system's conformance to NJDOT current illuminance requirements. Lighting calculations shall be done during preliminary design.

M. *Environmental*

A CED has been prepared by NJDOT and is included in Appendix G. During Feasibility Assessment, an Environmental Screening was performed by the NJDOT E-Team in October 2006 and offered the following information:

Cultural Resources
None

Section 4(f) Properties
None

Air/Noise
No significant impacts are expected. Land use within the study corridor is predominately commercial and no significant increase in traffic noise levels are expected

Ecology
The following environmental permits and interagency coordination may be necessary:

- NJDEP Freshwater Wetlands - GP
- NJDEP Stormwater Management
- NJPDES Construction Activity Stormwater GP (RFA)
- NJDEP Water Quality Certificate

A NJDEP Freshwater Wetlands General Permit 10A –Very minor road crossing is required to permit the anticipated transition area impacts (4528 square feet) from the proposed roadway widening. While a Freshwater Wetlands General Permit – Outfalls and Intake Structures will be needed to permit the open water impacts (544 square feet).

Threatened and Endangered Species
None

Socioeconomic
The project will not result in any significant socioeconomic impacts.

Hazardous Waste
Project may impact 2 underground storage tanks located within 250 feet of the study corridor. Potential impacts will be re-evaluated once more detailed plans are available.

N. *Constructability and Staging of Construction*

Construction of the IPA is anticipated to be completed in three (3) stages during one construction season. Utility relocations, including overhead utility and utility poles, gas, water, and sanitary sewer will need to be performed at the onset of construction.

During Stage 1, the existing Jersey barrier currently separating the Southbound Route 1 express and CD lanes would be removed. The existing shoulder widths on either side of the barrier should provide sufficient work zone width for removal of the barrier, and construction of the new pavement. Existing traffic patterns on the express lanes (2 thru lanes) would be maintained with reduced left-hand shoulder. Temporary barrier may be required at the right edge of express travel lane and at the left edge of CD travel lane during Jersey barrier removal and full-depth pavement construction. It is anticipated that Stage 1 would be in place for approximately 4 months.

Stage 2 would encompass the widening of Route 1 to the west (approximately 12 feet), reconstruction/realignment of impacted driveways, construction of the CD roadway and construction of the connector roadway between the Patio World/Tweeter retail stores and Mercer Mall. It should be noted that the connector roadway needs to be constructed prior to driveway reconstruction to allow motorists to enter and exit the properties. Stage 2 should also include construction of proposed drainage, relocation of highway lighting where impacted, and signing installations/relocations. It is anticipated that Stage 2 would be in place for approximately 4 months.

During Stage 2, CD travel lanes will be shifted to the roadway section completed during Stage 1. This will allow the Contractor to complete full-depth pavement construction for the CD lanes. Special consideration for exits and driveways will be required to maintain adequate access for the adjacent sites. Travel lane and driveway closures for construction should be performed according to the NJDOT approved lane closure schedule using temporary diversions. Multiple adjacent driveway closures should not be permitted so that adjacent driveways can be used for the temporary diversions. For example, when the Nassau Park Mall entrance driveway is closed, motorists would use the Quaker Bridge Road/Province Line Road exit to access Nassau Park Mall. Advanced signing should be developed during preliminary design to notify motorists of temporary closures and changes to driveways.

It is anticipated that the existing sign bridges in this area would not be impacted by construction as they are located beyond the project limits or outside the limits of construction. The existing cantilever sign for the Quaker Bridge Road/Province Line Road would be removed. Overhead sign panels on the remaining sign bridges will be replaced due to the change in traffic patterns. At the completion of Stage 2, sign panels related to the Quaker Bridge Road/Province Line Road exit ramps will be replaced using temporary lane closures in accordance with the NJDOT

approved lane closure schedule. It is recommended that the CD roadway be closed during the removal and replacement of the overhead sign panels with partial closure of the express lanes as needed. Coordination with Traffic Operations South will be required for this work. Temporary ground mounted exit signs should be used if needed during construction. The proposed traffic patterns would be initiated on the completed CD roadway.

Stage 3 would include construction of the new curbed median between the express and CD lanes and final striping. Temporary lane closures, in accordance with the NJDOT approved lane closure schedule, would be needed at various points through construction and might be needed at the north end of the project where the CD and express lanes begin (approximately Station 300+00). Proposed ground-mounted signing for the new traffic pattern would be uncovered during this stage and irrelevant signs removed. New overhead sign panels and final striping should be performed during off-peak hours in accordance with the NJDOT approved lane closure schedule. The estimated duration of Stage 3 is one (1) month.

The following allowable lane closure schedule was used during the Route 1 Southbound Operational Improvements at I-95/295 Interchange. It is anticipated that the same schedule would apply for this project.

Route 1 Southbound, January 16 through November 14 (one lane closed)

Monday through Thursday	9:00 PM to 6:00 AM (the next day)
Friday	10:00 PM to 8:00 AM (Saturday)
Saturday	10:00 PM to 10:00 AM (Sunday)
Sunday	8:00 PM to 6:00 AM (Monday)

Route 1 Southbound, November 15 through January 15 (one lane closed)

Monday through Thursday	10:00 PM to 6:00 AM (the next day)
Friday	11:00 PM to 8:00 AM (Saturday)
Saturday	11:00 PM to 10:00 AM (Sunday)
Sunday	8:00 PM to 6:00 AM (Monday)

Traffic shifts (maintaining existing lanes) shall be permitted at any time, with no restrictions due to holidays.

Shoulder closures will be permitted at any time but subject to the approval of the Resident Engineer, Regional Traffic Engineer – Work Zone T.S. & S.E., and the Bureau of Traffic Operations South. In addition, single lane or shoulder closures will not be permitted on the following holidays:

Easter Sunday	(Including 6:00 AM Saturday to noon Monday)
Memorial Day	(See note below)
Independence Day	(See note below)
Labor Day	(See note below)
Election Day	(See note below)
Thanksgiving Day	(See note below)

Christmas Day	(See note below)
New Years Day	(See note below)

Note:

If holiday falls on:	No lane closures permitted:
Sunday or Monday	6:00 AM Friday until noon Tuesday
Tuesday	6:00 AM Friday until noon Wednesday
Wednesday	6:00 AM Friday until noon Thursday
Thursday	6:00 AM Friday until noon Monday
Friday or Saturday	6:00 AM Friday until noon Monday

Coordination with local utility companies will be needed to identify and perform necessary relocations within the project limits. Any necessary relocation should be performed prior to Stage 1. The following include but are not limited to utilities with potential impacts:

- Public Service Electric and Gas Company
- Verizon of New Jersey
- New Jersey American Water Company
- Ewing – Lawrence Sewerage Authority
- Comcast Cablevision Communications

During construction, portable VMS signs should be used to inform motorists of lane and driveway closures and the impending change to traffic patterns. For example, "On or about (date), new traffic patterns on Southbound Route 1 at Quaker Bridge Road". All messages should be directed and approved by the Resident Engineer, Traffic Signal & Safety Engineering, Regional Traffic Engineer – Work Zone and the Bureau of Traffic Operations South.

NJ Transit and Mercer County TMA should be notified in advance of any driveway closures so they may inform their bus and shuttle drivers and plan for alternate routes to minimize delays to their passengers. Coordination with all local emergency services, including but not limited to police, fire, EMS, is needed for driveway and ramp closures.

O. *Community Involvement*

Several community meetings were held during the course of the project. A listing of the meetings, attendees, and their relevance to the study is included below.

Meeting Date	Purpose of Meeting	Attendees
June 15, 2005	NJDOT Kickoff Meeting	PB, NJDOT DPPD
August 10, 2005	Status meeting with NJDOT Statewide Planning	PB, NJDOT DPPD, NJDOT Statewide Planning
August 23, 2005	NJDOT meeting with Lawrence Twp concerning NJ Transit BRT study	Lawrence Twp, NJ Transit, NJDOT Statewide Planning

Meeting Date	Purpose of Meeting	Attendees
December 13, 2005	Local Officials Meeting	PB, NJDOT DPPD, NJDOT Community Relations, Lawrence Twp, West Windsor Twp, Mercer County
January 12, 2006	Meeting with NJDOT Resident Engineer to discuss project status	PB, NJDOT DPPD, NJDOT Community Relations, NJDOT Bridge/Maintenance Engineering
January 24, 2006	Scope Team meeting concerning access along Route 1 SB	PB, NJDOT – Design Services, TSSE, TE&I, Access Permits, Community Relations
February 3, 2006	Scope Team meeting follow up	PB, NJDOT – DPPD, TSSE, Access Design, Access Permits, ITS
April 28, 2006	Core Group Meeting	PB, FHWA, NJDOT – DPPD, Bike/Ped, TE&I, CPM, ROW, Construction Engineering, Value Engineering, Access Permits, TSSE, Design Services, Construction, Environmental Resources
September 11, 2006	Local Officials Meeting – Safety Improvements	PB, NJ Transit, Mercer County, Lawrence Twp, West Windsor Twp, NJDOT – DPPD, Community Relations
December 11, 2006	Lawrence Township Coordination Meeting regarding medium-term concepts	PB, NJDOT-DPPD, Community Relations, Lawrence Twp
January 30, 2007	Local Officials Meeting/Pre-Workshop Meeting	PB, NJ Transit, West Windsor, Lawrence Twp, Mercer County, NJDOT – DPPD, Community Relations
November 27, 2007	Stakeholders Meeting	PB, NJDOT – DPPD, Community Relations, Access Design, Lawrence Twp, West Windsor, Midas Auto Service, NY Golf Center, Mercer Mall, Quaker Bridge Mall, Patio World, Makefield LP

A resolution of support was received from Lawrence Township, dated October 13, 2009. Minutes for the meetings and public feedback are included in Appendix I.

P. *Value Engineering Coordination*

NJDOT Value Engineering has reviewed the various schemes provided during Concept Development phase. Further coordination was not required during Feasibility Assessment.

IV. CONCLUSION AND PRELIMINARY DESIGN SCOPE OF WORK

A. *Conclusion*

In Feasibility Assessment, identified alternatives are further refined through a process that includes the NJDOT SME's and outside stakeholders. Throughout FA, meetings with local municipal and county officials were held, along with affected property owners meetings and stakeholder meetings to gather information and feedback on the alternatives under consideration. This feedback helped refine the alternatives until an approved project plan was identified. Also during FA, preliminary engineering activities were conducted to bring the design of the project to a level of detail necessary to support the environmental documentation, right-of-way needs and establish the permits needed in preliminary design to advance the project to construction.

The findings of this Feasibility Assessment Report support the selection of Concept 2B as the Initially Preferred Alternative and advancement of the IPA into the Preliminary and Final Design phases.

The projects probable NEPA classification is as a minor project requiring the preparation of a Categorical Exclusion Documentation (CED), according to 23CFR771.117(d)(1) for the proposed modernization of a highway by reconstruction and addition of auxiliary lanes.

B. *Commitments*

<u>NJ Transit – Bus Rapid Transit Coordination</u>

On 2-24-05, a coordination meeting was held to learn the NJ Transit Bus Rapid Transit (BRT) initiatives in the vicinity of the subject project. Attendees were Danielle Graves of NJDOT-Statewide Planning, Tom Carbone & Abe Rezaeian of NJDOT- DPPD. The BRT study, initiated by NJT in Spring 2004, has developed alignment alternative solutions for exclusive bus routing in Bucks County in PA and Mercer County in Central New Jersey areas. Potential park-and-ride lots are identified for PA and NJ. The NJT alignment alternatives propose exclusive BRT lanes that pass in the vicinity of the Route 1 Southbound Project. These alternative alignments (mostly set back from Route 1 lanes) pass behind business facilities along both northbound and southbound sides. The BRT exclusive lanes cross Route 1 at locations such as the Quaker Bridge Mall ramp, Carnegie Center intersection, and at some areas, an alternate alignment alternative run adjacent to Route 1 lanes along the southbound direction. Upon receiving FTA approval, NJT intends to enter the next phase of more detailed BRT alternative studies. A copy of study area map, BRT alignment alternative and park & ride location plan is included in Appendix H – NJDOT Meeting Minutes. The IPA (Concept 2B) has no aspects that would preclude the BRT improvements; however, if further consideration is made towards the Concept 3 improvements, continual coordination with NJT is recommended to ensure compatibility.

C. *Key Issues of CD and FA Phases*

The following is a summary of key issues for the project:

- Safety concerns from the numerous access points along Route 1 SB in the project area. This issue is one of the driving goals of the project (as studied and reported by FHWA) and was discussed with all levels of project stakeholders. A reduction in the overall number of access points was provided and larger driveways (with larger curb return radii) will be utilized for shared access.
- Safety concerns of weaving traffic along Route 1 SB approaching the Quaker Bridge Road Interchange. Weaving at this location takes place since there are essentially 3 Route 1 SB lanes approaching the interchange and only 2 express lanes at the interchange, requiring the outer lane to either merge with the express lanes or follow the CD Road and later merge with the Route 1 main traffic. Adding a third express lane would reduce the amount of weaving and merging at this location. Further, eliminating the barrier and replacing with sloping curb (as utilized on the NB section of Route 1) would eliminate head-on crashes with the existing barrier curb / quadguard.
- Business owner concerns regarding a rear access road (Concept 3). As business owners were presented with the conceptual schemes with a rear access road, it was requested that their frontage entrance be preserved.
- Site Circulation Impacts to Mercer Mall as a result of shared access. Mercer Mall has requested a site circulation study to be performed to analyze impacts from additional shared access to their main mall driveways along Route 1. This effort is recommended to be included as a Right-of-Way NRE study during Preliminary Design.

D. *NJDOT Scope Statement*

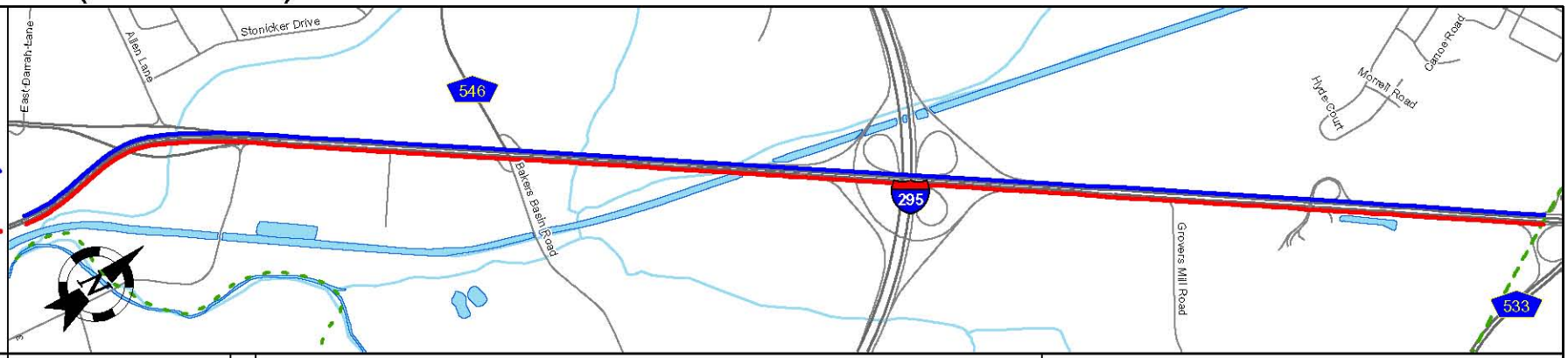
An NJDOT Scope Statement has been provided in Appendix N that details the NJDOT Activity Codes for the Preliminary and Final Design phases of this project.

APPENDIX A

STRAIGHT LINE DIAGRAM

US 1 (South to North)

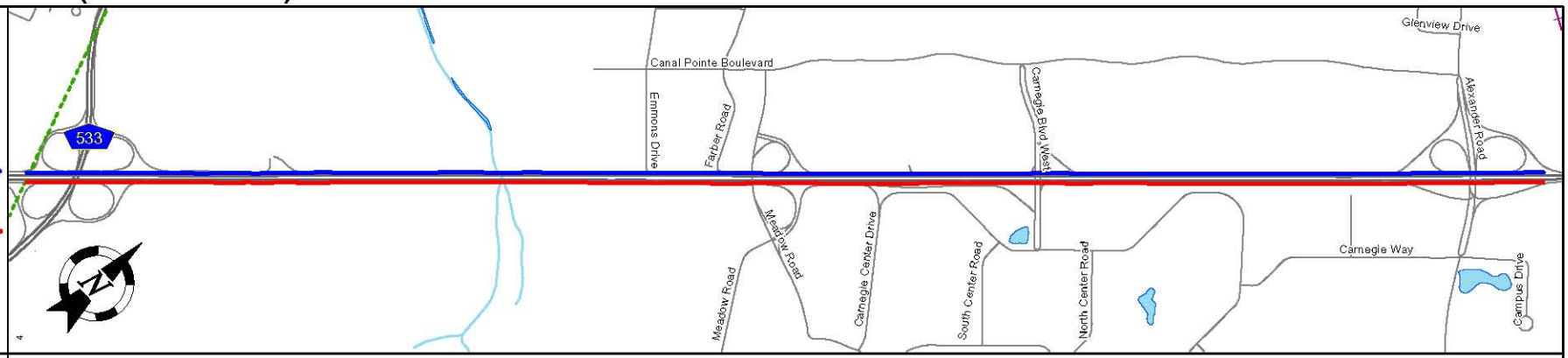
Mile Posts: 5.000 - 8.000



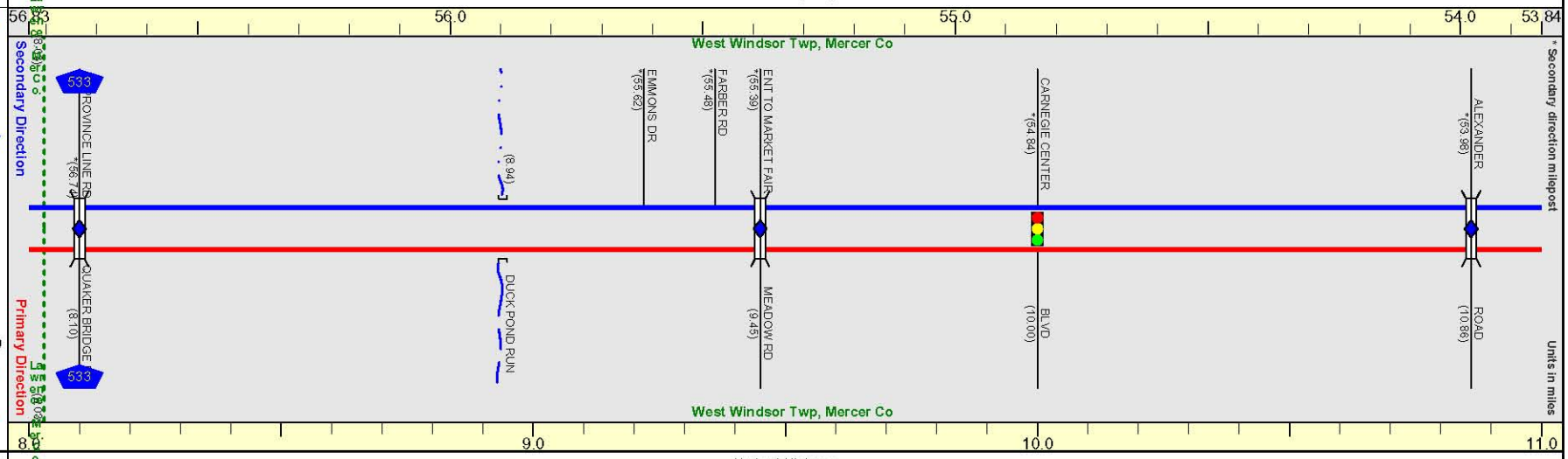
| | | |

US 1 (South to North)

Mile Posts: 8.000 - 11.000



Pavement	36
Shoulder	10 / 12
Number of Lanes	3 / 2 / 3
Speed Limit	55
Street Name	Herbert Highway



Street Name	Herbert Highway
Jurisdiction	N.J.D.O.T.
Functional Class	Urban Principal Arterial
Federal Aid - NHS Sy	NHS
Control Section	1103
Speed Limit	55
Number of Lanes	3
Med. Type	Positive
Med. Width	8
Pavement	36
Shoulder	15
Traffic Volume	
Traffic Sta. ID	
Structure No.	N/A / 1103153 / N/A
Enlarged Views	

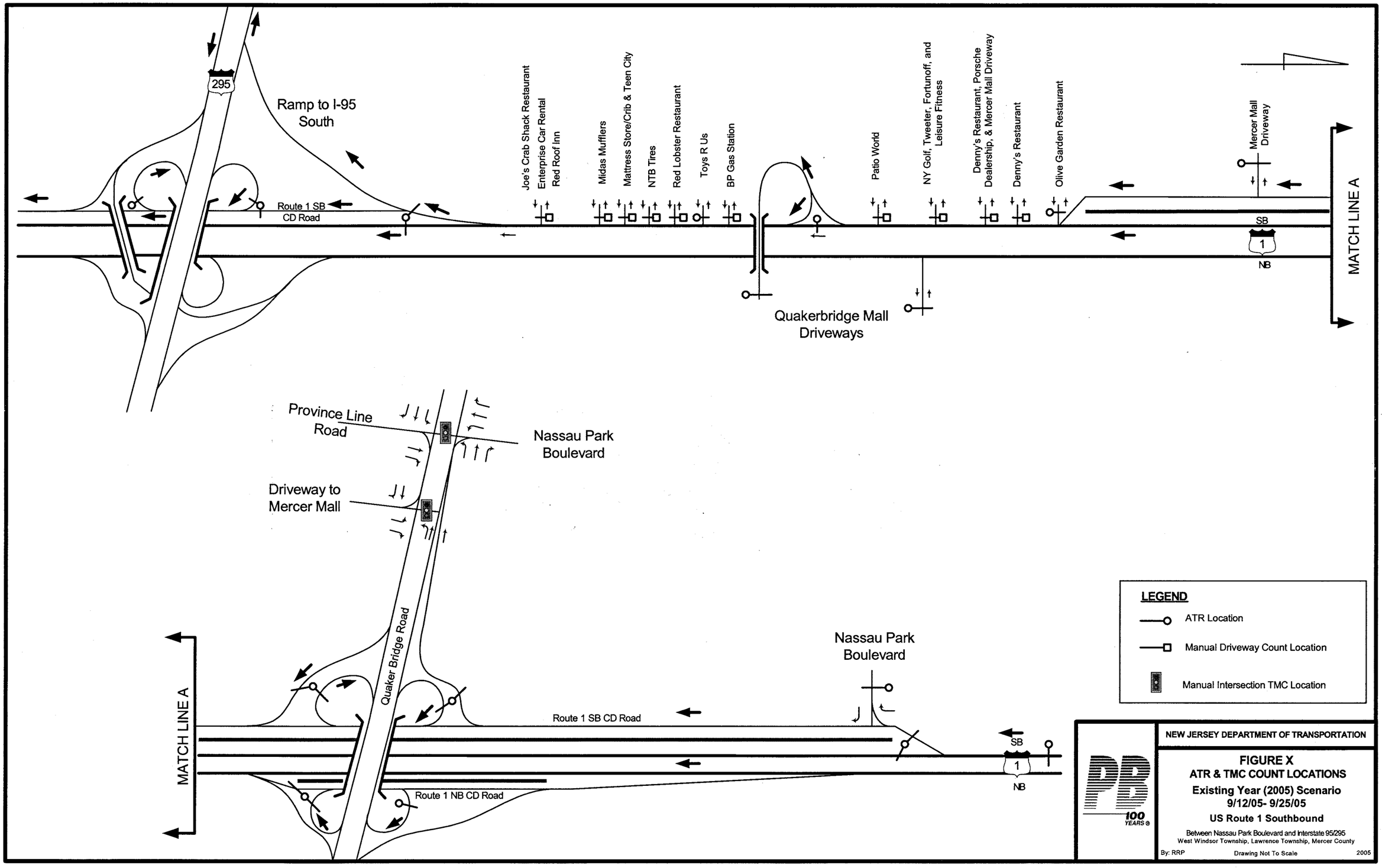
SRI = 00000001__

Date last inventoried: June 2007

Page Created: May 2008

APPENDIX B

TRAFFIC DIAGRAMS



Route 1 Volumes 2005 Existing.vsd

295

Ramp to I-95 South

1070

107

2171

2874

2288

4458

7382

Joe's Crab Shack Restaurant
22 38

Enterprise Car Rental
Red Roof Inn

Midas Mufflers
12 5

Mattress Store/Crib & Teen City
3 1

NTB Tires
8 5

Red Lobster Restaurant
30 45

Toys R Us
26 35

BP Gas Station
78 74

7362

780

92

6572

Patio World
8 38

NY Golf, Tweeter, Fortunoff, and Leisure Fitness
3 14

Denny's Restaurant, Porsche Dealership, & Mercer Mall Driveway
9 153

Denny's Restaurant
1 4

Olive Garden Restaurant
39 66

2718

4156

Champps
4

Mercer Mall Driveway
175 309

2848

SB
1
NB

MATCH LINE A

Quakerbridge Mall Driveways
91 185

Province Line Road
9 475 110
186 881 741
827 844
546 274 757

Nassau Park Boulevard

Driveway to Mercer Mall
405 1675
831 304
476 1137 211

Quaker Bridge Road

276

825

450

716

715

Route 1 SB CD Road

3158

Route 1 NB CD Road

Nassau Park Boulevard
664 594

7244

SB
1
NB

4156

MATCH LINE A

LEGEND

2011 Future Balanced Volumes (with Champp's and former "Wiz" Site. Not included: Quakerbridge Mall Expansion)

NEW JERSEY DEPARTMENT OF TRANSPORTATION

PM TRAFFIC FLOW DIAGRAM

Future No-Build Year (2011) Scenario

US Route 1 Southbound

Between Nassau Park Boulevard and Interstate 95/295

West Windsor Township, Lawrence Township, Mercer County

By: RRP Drawing Not To Scale 9/2006

Rte 1 Vol 2011 Nobuild.vsd

295

Ramp to I-95 South

1070 107 2171 2874

Joe's Crab Shack Restaurant 22 38
Enterprise Car Rental
Red Roof Inn

Midas Mufflers 12 5

Mattress Store/Crib & Teen City 3 1

NTB Tires 8 5

Red Lobster Restaurant 30 45

Toys R Us 26 35

2251 4422 7296 7319

780 92 6599

Patio World 8 38

NY Golf, Tweeter, Fortunoff, and Leisure Fitness 3 14

Denny's Restaurant, Porsche Dealership, & Mercer Mall Driveway 49 223 39 66

Olive Garden Restaurant and former "Wiz" Site

1388 5453

Champps 28 36

Mercer Mall Driveway 179 309

1518

SB 1 NB

MATCH LINE A

Quakerbridge Mall Driveways 91 185

Province Line Road 9 475 100 186 851 741 227 844 406 1675 548 274 757

Nassau Park Boulevard

Driveway to Mercer Mall 231 804 478 1137 211

Quaker Bridge Road

276 842 450

Route 1 SB CD Road 1845

Nassau Park Boulevard 664 594

7244 SB

5453

1 NB

Route 1 NB CD Road 716 715

MATCH LINE A

LEGEND

2011 Future Balanced Volumes (with Champp's and former "Wiz" Site. Not included: Quakerbridge Mall Expansion)

NEW JERSEY DEPARTMENT OF TRANSPORTATION

PB 100 YEARS

PM TRAFFIC FLOW DIAGRAM

Future Build Year (2011)
Concept 2B
US Route 1 Southbound

Between Nassau Park Boulevard and Interstate 95/295
West Windsor Township, Lawrence Township, Mercer County

By: RRP Drawing Not To Scale 9/2006

Rte 1 Vol 2011 Concept2B.vsd

APPENDIX C

HIGHWAY CAPACITY ANALYSES

NO-BUILD CONCEPT

Weaving
LOS: F

Unsignalized
LOS: F
95th% Queue= 440 ft

Weaving
LOS: F

Multi-Lane (Local)
LOS: E

Weaving
LOS: D

Diverge
LOS: C

Multi-Lane
LOS: F

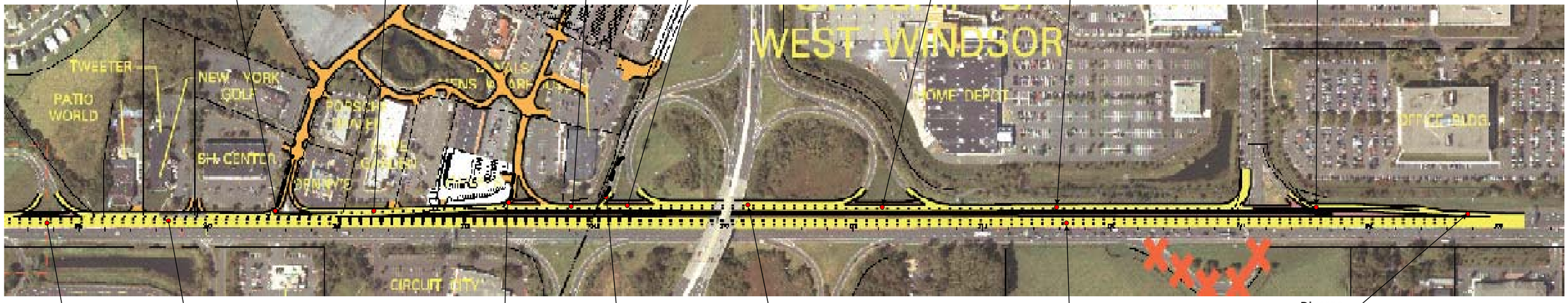
Unsignalized
LOS: F
95th% Queue= 40 ft

Unsignalized
LOS: F
95th% Queue= 200 ft

Multi-Lane
(Local)
LOS: E

Multi-Lane
(Express)
LOS: F

CONCEPT 2B



Unsignalized
LOS: F
95th% Queue= 160 ft

Weaving
LOS: B

Weaving
LOS: D

Multi-Lane (Local)
LOS: B

Multi-Lane (Local)
LOS: C

Weaving
LOS: C

Diverge
LOS: B

Multi-Lane
LOS: F

Weaving
LOS: F

Unsignalized
LOS: D
95th% Queue= 100 ft

Unsignalized
LOS: D
95th% Queue= 60 ft

Weaving
LOS: C

Multi-Lane
(Express)
LOS : D

Diverge
LOS: D

LEGEND:
Queue Length

NEW JERSEY DEPARTMENT OF TRANSPORTATION

PM PEAK LOS DIAGRAM

Future Build Year 2011
No Build and Concept 2B
US Route 1 Southbound

Between Nassau Park Boulevard and Interstate 95/295
West Windsor Township, Lawrence Township, Mercer County

Drawing Not To Scale

9/2006

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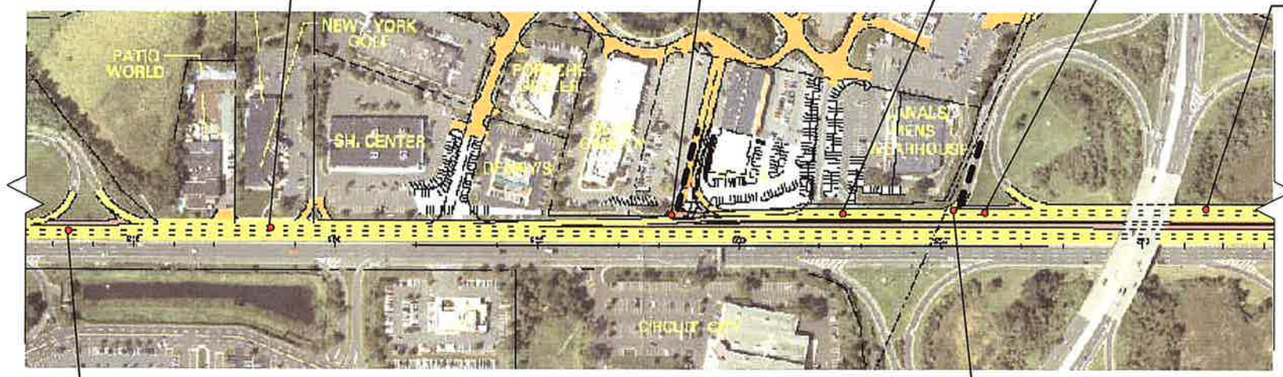
CONCEPT 2C



Weaving
LOS: F

Unsignalized
LOS: F
95th% Queue= 180 ft

Weaving
LOS: F

Multi-Lane
(Local)
LOS: B

Weaving
LOS: C

Multi-Lane
LOS: F

Unsignalized
LOS: D
95th% Queue= 100 ft

LEGEND:
Queue Length

NEW JERSEY DEPARTMENT OF TRANSPORTATION

PM PEAK LOS DIAGRAM

Future Build Year 2011
Concept 2C
US Route 1 Southbound

Between Nassau Park Boulevard and Interstate 95/295
West Windsor Township, Lawrence Township, Mercer County

Drawing Not To Scale 9/2006

display2_w0QBM_w02b_a.vsd

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information		Site Information	
Analyst	Solkem Gottingar	Freeway/Dir of Travel	ROUTE US 1 SB
Agency or Company	PBQD	Junction	Diverge 1
Date Performed	7/13/2006	Jurisdiction	Mercer County
Analysis Time Period	PM	Analysis Year	2011
Project Description	Route 1 SB Feasibility Assessement Concept No-Build		

Inputs

Upstream Adj Ramp	Terrain	Downstream Adj Ramp
☐ Yes ☐ On		☐ Yes ☐ On
☐ No ☐ Off		☐ No ☐ Off
L_{up} = ft	S_{FF} = 55.0 mph S_{FR} = 35.0 mph	L_{down} = ft
Vu = veh/h	Sketch (show lanes, L_A, L_D, V_R, V_f)	VD = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	Truck	%Rv	f_{HV}	f_p	v=V/PHF f_{HV} f_p
Freeway	4595	0.90	Level	2	0	0.990	1.00	5157
Ramp	594	0.90	Level	2	0	0.990	1.00	667
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM}= using Equation

V_{12}= pc/h

Capacity Checks

	Actual	Maximum	LOS F?
V_{FO}		See Exhibit 25-7	
V_{R12}		4600:All	

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/ mi /ln)

LOS = (Exhibit 25-4)

Speed Estimation

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S= mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} =1.000 using Equation 0

V_{12} = 5157 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$V_{FI}=V_F$	5157	4500	Yes
V_{12}	5157	4400:All	Yes
$V_{FO} = V_F - V_R$	4490	4500	No
V_R	667	2000	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 44.1 (pc/ mi /ln)

LOS= F (Exhibit 25-4)

Speed Estimation

D_s = 0.488 (Exhibit 25-19)

S_R= 48.7 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 48.7 mph (Exhibit 25-15)

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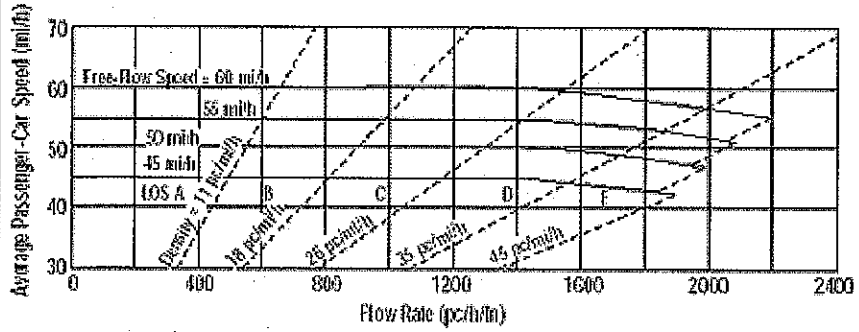
MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	O
Operational (LOS)	FFS, N, v_p	L
Design (N)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	L
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst	Solkem Gottingar
Agency or Company	PBQD
Date Performed	7/13/2006
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	ROUTE US 1 SB
From/To	Multilane 1
Jurisdiction	Mercer County
Analysis Year	2011

Project Description Route 1 SB Feasibility Assessement Concept No-Build

☑ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	5189	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	2
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	3

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.990

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearence, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.0
f_M (mi/h)	0.0
FFS (mi/h)	60.0

Operations

Operational (LOS)

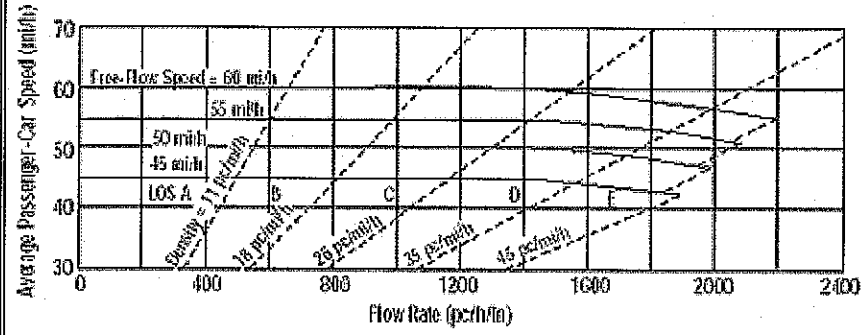
Flow Rate, v_p (pc/h/ln)	1941
Speed, S (mi/h)	57.0
D (pc/mi/ln)	34.0
LOS	D

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	O
Operational (LOS)	FFS, N, v_p	E
Design (N)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	L
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst	Solkem Gottingar
Agency or Company	PBQD
Date Performed	7/13/2006
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	ROUTE US 1 SB
From/To	Multilane 2
Jurisdiction	Mercer County
Analysis Year	2011

Project Description Route 1 SB Feasibility Assessement Concept No-Build

☑ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	5325	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	2
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	3

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.990

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearence, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.0
f_M (mi/h)	0.0
FFS (mi/h)	60.0

Operations

Operational (LOS)

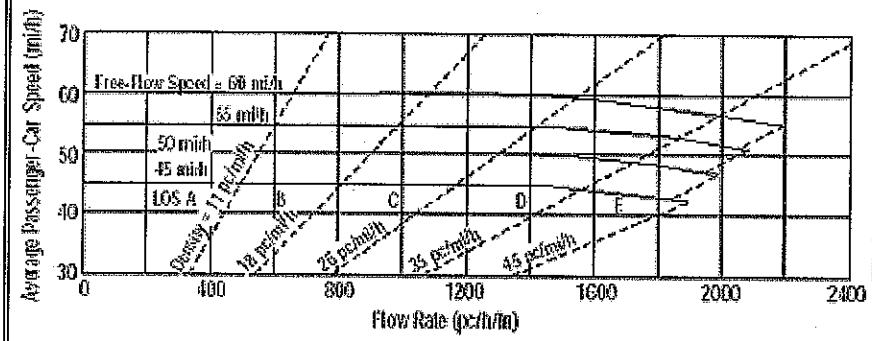
Flow Rate, v_p (pc/h/ln)	1991
Speed, S (mi/h)	56.6
D (pc/mi/ln)	35.2
LOS	E

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	O
Operational (LOS)	FFS, N, v_p	L
Design (N)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	L
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst	Solkem Gottingar
Agency or Company	PBQD
Date Performed	7/13/2006
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	ROUTE US 1 SB
From/To	Multilane (Express)
Jurisdiction	Mercer County
Analysis Year	2011

Project Description Route 1 SB Feasibility Assessement Concept No-Build

☑ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	3188	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	2
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.990

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearence, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.0
f_M (mi/h)	0.0
FFS (mi/h)	60.0

Operations

Operational (LOS)

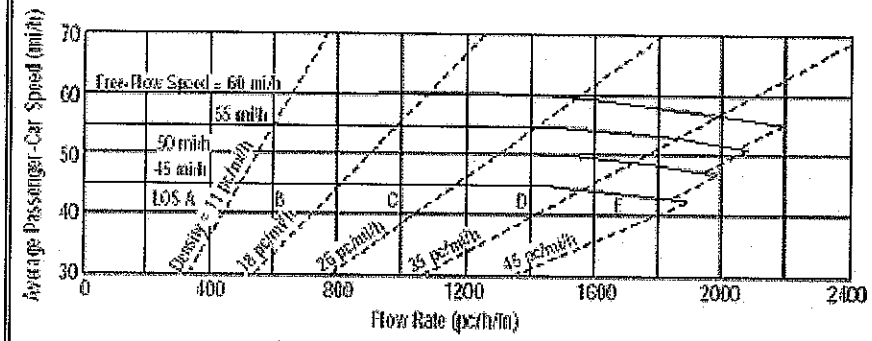
Flow Rate, v_p (pc/h/ln)	1788
Speed, S (mi/h)	58.1
D (pc/mi/ln)	30.8
LOS	D

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	O
Operational (LOS)	FFS, N, v_p	L
Design (N)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	L
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst	Solkem Gottingar
Agency or Company	PBQD
Date Performed	7/13/2006
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	ROUTE US 1 SB
From/To	Multilane (Local C-D) 1
Jurisdiction	Mercer County
Analysis Year	2011

Project Description Route 1 SB Feasibility Assessement Concept No-Build

☑ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	2140	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	2
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.990

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearence, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.0
f_M (mi/h)	0.0
FFS (mi/h)	60.0

Operations

Operational (LOS)

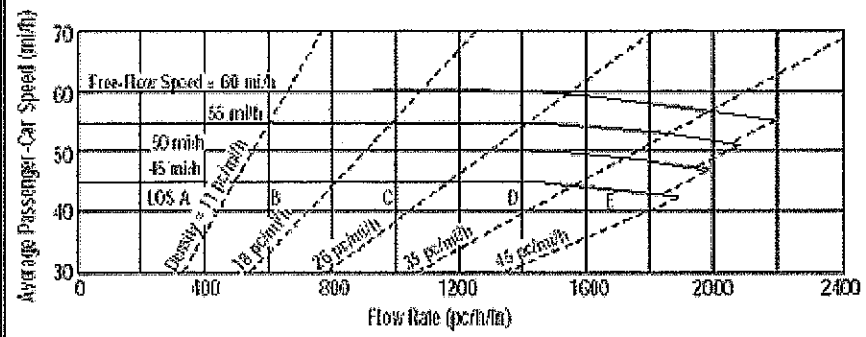
Flow Rate, v_p (pc/h/ln)	1200
Speed, S (mi/h)	60.0
D (pc/mi/ln)	20.0
LOS	C

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	O
Operational (LOS)	FFS, N, v_p	L
Design (N)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	L
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst	Solkem Gottingar
Agency or Company	PBQD
Date Performed	7/13/2006
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	ROUTE US 1 SB
From/To	Multilane (Local C-D) 2
Jurisdiction	Mercer County
Analysis Year	2011

Project Description Route 1 SB Feasibility Assessement Concept No-Build

☑ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1989	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	2
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.990

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearence, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.0
f_M (mi/h)	0.0
FFS (mi/h)	60.0

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1116
Speed, S (mi/h)	60.0
D (pc/mi/ln)	18.6
LOS	C

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Solkem Gottingar*	Intersection	
Agency/Co.	*PBQD*	Jurisdiction	*Mercer County*
Date Performed	*7/14/2006*	Analysis Year	*2011*
Analysis Time Period	*PM*		

Project Description *Route 1 SB Feasibility Assessement Concept No-Build*

East/West Street: *Quaker Bridge Road* | North/South Street: *Route US 1 SB*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*0*	*2040*	*0*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*2266*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*2*	*0*
Configuration					*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*0*	*0*	*235*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*0*	*261*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*1*
Configuration						*R*

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (vph)								*261*
C (m) (vph)								*249*
v/c								*1.05*
95% queue length								*10.67*
Control Delay								*113.6*
LOS								*F*
Approach Delay	--	--				*113.6*		
Approach LOS	--	--				*F*		

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	Solkem Gottingar
Agency/Company	PBQD
Date Performed	7/14/2006
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	ROUTE US 1 SB
Weaving Seg Location	Weaving 1
Jurisdiction	Mercer County
Analysis Year	2011

Inputs

Freeway free-flow speed, SFF (mi/h)	65	Weaving type	A
Weaving number of lanes, N	3	Volume ratio, VR	0.34
Weaving seg length, L (ft)	1160	Weaving ratio, R	0.17
Terrain	Level		

Conversions to pc/h Under Base Conditions

(pc/h)	V	PHF	Truck %	RV %	E_T	E_R	f_{HV}	f_p	v
Vo1	1534	0.90	2	0	1.5	1.2	0.990	1.00	1721
Vo2	0	0.90	2	0	1.5	1.2	0.990	1.00	0
Vw1	137	0.90	2	0	1.5	1.2	0.990	1.00	153
Vw2	644	0.90	2	0	1.5	1.2	0.990	1.00	722
Vw				875	Vnw				1721
V									2596

Weaving and Non-Weaving Speeds

	Unconstrained		Constrained	
	Weaving (i = w)	Non-Weaving (i = nw)	Weaving (i = w)	Non-Weaving (= nw)
a (Exhibit 24-6)	0.15	0.00		
b (Exhibit 24-6)	2.20	4.00		
c (Exhibit 24-6)	0.97	1.30		
d (Exhibit 24-6)	0.80	0.75		
Weaving intensity factor, Wi	0.71	0.37		
Weaving and non-weaving speeds, Si (mi/h)	47.17	55.13		

Number of lanes required for unconstrained operation, Nw 1.15
Maximum number of lanes, Nw (max) 1.40

☑ If Nw < Nw(max) unconstrained operation ☐ if Nw > Nw (max) constrained operation

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment speed, S (mi/h)	52.16
Weaving segment density, D (pc/mi/ln)	16.59
Level of service, LOS	B
Capacity of base condition, c_b (pc/h)	5280
Capacity as a 15-minute flow rate, c (veh/h)	5228
Capacity as a full-hour volume, c_h (veh/h)	4705

Notes

a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
b. Capacity constrained by basic freeway capacity.
c. Capacity occurs under constrained operating conditions.
d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
i. Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	PBQD
Date Performed	7/14/2006
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	ROUTE US 1 SB
Weaving Seg Location	Weaving 2
Jurisdiction	Mercer County
Analysis Year	2011

Inputs

Freeway free-flow speed, SFF (mi/h)	65	Weaving type	A
Weaving number of lanes, N	3	Volume ratio, VR	0.40
Weaving seg length, L (ft)	675	Weaving ratio, R	0.45
Terrain	Level		

Conversions to pc/h Under Base Conditions

(pc/h)	V	PHF	Truck %	RV %	E_T	E_R	fHV	fp	v
Vo1	1575	0.90	2	0	1.5	1.2	0.990	1.00	1767
Vo2	0	0.90	2	0	1.5	1.2	0.990	1.00	0
Vw1	565	0.90	2	0	1.5	1.2	0.990	1.00	634
Vw2	465	0.90	2	0	1.5	1.2	0.990	1.00	521
Vw				1155	Vnw				1767
V									2922

Weaving and Non-Weaving Speeds

	Unconstrained		Constrained	
	Weaving (i = w)	Non-Weaving (i = nw)	Weaving (i = w)	Non-Weaving (= nw)
a (Exhibit 24-6)	0.15	0.00		
b (Exhibit 24-6)	2.20	4.00		
c (Exhibit 24-6)	0.97	1.30		
d (Exhibit 24-6)	0.80	0.75		
Weaving intensity factor, Wi	1.35	0.77		
Weaving and non-weaving speeds, Si (mi/h)	38.42	46.09		

Number of lanes required for unconstrained operation, Nw 1.21
Maximum number of lanes, Nw (max) 1.40

☑ If Nw < Nw(max) unconstrained operation ☐ if Nw > Nw (max) constrained operation

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment speed, S (mi/h)	42.72
Weaving segment density, D (pc/mi/ln)	22.80
Level of service, LOS	B
Capacity of base condition, c_b (pc/h)	4564
Capacity as a 15-minute flow rate, c (veh/h)	4519
Capacity as a full-hour volume, c_h (veh/h)	4067

Notes

a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
b. Capacity constrained by basic freeway capacity.
c. Capacity occurs under constrained operating conditions.
d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
i. Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	PBQD
Date Performed	7/14/2006
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	ROUTE US 1 SB
Weaving Seg Location	Weaving 3
Jurisdiction	Mercer County
Analysis Year	2011

Inputs

Freeway free-flow speed, SFF (mi/h)	65	Weaving type	A
Weaving number of lanes, N	4	Volume ratio, VR	0.38
Weaving seg length, L (ft)	1090	Weaving ratio, R	0.03
Terrain	Level		

Conversions to pc/h Under Base Conditions

(pc/h)	V	PHF	Truck %	RV %	E_T	E_R	f_{HV}	f_p	v
Vo1	3354	0.90	2	0	1.5	1.2	0.990	1.00	3763
Vo2	0	0.90	2	0	1.5	1.2	0.990	1.00	0
Vw1	71	0.90	2	0	1.5	1.2	0.990	1.00	79
Vw2	1971	0.90	2	0	1.5	1.2	0.990	1.00	2211
Vw				2290	Vnw				3763
V									6053

Weaving and Non-Weaving Speeds

	Unconstrained		Constrained	
	Weaving (i = w)	Non-Weaving (i = nw)	Weaving (i = w)	Non-Weaving (= nw)
a (Exhibit 24-6)			0.15	0.00
b (Exhibit 24-6)			4.00	4.00
c (Exhibit 24-6)			0.97	1.30
d (Exhibit 24-6)			0.80	0.75
Weaving intensity factor, Wi			3.20	0.52
Weaving and non-weaving speeds, Si (mi/h)			28.09	51.23

Number of lanes required for unconstrained operation, Nw 1.77
Maximum number of lanes, Nw (max) 1.40

☐ If Nw < Nw(max) unconstrained operation ☑ if Nw > Nw (max) constrained operation

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment speed, S (mi/h)	39.06
Weaving segment density, D (pc/mi/ln)	38.74
Level of service, LOS	E
Capacity of base condition, c_b (pc/h)	6710
Capacity as a 15-minute flow rate, c (veh/h)	6644
Capacity as a full-hour volume, c_h (veh/h)	5980

Notes

a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
b. Capacity constrained by basic freeway capacity.
c. Capacity occurs under constrained operating conditions.
d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
i. Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	Solkem Gottingar	Freeway/Dir of Travel	ROUTE US 1 SB
Agency or Company	PBQD	Junction	Diverge 1
Date Performed	7/13/2006	Jurisdiction	Mercer County
Analysis Time Period	PM	Analysis Year	2011

Project Description: Route 1 SB Feasibility Assessement Concept 2B

Inputs

Upstream Adj Ramp	Terrain	Downstream Adj Ramp
☐ Yes ☐ On		☐ Yes ☐ On
☐ No ☐ Off		☐ No ☐ Off
L_{up} = ft	S_{FF} = 55.0 mph	L_{down} = ft
Vu = veh/h	S_{FR} = 35.0 mph	VD = veh/h
	Sketch (show lanes, L_A, L_D, V_R, V_f)	

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	Truck	%Rv	f_{HV}	f_p	v=V/PHF f_{HV} f_p
Freeway	6442	0.90	Level	2	0	0.990	1.00	7229
Ramp	1454	0.90	Level	2	0	0.990	1.00	1632
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM}= using Equation

V_{12}= pc/h

Capacity Checks

	Actual	Maximum	LOS F?
V_{FO}		See Exhibit 25-7	
V_{R12}		4600:All	

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/ mi /ln)

LOS = (Exhibit 25-4)

Speed Estimation

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S= mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} =0.436 using Equation 8

V_{12} = 4072 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$V_{FI}=V_F$	7229	9000	No
V_{12}	4072	4400:All	No
$V_{FO} = V_F - V_R$	5597	9000	No
V_R	1632	2000	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 34.8 (pc/ mi /ln)

LOS= D (Exhibit 25-4)

Speed Estimation

D_s = 0.575 (Exhibit 25-19)

S_R= 47.5 mph (Exhibit 25-19)

S_0= 58.1 mph (Exhibit 25-19)

S = 51.6 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	Solkem Gottingar	Freeway/Dir of Travel	ROUTE US 1 SB
Agency or Company	PBQD	Junction	Diverge 2
Date Performed	7/13/2006	Jurisdiction	Mercer County
Analysis Time Period	PM	Analysis Year	2011

Project Description: Route 1 SB Feasibility Assessement Concept 2B

Inputs

Upstream Adj Ramp	Terrain	Downstream Adj Ramp
☐ Yes ☐ On		☐ Yes ☐ On
☐ No ☐ Off		☐ No ☐ Off
L_{up} = ft	S_{FF} = 55.0 mph S_{FR} = 35.0 mph	L_{down} = ft
Vu = veh/h	Sketch (show lanes, L_A, L_D, V_R, V_f)	VD = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	Truck	%Rv	f_{HV}	f_p	v=V/PHF f_{HV} f_p
Freeway	1454	0.90	Level	2	0	0.990	1.00	1632
Ramp	432	0.90	Level	2	0	0.990	1.00	485
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM}= using Equation

V_{12}= pc/h

Capacity Checks

	Actual	Maximum	LOS F?
V_{FO}		See Exhibit 25-7	
V_{R12}		4600:All	

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/ mi /ln)

LOS = (Exhibit 25-4)

Speed Estimation

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S= mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} =1.000 using Equation 0

V_{12} = 1632 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$V_{FI}=V_F$	1632	4500	No
V_{12}	1632	4400:All	No
$V_{FO} = V_F - V_R$	1147	4500	No
V_R	485	2000	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 13.8 (pc/ mi /ln)

LOS= B (Exhibit 25-4)

Speed Estimation

D_s = 0.472 (Exhibit 25-19)

S_R= 48.9 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 48.9 mph (Exhibit 25-15)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	Solkem Gottingar	Freeway/Dir of Travel	ROUTE US 1 SB
Agency or Company	PBQD	Junction	Diverge 3
Date Performed	7/13/2006	Jurisdiction	Mercer County
Analysis Time Period	PM	Analysis Year	2011

Project Description: Route 1 SB Feasibility Assessement Concept 2B

Inputs

Upstream Adj Ramp	Terrain	Downstream Adj Ramp
☐ Yes ☐ On		☐ Yes ☐ On
☐ No ☐ Off		☐ No ☐ Off
L_{up} = ft	S_{FF} = 55.0 mph S_{FR} = 35.0 mph	L_{down} = ft
Vu = veh/h	Sketch (show lanes, L_A, L_D, V_R, V_f)	VD = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	Truck	%Rv	f_{HV}	f_p	v=V/PHF f_{HV} f_p
Freeway	1785	0.90	Level	2	0	0.990	1.00	2003
Ramp	174	0.90	Level	2	0	0.990	1.00	195
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 25-2 or 25-3)

P_{FM}= using Equation

V_{12}= pc/h

Capacity Checks

	Actual	Maximum	LOS F?
V_{FO}		See Exhibit 25-7	
V_{R12}		4600:All	

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/ mi /ln)

LOS = (Exhibit 25-4)

Speed Estimation

M_S = (Exibit 25-19)

S_R= mph (Exhibit 25-19)

S_0= mph (Exhibit 25-19)

S= mph (Exhibit 25-14)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 25-8 or 25-9)

P_{FD} =1.000 using Equation 0

V_{12} =2003 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$V_{FI}=V_F$	2003	4500	No
V_{12}	2003	4400:All	No
$V_{FO} = V_F - V_R$	1808	4500	No
V_R	195	2000	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 17.0 (pc/ mi /ln)

LOS= B (Exhibit 25-4)

Speed Estimation

D_s = 0.446 (Exhibit 25-19)

S_R= 49.2 mph (Exhibit 25-19)

S_0= N/A mph (Exhibit 25-19)

S = 49.2 mph (Exhibit 25-15)

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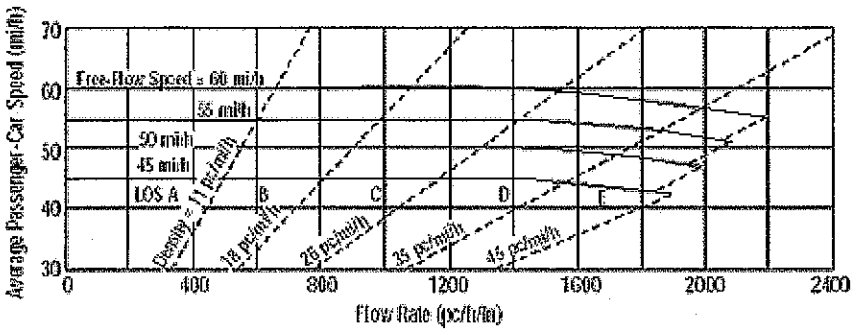
MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	O
Operational (LOS)	FFS, N, v_p	L
Design (N)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	L
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst	Solkem Gottingar
Agency or Company	PBQD
Date Performed	7/14/2006
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	Route US 1 SB
From/To	Multilane 1
Jurisdiction	Mercer County
Analysis Year	2011

Project Description Route 1 SB Feasibility Assessement Concept 2B

☑ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	6442	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	2
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	3

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.990

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearence, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.0
f_M (mi/h)	0.0
FFS (mi/h)	60.0

Operations

Operational (LOS)

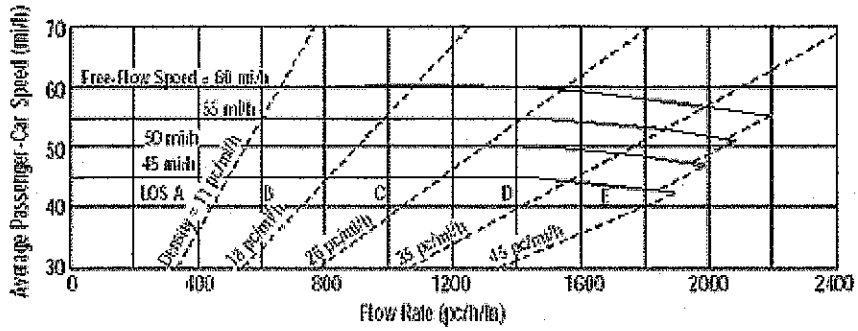
Flow Rate, v_p (pc/h/ln)	2409
Speed, S (mi/h)	
D (pc/mi/ln)	
LOS	F

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	O
Operational (LOS)	FFS, N, v_p	L
Design (N)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	L
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst	Solkem Gottingar
Agency or Company	PBQD
Date Performed	7/14/2006
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	Route US 1 SB
From/To	Multilane (Express)
Jurisdiction	Mercer County
Analysis Year	2011

Project Description Route 1 SB Feasibility Assessement Concept 2B

☑ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	4734	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	2
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	3

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.990

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearence, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.0
f_M (mi/h)	0.0
FFS (mi/h)	60.0

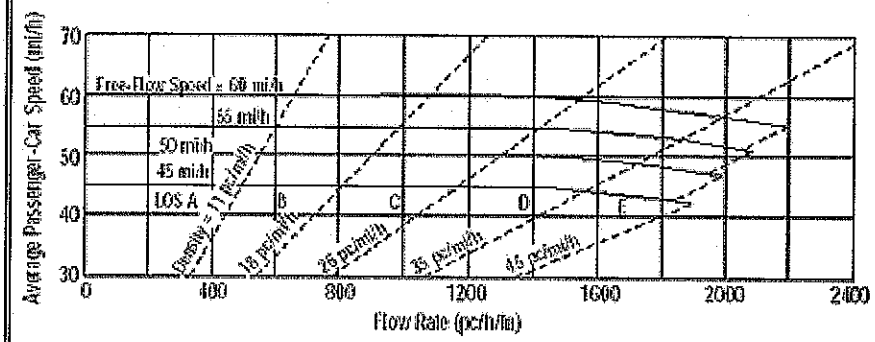
Operations

Operational (LOS)	
Flow Rate, v_p (pc/h/ln)	1770
Speed, S (mi/h)	58.2
D (pc/mi/ln)	30.4
LOS	D

Design

Design (N)	
Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	C
Operational (LOS)	FFS, N, v_p	E
Design (N)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	E
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst	Solkem Gottingar
Agency or Company	PBQD
Date Performed	7/14/2006
Analysis Time Period	PM

Site Information

Highway/Direction to Travel	Route US 1 SB
From/To	Multilane 3
Jurisdiction	Mercer County
Analysis Year	2011

Project Description Route 1 SB Feasibility Assessement Concept 2B

☑ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	6003	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	2
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	3

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.990

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearence, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.0
f_M (mi/h)	0.0
FFS (mi/h)	60.0

Operations

Operational (LOS)	
Flow Rate, v_p (pc/h/ln)	2245
Speed, S (mi/h)	
D (pc/mi/ln)	
LOS	F

Design

Design (N)	
Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

FREEWAY WEAVING WORKSHEET

General Information

Analyst	Solkem Gottingar
Agency/Company	PBQD
Date Performed	7/14/2006
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	Route US 1 SB
Weaving Seg Location	Weaving 1
Jurisdiction	Mercer County
Analysis Year	2011

Inputs

Freeway free-flow speed, SFF (mi/h)	65	Weaving type	A
Weaving number of lanes, N	2	Volume ratio, VR	0.42
Weaving seg length, L (ft)	1160	Weaving ratio, R	0.26
Terrain	Level		

Conversions to pc/h Under Base Conditions

(pc/h)	V	PHF	Truck %	RV %	E_T	E_R	f_{HV}	f_p	v
Vo1	859	0.90	2	0	1.5	1.2	0.990	1.00	963
Vo2	0	0.90	2	0	1.5	1.2	0.990	1.00	0
Vw1	163	0.90	2	0	1.5	1.2	0.990	1.00	182
Vw2	463	0.90	2	0	1.5	1.2	0.990	1.00	519
Vw				701	Vnw				963
V									1664

Weaving and Non-Weaving Speeds

	Unconstrained		Constrained	
	Weaving (i = w)	Non-Weaving (i = nw)	Weaving (i = w)	Non-Weaving (= nw)
a (Exhibit 24-6)	0.15	0.00		
b (Exhibit 24-6)	2.20	4.00		
c (Exhibit 24-6)	0.97	1.30		
d (Exhibit 24-6)	0.80	0.75		
Weaving intensity factor, Wi	0.78	0.45		
Weaving and non-weaving speeds, Si (mi/h)	45.87	52.95		

Number of lanes required for unconstrained operation, Nw 0.88
Maximum number of lanes, Nw (max) 1.40

☑ If Nw < Nw(max) unconstrained operation ☐ if Nw > Nw (max) constrained operation

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment speed, S (mi/h)	49.72
Weaving segment density, D (pc/mi/ln)	16.73
Level of service, LOS	B
Capacity of base condition, c_b (pc/h)	
Capacity as a 15-minute flow rate, c (veh/h)	
Capacity as a full-hour volume, c_h (veh/h)	

Notes

a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
b. Capacity constrained by basic freeway capacity.
c. Capacity occurs under constrained operating conditions.
d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
i. Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	Solkem Gottingar
Agency/Company	PBQD
Date Performed	7/14/2006
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	Route US 1 SB
Weaving Seg Location	Weaving 2
Jurisdiction	Mercer County
Analysis Year	2011

Inputs

Freeway free-flow speed, SFF (mi/h)	65	Weaving type	A
Weaving number of lanes, N	2	Volume ratio, VR	0.55
Weaving seg length, L (ft)	675	Weaving ratio, R	0.47
Terrain	Level		

Conversions to pc/h Under Base Conditions

(pc/h)	V	PHF	Truck %	RV %	E_T	E_R	fHV	fp	v
Vo1	749	0.90	2	0	1.5	1.2	0.990	1.00	840
Vo2	0	0.90	2	0	1.5	1.2	0.990	1.00	0
Vw1	495	0.90	2	0	1.5	1.2	0.990	1.00	555
Vw2	436	0.90	2	0	1.5	1.2	0.990	1.00	489
Vw				1044	Vnw				840
V									1884

Weaving and Non-Weaving Speeds

	Unconstrained		Constrained	
	Weaving (i = w)	Non-Weaving (i = nw)	Weaving (i = w)	Non-Weaving (= nw)
a (Exhibit 24-6)	0.15	0.00		
b (Exhibit 24-6)	2.20	4.00		
c (Exhibit 24-6)	0.97	1.30		
d (Exhibit 24-6)	0.80	0.75		
Weaving intensity factor, Wi	1.65	1.13		
Weaving and non-weaving speeds, Si (mi/h)	35.72	40.78		

Number of lanes required for unconstrained operation, Nw 1.01
Maximum number of lanes, Nw (max) 1.40

☑ If Nw < Nw(max) unconstrained operation ☐ if Nw > Nw (max) constrained operation

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment speed, S (mi/h)	37.81
Weaving segment density, D (pc/mi/ln)	24.91
Level of service, LOS	C
Capacity of base condition, c_b (pc/h)	
Capacity as a 15-minute flow rate, c (veh/h)	
Capacity as a full-hour volume, c_h (veh/h)	

Notes

a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
b. Capacity constrained by basic freeway capacity.
c. Capacity occurs under constrained operating conditions.
d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
i. Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	PBQD
Date Performed	7/14/2006
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	Route US 1 SB
Weaving Seg Location	Weaving 3
Jurisdiction	Mercer County
Analysis Year	2011

Inputs

Freeway free-flow speed, SFF (mi/h)	65	Weaving type	A
Weaving number of lanes, N	2	Volume ratio, VR	0.32
Weaving seg length, L (ft)	200	Weaving ratio, R	0.36
Terrain	Level		

Conversions to pc/h Under Base Conditions

(pc/h)	V	PHF	Truck %	RV %	E_T	E_R	f_{HV}	f_p	v
Vo1	1011	0.90	2	0	1.5	1.2	0.990	1.00	1134
Vo2	0	0.90	2	0	1.5	1.2	0.990	1.00	0
Vw1	174	0.90	2	0	1.5	1.2	0.990	1.00	195
Vw2	304	0.90	2	0	1.5	1.2	0.990	1.00	341
Vw				536	Vnw				1134
V									1670

Weaving and Non-Weaving Speeds

	Unconstrained		Constrained	
	Weaving (i = w)	Non-Weaving (i = nw)	Weaving (i = w)	Non-Weaving (= nw)
a (Exhibit 24-6)	0.15	0.00		
b (Exhibit 24-6)	2.20	4.00		
c (Exhibit 24-6)	0.97	1.30		
d (Exhibit 24-6)	0.80	0.75		
Weaving intensity factor, Wi	2.72	1.26		
Weaving and non-weaving speeds, Si (mi/h)	29.77	39.35		

Number of lanes required for unconstrained operation, Nw 0.60
Maximum number of lanes, Nw (max) 1.40

☑ If Nw < Nw(max) unconstrained operation ☐ if Nw > Nw (max) constrained operation

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment speed, S (mi/h)	35.66
Weaving segment density, D (pc/mi/ln)	23.41
Level of service, LOS	C
Capacity of base condition, c_b (pc/h)	
Capacity as a 15-minute flow rate, c (veh/h)	
Capacity as a full-hour volume, c_h (veh/h)	

Notes

a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
b. Capacity constrained by basic freeway capacity.
c. Capacity occurs under constrained operating conditions.
d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
i. Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	PBQD
Date Performed	7/14/2006
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	Route US 1 SB
Weaving Seg Location	Weaving 4
Jurisdiction	Mercer County
Analysis Year	2011

Inputs

Freeway free-flow speed, SFF (mi/h)	65	Weaving type	A
Weaving number of lanes, N	2	Volume ratio, VR	0.34
Weaving seg length, L (ft)	800	Weaving ratio, R	0.17
Terrain	Level		

Conversions to pc/h Under Base Conditions

(pc/h)	V	PHF	Truck %	RV %	E_T	E_R	f_{HV}	f_p	v
Vo1	940	0.90	2	0	1.5	1.2	0.990	1.00	1054
Vo2	0	0.90	2	0	1.5	1.2	0.990	1.00	0
Vw1	83	0.90	2	0	1.5	1.2	0.990	1.00	93
Vw2	403	0.90	2	0	1.5	1.2	0.990	1.00	452
Vw				545	Vnw				1054
V									1599

Weaving and Non-Weaving Speeds

	Unconstrained		Constrained	
	Weaving (i = w)	Non-Weaving (i = nw)	Weaving (i = w)	Non-Weaving (= nw)
a (Exhibit 24-6)	0.15	0.00		
b (Exhibit 24-6)	2.20	4.00		
c (Exhibit 24-6)	0.97	1.30		
d (Exhibit 24-6)	0.80	0.75		
Weaving intensity factor, Wi	0.89	0.45		
Weaving and non-weaving speeds, Si (mi/h)	44.09	53.02		

Number of lanes required for unconstrained operation, Nw 0.73
Maximum number of lanes, Nw (max) 1.40

☑ If Nw < Nw(max) unconstrained operation ☐ if Nw > Nw (max) constrained operation

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment speed, S (mi/h)	49.60
Weaving segment density, D (pc/mi/ln)	16.12
Level of service, LOS	B
Capacity of base condition, c_b (pc/h)	
Capacity as a 15-minute flow rate, c (veh/h)	
Capacity as a full-hour volume, c_h (veh/h)	

Notes

a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
b. Capacity constrained by basic freeway capacity.
c. Capacity occurs under constrained operating conditions.
d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
i. Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	PBQD
Date Performed	7/14/2006
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	Route US 1 SB
Weaving Seg Location	Weaving 5
Jurisdiction	Mercer County
Analysis Year	2011

Inputs

Freeway free-flow speed, SFF (mi/h)	65	Weaving type	A
Weaving number of lanes, N	4	Volume ratio, VR	0.02
Weaving seg length, L (ft)	450	Weaving ratio, R	0.44
Terrain	Level		

Conversions to pc/h Under Base Conditions

(pc/h)	V	PHF	Truck %	RV %	E_T	E_R	fHV	fp	v
Vo1	5967	0.90	2	0	1.5	1.2	0.990	1.00	6696
Vo2	0	0.90	2	0	1.5	1.2	0.990	1.00	0
Vw1	69	0.90	2	0	1.5	1.2	0.990	1.00	77
Vw2	55	0.90	2	0	1.5	1.2	0.990	1.00	61
Vw				138	Vnw				6696
V									6834

Weaving and Non-Weaving Speeds

	Unconstrained		Constrained	
	Weaving (i = w)	Non-Weaving (i = nw)	Weaving (i = w)	Non-Weaving (= nw)
a (Exhibit 24-6)	0.15	0.00		
b (Exhibit 24-6)	2.20	4.00		
c (Exhibit 24-6)	0.97	1.30		
d (Exhibit 24-6)	0.80	0.75		
Weaving intensity factor, Wi	1.62	0.62		
Weaving and non-weaving speeds, Si (mi/h)	36.03	48.98		

Number of lanes required for unconstrained operation, Nw 0.28
Maximum number of lanes, Nw (max) 1.40

☑ If Nw < Nw(max) unconstrained operation ☐ if Nw > Nw (max) constrained operation

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment speed, S (mi/h)	48.63
Weaving segment density, D (pc/mi/ln)	35.13
Level of service, LOS	E
Capacity of base condition, c_b (pc/h)	7342
Capacity as a 15-minute flow rate, c (veh/h)	7269
Capacity as a full-hour volume, c_h (veh/h)	6542

Notes

a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
b. Capacity constrained by basic freeway capacity.
c. Capacity occurs under constrained operating conditions.
d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
i. Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Solkem Gottingar*	Intersection	*Quaker Bridge/EB Route 1 SB On*
Agency/Co.	*PBQD*	Jurisdiction	*Mercer County*
Date Performed	*7/14/2006*	Analysis Year	*2011*
Analysis Time Period	*PM*		

Project Description	*Route 1 SB Feasibility Assessement Concept 2B*
East/West Street: *Quaker Bridge EB Off-Ramp*	North/South Street: *Route US 1 SB*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*0*	*1185*	*0*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*1316*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*2*	*0*
Configuration					*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*0*	*0*	*304*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*0*	*337*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*1*
Configuration						*R*

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (vph)								*337*
C (m) (vph)								*464*
v/c								*0.73*
95% queue length								*5.82*
Control Delay								*30.7*
LOS								*D*
Approach Delay	--	--				*30.7*		
Approach LOS	--	--				*D*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Solkem Gottingar*	Intersection	*Mercer Mall Driveway 1/Route 1*
Agency/Co.	*PBQD*	Jurisdiction	*Mercer County*
Date Performed	*7/14/2006*	Analysis Year	*2011*
Analysis Time Period	*PM*		

Project Description	*Route 1 SB Feasibility Assessement Concept 2B*
East/West Street: *Mercer Mall Driveway 1*	North/South Street: *Route US 1 SB*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*0*	*1315*	*0*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*1461*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*2*	*0*
Configuration					*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*0*	*0*	*99*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*0*	*110*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*1*
Configuration						*R*

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (vph)								*110*
C (m) (vph)								*422*
v/c								*0.26*
95% queue length								*1.03*
Control Delay								*16.5*
LOS								*C*
Approach Delay	--	--				*16.5*		
Approach LOS	--	--				*C*		

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APPENDIX D

ACCIDENT DATA

TOWNSHIP OF LAWRENCE

MERCER COUNTY

MERCER MALL

TWEETER

PATIO WORLD

NEW YORK GOLF

DRIVEWAY TO BE REMOVED

PORSCHE DEALER

SH. CENTER

DENNY'S

OLIVE GARDEN

CHAMPS

CANALS/ MENS WEARHOUSE

QUAKERBRIDGE MALL

APPLEBEES/ EINSTEIN BAGELS

CIRCUIT CITY

SPORTS AUTHORITY

FIRESTONE TIRES

QUAKERBRIDGE ROAD

CRASH SUMMARY COMPARISON

LENGTH OF CORRIDOR=1 MILE (M.P. 7.5 – 8.5)
LENGTH OF SHOWN AREA=0.48 MILE (M.P. 7.55 – 8.03)

PRE CRASH SUMMARY (JAN. 1, 2003 TO DEC. 31, 2004) (24 MONTHS)	POST CRASH SUMMARY (NOV. 14, 2004 TO FEB. 15, 2006) (15 MONTHS)
CRASHES SHOWN=72 TOTAL CORRIDOR CRASHES=148 AVERAGE CRASH RATE TOTAL=148/24=6.2 SHOWN=72/24=3.0	CRASHES SHOWN=31 TOTAL CORRIDOR CRASHES=121 AVERAGE CRASH RATE TOTAL=121/15=8.1 SHOWN=31/15=2.1
(X) – NUMBER OF CRASHES	(X) – NUMBER OF CRASHES

PREDOMINANT TYPE OF CRASHES: – SAME DIRECTION–REAR END
– SAME DIRECTION–SIDESWIPE
– LOST CONTROL

ROUTE U.S. 1 SOUTHBOUND
FEASIBILITY ASSESSMENT
CRASH SUMMARY COMPARISON
(PRE AND POST REMOVAL OF NASSAU BLVD. TRAFFIC SIGNAL)

T:\00388\display_crashsum_rem_v8.dgn 13-JUL-2009 07:46 runk headdisplay.tbl \\Prjplot\Doc_Pl

NEW JERSEY DEPARTMENT OF TRANSPORTATION
MEMORANDUM

TO: Abe Rezaeian, Project Engineer
Division of Project Development

FROM: Kevin Conover, Section Chief KmC
Bureau of Safety Programs

DATE: January 13, 2010

PHONE: 530 – 2471

RE: Crash Data for Route 1 S/B MP 7.61 to 8.69
Lawrence Township, Mercer County

RECEIVED
JAN 14 2010
Division of Project Development

This is in reference to your request dated November 25, 2009, requesting this office to furnish the crash data for the above referenced location for the years 2006 through 2008.

CRASH DATA RELATIVE TO OVERREPRESENTATIONS:

The crash summaries relative to overrepresentations for the following section of Route 1 S/B for the period January 1, 2006 to December 31, 2008 are herewith attached. The percentages on the summary are 2008 statewide average values corresponding to overrepresented crash categories.

CRASH RATE:

Route	Mile Post	Cross-Section	Actual Crash Rate (Crashes/mvm.)	Statewide Crash Rate for Year 2008 (Crashes/mvm.)
1 S/B	7.61 – 8.69	4 lanes, barrier median, with shoulder	1.78	1.81

The crash rate for this section of Route 1 S/B exhibits a relatively safe crash record as it is below the year 2008 statewide average for roadways with similar cross-section.

Also, enclosed are the Details of Motor Vehicle Accidents for the years 2006 through 2008. The Details will show the crash frequency and severity at various locations (at/between intersection) along this portion of this Urban Principal Arterial. This information may help your office in any engineering decision that might be made to improve or upgrade this section of Route 1 S/B.

If there are any further questions, please contact Mr. Thomas Zim of this office at 530-4123.

WB:KC:TZ

BSP Log # 01-10

CRASH SUMMARY

State Route 1 S/B MP 7.61 - 8.69
Lawrence Township, Mercer County
01/01/2006 THRU 12/31/2008

TOTAL CRASHES: 82

SEVERITY	COUNT	% OF TOTAL	2008 Average
Fatal	0	0.00%	
Injury	21	25.61%	
Property Damage	61	74.39%	71.35%
Total	**82**		

INTERSECTION	COUNT	% OF TOTAL	2008 Average	**
At Signalized Intersection	2	2.44%		
At Unsignalized Intersection	10	12.20%		
Between Intersections	70	85.37%	71.48%	
Railroad Crossing	0	0.00%		
Total	**82**			

COLLISION TYPE	COUNT	% OF TOTAL	2008 Average	**
Same Dir.-Rear End	46	56.10%	46.71%	
Same Dir.-Sideswipe	22	26.83%	16.03%	
Angle	2	2.44%		
Head On	0	0.00%		
Parked Vehicle	1	1.22%		
Left Turn / U Turn	2	2.44%		
Backing	1	1.22%	0.83%	
Encroachment	0	0.00%		
Overturned	1	1.22%	0.83%	
Fixed Object	7	8.54%		
Animal	0	0.00%		
Pedestrian	0	0.00%		
Pedalcycle	0	0.00%		
Non-Fixed Object	0	0.00%		
Unknown	0	0.00%		
Other	0	0.00%		
Total	**82**			

SURFACE CONDITION	COUNT	% OF TOTAL	2008 Average	**
Dry	62	75.61%	74.44%	
Wet Surface	18	21.95%		
Snow	0	0.00%		
Ice	0	0.00%		
Unknown	0	0.00%		
Other	2	2.44%	0.39%	
Total	**82**			

LIGHT	COUNT	% OF TOTAL	2008 Average	**
Day	45	54.88%		
Dusk	5	6.10%	2.43%	
Night	29	35.37%	26.78%	
Dawn	3	3.66%	1.53%	
Unknown	0	0.00%		
Total	**82**			

Note:
** These columns indicate the number of fatal crashes in each accident category.

Length of Segment	1.08
Number of Years	3
AADT	39030

Crash Rate/MVM 1.78

2008 Statewide Crash Rate/MVM 1.81

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF SAFETY PROGRAMS
DETAIL OF MOTOR VEHICLE ACCIDENTS
ON ROUTE 1
MILEPOST 7.610 TO 8.690
01/01/2006 TO 12/31/2008

ROAD SYS D L N	COLLISION TYPE	VEHICLE 1 DIR TRAV VEH TYPE, VEH ACTN	VEHICLE 2 DIR TRAV VEH TYPE, VEH ACTN	WEA SUR	LITE	DATE	DOW	TIME	VEH 1 CONTRIB CIRCUMSTANCES	VEH 2 CONTRIB CIRCUMSTANCES	NO. KIL	NO. MAJ	INJURED MOD	INJURED MIN	NO. ACC
STATE HWY	*RT 1*	*MP 007.65*	*NEAR KELLY VIA DUEY*						*LAWRENCE TWP*	*MERCER*	*0*	*0*	*0*	*5*	*13*
06064941	SAME DIR-SIDE	S- PASS-GOING STRT	S- PASS-GOING STRT	CL/DR	DARK	04/10/06	MON	21:30	DRI INATTENTION	DRI INATTENTION	0	0	0	0	
06287738	SAME DIR-SIDE	N- SUV-GOING STRT	N- PASS-GOING STRT	CL/DR	DAY	12/24/06	SUN	14:47	NONE-DRIVER/CYC	NONE-DRIVER/CYC	0	0	0	0	
07104210	SAME DIR-REAR	S- PASS-SLOW-STOP	S- PASS-CHNG LANES	CL/DR	DAY	03/29/07	THR	16:29	NONE-DRIVER/CYC	FOLLOW TO CLOSE	0	0	0	0	
07153550	SAME DIR-REAR	S- PASS-STOP-TRAF	S- PASS-STOP-TRAF	CL/DR	DAY	07/07/07	SAT	14:44	NONE-DRIVER/CYC	NONE-DRIVER/CYC	0	0	0	0	
07207234	SAME DIR-REAR	S- SUV-CHNG LANES	S- SUV-GOING STRT	CL/DR	DAY	08/14/07	TUE	16:45	NONE-DRIVER/CYC	NONE-DRIVER/CYC	0	0	0	0	
07172677	SAME DIR-SIDE	S- PASS-GOING STRT	S-SEMIT-GOING STRT	RN/WT	DAY	08/21/07	TUE	:	IMP LANE CHANGE	IMP LANE CHANGE	0	0	0	0	
07207620	SAME DIR-REAR	S- SUV-SLOW-STOP	S- PASS-CHNG LANES	CL/DR	DAY	08/28/07	TUE	16:32	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
07191260	SAME DIR-REAR	S- SUV-SLOW-STOP	S- PASS-SLOW-STOP	CL/DR	DAY	09/12/07	WED	16:47	NONE-DRIVER/CYC	NONE-DRIVER/CYC	0	0	0	0	
07218378	SAME DIR-REAR	S- PASS-STOP-TRAF	S- PASS-SLOW-STOP	CL/DR	DUSK	10/03/07	WED	18:08	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
07221871	SAME DIR-SIDE	S- PASS-GOING STRT	S-SEMIT-CHNG LANES	CL/DR	DUSK	10/04/07	THR	18:52	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
07231319	SAME DIR-REAR	S- PASS-GOING STRT	S- SUV-GOING STRT	CL/DR	DARK	10/18/07	THR	16:47	NONE-DRIVER/CYC	NONE-DRIVER/CYC	0	0	0	3	
08045921	SAME DIR-SIDE	S- SUV-GOING STRT	S- PASS-GOING STRT	CL/DR	DAY	03/15/08	SAT	15:19	NONE-DRIVER/CYC	IMP LANE CHANGE	0	0	0	0	
08210230	SAME DIR-SIDE	S- PASS-GOING STRT	S- PASS-CHNG LANES	RN/WT	DARK	09/26/08	FRI	19:35	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	2	
STATE HWY	*RT 1*	*MP 007.65*	*AT RT. 3 WEST*						*LAWRENCE TWP*	*MERCER*	*0*	*0*	*0*	*0*	*1*
08167277	LEFT/U TURN	- PASS-U TURN	- PASS-GOING STRT	CL/WT	DARK	08/15/08	FRI	20:20	IMPROPER TURN	NONE-DRIVER/CYC	0	0	0	0	
STATE HWY	*RT 1*	*MP 007.67*	*NEAR KELLY VIA DUCT*						*LAWRENCE TWP*	*MERCER*	*0*	*0*	*0*	*2*	*2*
06228136	SAME DIR-REAR	N- SUV-STOP-TRAF	N- PASS-STOP-TRAF	CL/DR	DAY	10/15/06	SUN	14:19	NONE-DRIVER/CYC	NONE-DRIVER/CYC	0	0	0	1	
07226543	SAME DIR-SIDE	N- PASS-GOING STRT	N- PASS-	RN/WT	DAWN	10/11/07	THR	06:20	NONE-DRIVER/CYC	IMP LANE CHANGE	0	0	0	1	
STATE HWY	*RT 1*	*MP 007.70*	*NEAR QUAKERBRIDGE RD.*						*LAWRENCE TWP*	*MERCER*	*0*	*0*	*0*	*1*	*6*
06010294	SAME DIR-REAR	S- PASS-SLOW-STOP	S- SUV-SLOW-STOP	CL/DR	DARK	02/01/06	WED	18:43	NONE-DRIVER/CYC	NONE-DRIVER/CYC	0	0	0	0	
06253222	SAME DIR-SIDE	S- PASS-GOING STRT	S- PASS-CHNG LANES	RN/WT	DARK	11/13/06	MON	16:52	NONE-DRIVER/CYC	IMP LANE CHANGE	0	0	0	0	
07076764	SAME DIR-SIDE	S- PASS-GOING STRT	S- PASS-CHNG LANES	CL/DR	DAWN	01/24/07	WED	14:45	NONE-DRIVER/CYC	IMP LANE CHANGE	0	0	0	0	
07043378	FIXED OBJECT	S- PASS-	- -	CL/DR	DARK	01/26/07	FRI	20:06	UNSAFE SPEED		0	0	0	0	
07104148	SAME DIR-REAR	S- PASS-SLOW-STOP	S- PASS-GOING STRT	RN/WT	DAY	03/23/07	FRI	17:39	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	1	
07226555	SAME DIR-REAR	S- PASS-STOP-TRAF	S- PASS-GOING STRT	RN/WT	DARK	10/19/07	FRI	18:06	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
STATE HWY	*RT 1*	*MP 007.70*	*AT KELLY VIADUCT BRIDGE*						*LAWRENCE TWP*	*MERCER*	*0*	*0*	*0*	*0*	*1*
07134898	SAME DIR-SIDE	S- PASS-GOING STRT	S-BOBTL-CHNG LANES	CL/DR	DAY	07/17/07	TUE	16:39	NONE-DRIVER/CYC	IMP LANE CHANGE	0	0	0	0	
STATE HWY	*RT 1*	*MP 007.71*	*NEAR KELLI VIA DUCT*						*LAWRENCE TWP*	*MERCER*	*0*	*0*	*0*	*1*	*1*
07218370	SAME DIR-REAR	S-APWTR-CHNG LANES	S- PASS-GOING STRT	CL/DR	DAY	10/07/07	SUN	14:14	VEH HITCH ETC	NONE-DRIVER/CYC	0	0	0	1	
STATE HWY	*RT 1*	*MP 007.75*	*NEAR US1B*						*LAWRENCE TWP*	*MERCER*	*0*	*0*	*0*	*2*	*5*
06228127	SAME DIR-REAR	S- PASS-CHNG LANES	S- PASS-SLOW-STOP	RN/WT	DARK	10/17/06	TUE	17:55	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	1	
07112128	SAME DIR-REAR	W- SUV-SLOW-STOP	W- PASS-START TRAF	CL/DR	DAY	05/31/07	THR	13:32	NONE-DRIVER/CYC	FOLLOW TO CLOSE	0	0	0	1	
07226540	SAME DIR-REAR	N- PASS-STOP-TRAF	N- PASS-SLOW-STOP	RN/WT	DAY	10/19/07	FRI	16:03	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
08012962	SAME DIR-REAR	N- SUV-STOP-TRAF	N- SUV-START TRAF	CL/DR	DARK	01/25/08	FRI	18:27	NONE-DRIVER/CYC	FOLLOW TO CLOSE	0	0	0	0	

County-Municipality Restrictions: 1: Mercer County, Lawrence Twp 2:

2-SDS
4-SDR

4-DRY
2-WET

4-DAY
1-DARK
1-DAWN

3-INJURY
3-PROP

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF SAFETY PROGRAMS
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MILEPOST 7.610 TO 8.690
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ROAD SYS / D L N	COLLISION TYPE	VEHICLE 1 DIR TRAV / VEH TYPE, VEH ACTN	VEHICLE 2 DIR TRAV / VEH TYPE, VEH ACTN	WEA / SUR	LITE	DATE	DOW	TIME	VEH 1 CONTRIB CIRCUMSTANCES	VEH 2 CONTRIB CIRCUMSTANCES	NO. KIL	NO. MAJ	INJURED MOD	INJURED MIN	NO. ACC
STATE HWY RT 1		*MP 007.75*	*NEAR KELLY VIA DUCT*						*LAWRENCE TWP*	*MERCER*	*0*	*0*	*0*	*2*	*5*
08250333	FIXED OBJECT	S- PASS-GOING STRT	- -	RN/WT	DAY	11/08/08	SAT	11:34	RD SURF CNDTION		0	0	0	0	
STATE HWY RT 1		*MP 007.75*	*AT ?MALL EXIT (@ RT #1)*						*LAWRENCE TWP*	*MERCER*	*0*	*0*	*1*	*0*	*1*
07258731	SAME DIR-REAR	N- PASS-START TRAF	N- SUV-STOP-TRAF	CL/DR	DARK	10/27/07	SAT	18:45	DRI INATTENTION	NONE-DRIVER/CYC	0	0	1	0	
STATE HWY RT 1		*MP 007.76*	*NEAR INTERSTATE 295*						*LAWRENCE TWP*	*MERCER*	*0*	*0*	*0*	*0*	*1*
07099281	SAME DIR-SIDE	S- PKUP-GOING STRT	S- PASS-GOING STRT	RN/WT	DAY	06/03/07	SUN	19:27	OTH DR/PED ACT	NONE-DRIVER/CYC	0	0	0	0	
STATE HWY RT 1		*MP 007.80*	*NEAR PROVINCE LINE ROAD*						*LAWRENCE TWP*	*MERCER*	*0*	*0*	*0*	*3*	*10*
06114733	SAME DIR-REAR	N- PASS-STOP-TRAF	N- PASS-START TRAF	CL/DR	DAY	06/01/06	THR	12:59	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
06166720	SAME DIR-SIDE	N- PASS-CHNG LANES	N- PASS-GOING STRT	RN/WT	DAY	06/08/06	THR	08:26	IMP LANE CHANGE	NONE-DRIVER/CYC	0	0	0	1	
07034490	SAME DIR-REAR	S- PASS-GOING STRT	S- PASS-GOING STRT	RN/WT	DARK	01/13/07	SAT	12:13	NONE-DRIVER/CYC	NONE-DRIVER/CYC	0	0	0	0	
07032509	SAME DIR-REAR	N- SUV-START TRAF	N- PASS-START TRAF	SN/DR	DAY	02/13/07	TUE	12:16	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
07138785	SAME DIR-SIDE	S-PVLT9-GOING STRT	S-BOBTL-MERGING	CL/DR	DAY	07/20/07	FRI	15:12	NONE-DRIVER/CYC	FAIL TO YLD ROW	0	0	0	0	
07218374	SAME DIR-SIDE	S- PASS-GOING STRT	S- SUV-GOING STRT	CL/DR	DARK	10/07/07	SUN	03:19	DRI INATTENTION	NONE-DRIVER/CYC	0	0	0	0	
07221861	SAME DIR-REAR	S- PASS-MERGING	S- PASS-MERGING	CL/DR	DARK	10/10/07	WED	19:39	DRI INATTENTION	NONE-DRIVER/CYC	0	0	0	1	
07303796	SAME DIR-REAR	S- PASS-STOP-TRAF	S- PASS-SLOW-STOP	CL/DR	DARK	12/21/07	FRI	19:32	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	1	
08009423	SAME DIR-REAR	S- PASS-SLOW-STOP	S- PASS-GOING STRT	CL/DR	DARK	01/27/08	SUN	18:36	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
08196364	SAME DIR-REAR	S- PASS-MERGING	S- PASS-MERGING	CL/DR	DAY	09/07/08	SUN	17:29	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
STATE HWY RT 1		*MP 007.85*	*NEAR CR 533*						*LAWRENCE TWP*	*MERCER*	*0*	*0*	*0*	*1*	*5*
06040221	FIXED OBJECT	S- PASS-GOING STRT	- -	RN/WT	DARK	03/12/06	SUN	18:34	NONE-DRIVER/CYC		0	0	0	0	
06278836	SAME DIR-REAR	S- PASS-SLOW-STOP	S- PASS-SLOW-STOP	CL/DR	DARK	11/28/06	TUE	17:33	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
06286606	SAME DIR-REAR	S- PASS-SLOW-STOP	S- PASS-SLOW-STOP	CL/DR	DAY	12/18/06	MON	16:49	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
07153558	SAME DIR-SIDE	S- PKUP-GOING STRT	S- PASS-CHNG LANES	CL/DR	DAY	07/02/07	MON	13:55	NONE-DRIVER/CYC	IMP LANE CHANGE	0	0	0	0	
08273289	SAME DIR-REAR	S- PASS-SLOW-STOP	S- PASS-GOING STRT	CL/DR	DARK	12/12/08	FRI	18:24	NONE-DRIVER/CYC	FOLLOW TO CLOSE	0	0	0	1	
STATE HWY RT 1		*MP 007.90*	*NEAR QUAKERBRIDGE RD*						*LAWRENCE TWP*	*MERCER*	*0*	*1*	*0*	*0*	*6*
06112620	FIXED OBJECT	S- SUV-GOING STRT	S- PASS-CHNG LANES	CL/WT	DAWN	06/03/06	SAT	06:07	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
06154669	SAME DIR-SIDE	S- PASS-GOING STRT	S- PKUP-CHNG LANES	CL/DR	DAY	07/26/06	WED	:	NONE-DRIVER/CYC		0	0	0	0	
07138848	SAME DIR-REAR	S- PASS-GOING STRT	S- PKUP-GOING STRT	CL/DR	DAY	07/19/07	THR	13:26	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
07205700	OVERTURNED	S- SUV-GOING STRT	S-S3AXL-GOING STRT	CL/DR	DAY	09/01/07	SAT	14:37	DRI INATTENTION	NONE-DRIVER/CYC	0	1	0	0	
08168281	SAME DIR-REAR	S- PASS-SLOW-STOP	S- SUV-GOING STRT	CL/DR	DAY	08/09/08	SAT	11:33	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
08175376	SAME DIR-REAR	S-MCYCL-STOP-TRAF	S- PASS-START TRAF	CL/DR	DAY	08/21/08	THR	16:45	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
STATE HWY RT 1		*MP 007.90*	*AT UNKNOWN INTERSECTION*						*LAWRENCE TWP*	*MERCER*	*0*	*0*	*0*	*0*	*2*
08012964	SAME DIR-REAR	S- PASS-MERGING	S- SUV-MERGING	CL/DR	DAY	01/25/08	FRI	15:48	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
08098019	SAME DIR-REAR	N- PASS-STOP-TRAF	N- SUV-GOING STRT	CL/DR	DAY	04/20/08	SUN	16:49	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
STATE HWY RT 1		*MP 007.91*	*NEAR CR 533*						*LAWRENCE TWP*	*MERCER*	*0*	*0*	*0*	*0*	*1*

3-SDR
1-SDS

3-DRY
1-SNOW

3-DAY
1-DARK

1-INJURY
3-PROP

County-Municipality Restrictions: 1: Mercer County, Lawrence Twp 2:

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ROAD SYS D L N	COLLISION TYPE	VEHICLE 1 DIR TRAV VEH TYPE, VEH ACTN	VEHICLE 2 DIR TRAV VEH TYPE, VEH ACTN	WEA SUR	LITE	DATE	DOW	TIME	VEH 1 CONTRIB CIRCUMSTANCES	VEH 2 CONTRIB CIRCUMSTANCES	NO. KIL	NO. MAJ	INJURED MOD	INJURED MIN	NO. ACC
STATE HWY	*RT 1*	*MP 007.91*	*NEAR CR 533*				*LAWRENCE TWP*		*MERCER*		*0*	*0*	*0*	*0*	*1*
06001409	SAME DIR-REAR	N- PASS-MERGING	N- PASS-SLOW-STOP	RN/WT	DARK	01/02/06	MON	16:35	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
STATE HWY	*RT 1*	*MP 007.92*	*NEAR CR 533*				*LAWRENCE TWP*		*MERCER*		*0*	*0*	*0*	*0*	*1*
06210730	SAME DIR-REAR	N- PKUP-STOP-TRAF	N-CV10K-SLOW-STOP	RN/WT	DAY	10/06/06	FRI	08:55	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
STATE HWY	*RT 1*	*MP 007.95*	*NEAR PROVINCE LN RD*				*LAWRENCE TWP*		*MERCER*		*0*	*0*	*0*	*3*	*9*
06053212	SAME DIR-REAR	N- PASS-GOING STRT	N- PASS-GOING STRT	CL/DR	DAY	03/24/06	FRI	16:57	NONE-DRIVER/CYC	FOLLOW TO CLOSE	0	0	0	1	
06092783	RIGHT ANGLE	E- PASS-RT TRN-NRD	S- SUV-CHNG LANES	CL/WT	DAY	05/15/06	MON	11:14	UNKNOWN	UNKNOWN	0	0	0	0	
06189659	FIXED OBJECT	N- PASS-GOING STRT	- -	CL/DR	DAY	08/21/06	MON	18:26	NONE-DRIVER/CYC		0	0	0	0	
06228137	SAME DIR-REAR	N- SUV-SLOW-STOP	N- PASS-GOING STRT	CL/DR	DAY	10/21/06	SAT	12:40	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
07034775	SAME DIR-REAR	S-CV10K-STOP-TRAF	S- PASS-SLOW-STOP	OC/DR	DAY	03/15/07	THR	16:43	NONE-DRIVER/CYC	FOLLOW TO CLOSE	0	0	0	0	
07221862	SAME DIR-REAR	N- PASS-MERGING	N- PASS-MERGING	CL/DR	DAY	10/06/07	SAT	14:08	DRI INATTENTION	NONE-DRIVER/CYC	0	0	0	0	
08017792	SAME DIR-REAR	S- PASS-GOING STRT	S- PASS-SLOW-STOP	CL/DR	DARK	01/28/08	MON	19:27	DRI INATTENTION	NONE-DRIVER/CYC	0	0	0	0	
08106121	SAME DIR-REAR	S- PASS-GOING STRT	S- PASS-GOING STRT	RN/WT	DARK	06/03/08	TUE	23:26	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	2	
08233560	SAME DIR-REAR	S- PASS-STOP-TRAF	S- SUV-START TRAF	CL/DR	DUSK	10/26/08	SUN	17:48	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
STATE HWY	*RT 1*	*MP 007.97*	*NEAR CR 533*				*LAWRENCE TWP*		*MERCER*		*0*	*0*	*0*	*1*	*1*
08156100	SAME DIR-SIDE	S- PASS-CHNG LANES	S- PASS-GOING STRT	CL/DR	DAY	04/30/08	WED	11:47	IMP LANE CHANGE	NONE-DRIVER/CYC	0	0	0	1	
STATE HWY	*RT 1*	*MP 007.98*	*NEAR ALLEGHENY AVENUE*				*LAWRENCE TWP*		*MERCER*		*0*	*0*	*0*	*0*	*1*
08206830	SAME DIR-SIDE	S- PASS-GOING STRT	S- SUV-CHNG LANES	CL/DR	DAY	09/25/08	THR	07:55	NONE-DRIVER/CYC	IMP LANE CHANGE	0	0	0	0	
STATE HWY	*RT 1*	*MP 007.99*	*NEAR PROVINCE LINE ROAD*				*LAWRENCE TWP*		*MERCER*		*0*	*0*	*0*	*0*	*1*
08190768	SAME DIR-REAR	S- PASS-STOP-TRAF	S- PASS-STOP-TRAF	CL/DR	DAY	08/27/08	WED	17:11	NONE-DRIVER/CYC	NONE-DRIVER/CYC	0	0	0	0	
STATE HWY	*RT 1*	*MP 008.00*	*NEAR NASSAU PARK BOULEVARD*				*LAWRENCE TWP*		*MERCER*		*0*	*0*	*0*	*5*	*13*
06143687	SAME DIR-SIDE	S- PASS-GOING STRT	S-STRWT-GOING STRT	CL/DR	DUSK	07/07/06	FRI	19:46	NONE-DRIVER/CYC	UNKNOWN	0	0	0	0	
06135484	NON-FIXED OBJ	N- PASS-GOING STRT	- -	CL/DR	DAY	07/09/06	SUN	18:29	NONE-DRIVER/CYC		0	0	0	0	
06276289	SAME DIR-REAR	N- PASS-GOING STRT	N- PASS-GOING STRT	CL/DR	DAWN	11/24/06	FRI	05:11	NONE-DRIVER/CYC	NONE-DRIVER/CYC	0	0	0	0	
07032508	FIXED OBJECT	N- PASS-GOING STRT	N- SUV-GOING STRT	SL/SL	DAWN	02/14/07	WED	11:29	RD SURF CNDTION	RD SURF CNDTION	0	0	0	0	
07036525	SAME DIR-REAR	S- PASS-RT TRN-NRD	S- PASS-GOING STRT	SL/SL	DARK	03/16/07	FRI	21:10	RD SURF CNDTION	RD SURF CNDTION	0	0	0	1	
07078352	SAME DIR-SIDE	S- PASS-GOING STRT	S-STRWT-GOING STRT	CL/DR	DAY	05/03/07	THR	15:22	UNKNOWN	UNKNOWN	0	0	0	0	
07138832	SAME DIR-REAR	S- PASS-STOP-TRAF	S- PASS-SLOW-STOP	CL/WT	DARK	07/18/07	WED	20:29	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	1	
07138787	SAME DIR-REAR	S- PASS-GOING STRT	S- PASS-GOING STRT	CL/DR	DAY	07/19/07	THR	07:53	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	1	
07207239	SAME DIR-REAR	S- PASS-SLOW-STOP	S- PASS-GOING STRT	CL/WT	DAY	08/17/07	FRI	15:57	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
07252451	SAME DIR-REAR	N- PASS-GOING STRT	N- SUV-SLOW-STOP	CL/DR	DAY	11/01/07	THR	08:23	DRI INATTENTION	NONE-DRIVER/CYC	0	0	0	0	
07284745	SAME DIR-REAR	S- PASS-STOP-TRAF	S- PASS-CHNG LANES	CL/DR	DARK	12/03/07	MON	17:06	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
08003663	SAME DIR-REAR	S- SUV-STOP-TRAF	S- PASS-GOING STRT	CL/DR	DAY	01/05/08	SAT	14:55	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	1	
08005255	SAME DIR-REAR	S- SUV-STOP-TRAF	S- PASS-GOING STRT	CL/DR	DAY	01/09/08	WED	15:22	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	1	

6 - SDR
2 - F.O.
1 - NON-FIXED

6 - DRY
2 - RN/WT
1 - SN

6 - DAY
2 - DAWN
1 - DARK

1 - INJURY
8 - PROP

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MILEPOST 7.610 TO 8.690
01/01/2006 TO 12/31/2008

ROAD SYS D L N	COLLISION TYPE	VEHICLE 1 DIR TRAV VEH TYPE, VEH ACTN	VEHICLE 2 DIR TRAV VEH TYPE, VEH ACTN	WEA SUR	LITE	DATE	DOW	TIME	VEH 1 CONTRIB CIRCUMSTANCES	VEH 2 CONTRIB CIRCUMSTANCES	NO. KIL	NO. INJURED MAJ	MOD	MIN	NO. ACC
STATE HWY RT 1		*MP 008.00*	*AT QUAKERBRIDGE RD*				*LAWRENCE TWP*			*MERCER*	*0*	*0*	*0*	*2*	*5*
07076759	SAME DIR-SIDE	S- PASS-STOP-TRAF	S- PASS-GOING STRT	CL/DR	DARK	01/10/07	WED	17:28	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
07085759	SAME DIR-REAR	S- SUV-STOP-TRAF	S- SUV-START TRAF	CL/DR	DARK	05/08/07	TUE	20:48		DRI INATTENTION	0	0	0	0	
07153561	BACKING	N- PASS-GOING STRT	S- PASS-BACKING	CL/DR	DAY	07/03/07	TUE	09:01	NONE-DRIVER/CYC	BACKING UNSAFE	0	0	0	0	
07303803	SAME DIR-REAR	N- PASS-STOP-TRAF	N- SUV-MERGING	CL/DR	DAY	12/14/07	FRI	15:28	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	1	
07302957	SAME DIR-REAR	N- PASS-SLOW-STOP	N- PASS-SLOW-STOP	OC/WT	DAY	12/22/07	SAT	14:45	NONE-DRIVER/CYC	FOLLOW TO CLOSE	0	0	0	1	
STATE HWY RT 1		*MP 008.01*	*NEAR QUAKERBRIDGE RD.*				*LAWRENCE TWP*			*MERCER*	*0*	*0*	*1*	*0*	*10*
07143784	SAME DIR-REAR	S- PASS-STOP-TRAF	S- PASS-SLOW-STOP	CL/DR	DAY	07/06/07	FRI	18:27	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
07195133	SAME DIR-SIDE	S- PASS-CHNG LANES	S- PASS-GOING STRT	CL/DR	DARK	09/11/07	TUE	22:54	DRI INATTENTION	NONE-DRIVER/CYC	0	0	0	0	
07294067	SAME DIR-REAR	N- PKUP-STOP-TRAF	N- PASS-GOING STRT	CL/DR	DAY	12/24/07	MON	12:27	DRI INATTENTION	NONE-DRIVER/CYC	0	0	0	0	
08012413	FIXED OBJECT	N- PASS-NEG CURVE	- -	CL/DR	DARK	01/27/08	SUN	19:42	UNSAFE SPEED		0	0	0	0	
08069209	FIXED OBJECT	E- PASS-NEG CURVE	- -	RN/WT	DAY	03/31/08	MON	11:48	UNSAFE SPEED		0	0	0	0	
08060979	FIXED OBJECT	W- SUV-MERGING	- -	OC/WT	DAY	04/01/08	TUE	07:07	UNSAFE SPEED		0	0	1	0	
08156839	SAME DIR-REAR	S- PASS-MERGING	S- PASS-MERGING	CL/DR	DAY	04/19/08	SAT	18:15	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
08099759	FIXED OBJECT	W- PASS-NEG CURVE	- -	RN/WT	DAY	05/16/08	FRI	15:14	UNSAFE SPEED		0	0	0	0	
08145391	FIXED OBJECT	W- PASS-GOING STRT	- -	RN/WT	DAY	07/09/08	WED	16:08	UNSAFE SPEED		0	0	0	0	
08181072	SAME DIR-SIDE	N- PASS-GOING STRT	N- PASS-GOING STRT	CL/DR	DAY	08/01/08	FRI	17:54	DRI INATTENTION	NONE-DRIVER/CYC	0	0	0	0	
STATE HWY RT 1		*MP 008.01*	*AT QUAKERBRIDGE RD. (CRS 33)*				*LAWRENCE TWP*			*MERCER*	*0*	*0*	*0*	*1*	*3*
06287805	SAME DIR-REAR	N- SUV-STOP-TRAF	N- PASS-SLOW-STOP	RN/WT	DAY	12/22/06	FRI	15:02	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
07071828	SAME DIR-REAR	N- PASS-SLOW-STOP	N-S2AXL-MERGING	CL/DR	DAY	05/01/07	TUE	14:23	UNSAFE SPEED	NONE-DRIVER/CYC	0	0	0	1	
08030972	SAME DIR-SIDE	S- PASS-CHNG LANES	S- UNKN-UNKNOWN	CL/DR	DAY	02/20/08	WED	12:35	NONE-DRIVER/CYC	UNKNOWN	0	0	0	0	
STATE HWY RT 1		*MP 008.03*	*NEAR CR 533*				*LAWRENCE TWP*			*MERCER*	*0*	*0*	*0*	*3*	*13*
06239481	SAME DIR-SIDE	S- PASS-GOING STRT	S-SEMIT-GOING STRT	CL/DR	DARK	10/31/06	TUE	18:07	NONE-DRIVER/CYC	NONE-DRIVER/CYC	0	0	0	0	
08151477	SAME DIR-REAR	S- PKUP-SLOW-STOP	S- PASS-MERGING	CL/DR	DAY	05/26/08	MON	15:19	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
08133413	SAME DIR-REAR	S- PASS-STOP-TRAF	S- PASS-START TRAF	CL/DR	DAY	07/04/08	FRI	16:58	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
08174851	SAME DIR-SIDE	N- SUV-GOING STRT	N- PASS-CHNG LANES	CL/DR	DUSK	08/19/08	TUE	18:56	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
08201209	BACKING	S- PASS-BACKING	N- PASS-BACKING	CL/DR	DAY	09/10/08	WED	16:39	BACKING UNSAFE	BACKING UNSAFE	0	0	0	0	
08206828	PEDALCYCLIST	E-CV10K-RT TRN-NRD	- -	CL/DR	DAY	09/17/08	WED	11:43	NONE-DRIVER/CYC		0	0	0	1	
08210226	SAME DIR-REAR	S- SUV-STOP-TRAF	S- SUV-GOING STRT	CL/DR	DUSK	09/23/08	TUE	18:24	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
08219210	FIXED OBJECT	S- PASS-GOING STRT	- -	CL/DR	DARK	10/06/08	MON	20:17	NONE-DRIVER/CYC		0	0	0	0	
08219205	SAME DIR-REAR	S- SUV-GOING STRT	S- PASS-GOING STRT	CL/DR	DAY	10/11/08	SAT	10:54	FOLLOW TO CLOSE	NONE-DRIVER/CYC	0	0	0	1	
08263867	SAME DIR-REAR	S- PASS-SLOW-STOP	S- -GOING STRT	CL/DR	DARK	11/20/08	THR	17:05	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	1	
08264886	SAME DIR-REAR	S- SUV-SLOW-STOP	S- SUV-SLOW-STOP	CL/DR	DAY	11/26/08	WED	14:57	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
08279739	BACKING	N- PASS-BACKING	S- PKUP-BACKING	OC/WT	DARK	12/16/08	TUE	16:19	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	
08290635	STR PK VEH	- PASS-PARKED	W- PASS-BACKING	CL/DR	DAY	12/30/08	TUE	11:46	NONE-DRIVER/CYC	BACKING UNSAFE	0	0	0	0	
STATE HWY RT 1		*MP 008.03*	*AT TRUMBULL AVENUE*				*LAWRENCE TWP*			*MERCER*	*0*	*0*	*0*	*3*	*4*
08161587	RIGHT ANGLE	S- SUV-LEFT TURN	S-PVLT9-GOING STRT	CL/DR	DAY	07/26/08	SAT	11:47	FAIL TO YLD ROW	NONE-DRIVER/CYC	0	0	0	2	

County-Municipality Restrictions: 1: Mercer County, Lawrence Twp

5-SDR
2-SDS
2-BACKING
4-F.O.
1-PEDACYCLE

8-DRY
6-WET

11-DAY
2-DARK
1-DUSK

5-INJURY
9-PROP

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF SAFETY PROGRAMS
DETAIL OF MOTOR VEHICLE ACCIDENTS
ON ROUTE 1
MILEPOST 7.610 TO 8.690
01/01/2006 TO 12/31/2008

ROAD SYS D L N	COLLISION TYPE	VEHICLE 1 DIR TRAV VEH TYPE, VEH ACTN	VEHICLE 2 DIR TRAV VEH TYPE, VEH ACTN	WEA SUR	LITE	DATE	DOW	TIME	VEH 1 CONTRIB CIRCUMSTANCES	VEH 2 CONTRIB CIRCUMSTANCES	NO. KIL	NO. MAJ	INJURED MOD	INJURED MIN	NO. ACC
STATE HWY	*RT 1*	*MP 008.03*	*AT DARRAH LN EAST*						*LAWRENCE TWP*	*MERCER*	*0*	*0*	*0*	*3*	*4*
08161581	LEFT/U TURN	S- PASS-GOING STRT	S- PASS-LEFT TURN	CL/DR	DAY	07/29/08	TUE	10:29	NONE-DRIVER/CYC	IMPROPER TURN	0	0	0	0	
08172693	FIXED OBJECT	S- PASS-GOING STRT	- -	CL/DR	DAWN	08/03/08	SUN	19:50	ANIMALS IN RDWY		0	0	0	1	
08206816	SAME DIR-SIDE	S- PASS-GOING STRT	S- PASS-LEFT TURN	CL/DR	DARK	09/14/08	SUN	19:39	NONE-DRIVER/CYC	DRI INATTENTION	0	0	0	0	

County-Municipality Restrictions: 1: Mercer County, Lawrence Twp 2:

APPENDIX E

ACCESS AND ROW DATA

NEW JERSEY DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: Polina Knaster
District Program Manager, Central District

FROM: Mark W. Foss
Project Supervisor, Right of Way and Access Management

DATE: March 2, 2010

PHONE: 732-308-4064

SUBJECT: Right of Way Cost Estimate
Route: 1 Safety Improvements, Section
County: Mercer
Job No.: 1103556

Attached is the report requested. Estimated amount is $**3,176,000**
Relocation: $120,750.00

Comments: Parcel 4, the sign on this parcel is just within the proposed Right of Way. Can this line be moved to miss the sign and if so can the sign remain within the Slope Easement area?

Parcel 9, there is a bus sign that will be within the proposed Slope easement. It is assumed this sign can remain and is not part of this estimate. If the sign needs to be relocated, it's estimated to cost $25,000.00 in addition to the final amount of this estimate.

RIGHT OF WAY COST ESTIMATE
Route: 1 Safety Improvements**, Section**
County: Mercer
Job No.: 1103556

PARCEL	OWNERS	ACQUISITION ACRES/SF	ESTIMATED VALUE
1	Federal Realty Inv. Trust	.02 acres or 871 s/f Slope	$37,500
2	Swift, James Fed Realty Trust	.03 acre or 1307 s/f Fee .02 acre or 871 s/f Slope	$71,900
3	Mercer Mall Fed Realty Inv. Trust	.08 acre or 3485 s/f Fee .06 acres or 2614 s/f Slope	$197,000
4	Fr Mercer mall, LLC	.13 acre or 5663 s/f Fee .08 acre or 3485 s/f Slope	$306,000
5	Bird LLC	.013 acre or 5663 s/f Fee .02 acre or 871 s/f Slope 12 parking spaces	$500,000
6	Golfinopolous Fed Realty Inv. Trust	.05 acres or 2178 s/f Fee Private Easement	$23,500
7	3371 LLC	.14 acre or 7000 s/f Private Easement	$75,500
8	One RTL Associates-Golfinopolus-Hekemian	.09 acre or 3920 s/f Fee .05 acre or 2178 s/f Slope .15 acre or 6534 s/f Private Easement	$278,000
9	Makefield Limited Partnership	09. acre or 3920 s/f Fee .03acre or 1307 s/f Slope .15 acre or 6534 s/f Private Easement .08 acre or 3485 s/f Temp Construction	$292,500
10	3303 Rt. One Real Estate, LLC	.07 acre or 3050 s/f Fee .03 acre or 1307 s/f Slope .09 acre or 3920 s/f Private Easement 5 Parking spaces	$355,000
11	Yorkshire Village	.02 acre or 871 s/f Fee .02 acre or 871 s/f Slope	54,000
		TOTAL	$2,190,900

SAY	**2,191,000**

RIGHT OF WAY COST ESTIMATE SUMMARY
Route: 1 Safety Improvements**, Section**
County: Mercer
Job No.: 1103556

RIGHT OF WAY COSTS		**$**	**2,191,000**
REPLACEMEMT HOUSING OWNER		**$**	0
REPLACEMENT HOUSING TENANT		**$**	0
RESIDENTIAL MOVING PAYMENT		**$**	0
BUSINESS AND FARM PAYMENTS		**$**	0
SIGNS & BILLBOARDS note included in estimate		**$**	115,000
DEMOLITION COSTS		**$**	0
LAST RESORT HOUSING		**$**	0
APPRAISAL FEES (17) SPECIALIST(2)		**$**	105,000
AWARDS & JUDGMENTS (35%)		**$**	766,850
CONTINGENCIES (3%)		**$**	65,730
TOTAL		**$**	2,914,930
COST TO ACQUIRE (15k)	$255,000		
RELOCATION SERVICES COST	$5,750		
INCIDENTAL COSTS		**$**	260,750
GRAND TOTAL CAPITAL & INCIDENTALS		**$**	**3,504,330**
SAY		**$**	**3,510,000**

Relocation Cost Estimate
Route: 1 Safety Improvements**, Section**
County: Mercer
Job No.: 1103556

Block /Lot Parcel	Owner	Housing Payment Owner	Housing Payment Tenant	Moving Payment	Business Payment	Signs Billboards	Demolition	Last Resort Housing
5201/39 Par 3	Mercer Mall Fed Realty Inv. Trust					40,000		
5201/38 Par 4	FR Mercer Mall, LLC					25,000		
5201/37 Par 5	Bird, LLC					25,000		
5201/29 Par 10	3303 Rt One Real Estate, LLC					25,000		
Total						115,000		

* All Signs and Billboards are included in the acquisition estimate.

RELOCATION RECAPITULATION
Route: 1 Safety Improvements**, Section**
County: Mercer
Job No.: 1103556

NO. OF PAYMENTS	TYPE OF RELOCATION	RELO CODE	AMOUNT
0	REPLACEMENT HOUSING PAYMENT --OWNERS	RHO	0
0	REPLACEMENT HOUSING PAYMENT-- TENANT	RHT	0
0	RESIDENTIAL MOVING PAYMENT	RMP	0
0	BUSINESS OR FARM PAYMENT	BFP	0
4	SIGNS & BILLBOARDS RELOCATION	SBR	115,000
		SUB TOTAL	0
	RELOCATION SERVICE COSTS	RSC	5,750
		TOTAL	0
	DEMOLITION COSTS	DEMO	0
	LAST RESORT HOUSING	LRH	0

OCCUPANTS TO BE RELOCATED		BUILDINGS TO BE DEMOLISHED	0
RESIDENTIAL OWNERS	0	DWELLINGS	0
RESIDENTIAL TENANTS	0	GARAGES & BARNS	0
BUSINESSES	-0-	SHEDS	0
NON-PROFIT ORGANIZATIONS	-0-	COMMERCIAL BUILDINGS	0
TOTAL		TOTAL	0
		BILLBOARDS TO BE PURCHASED	
		SIGNS TO BE RELOCATED	3

NOTE:
The price per square foot of $43.00 for fee value is used in this estimate. It's based on the appraisals from the Route 1 South Bound Quaker Bridge Mall Overpass project. This appears to be the same price per square foot utilized in the original cost estimate

Route 1 Southbound – Nassau Park Boulevard to Quaker Bridge Mall Overpass
ROW Impact Assessment

PARCEL	BLOCK	LOT	BUSINESS	OWNER	FEE TAKE AREA	EASEMENT TYPE & AREA	IMPACTS / ISSUES
1	5201	41.01	Joe Canal's	Federal Realty Inv. Trust	0	Slope E = 0.02 ac.	• Slope easement likely required.
2	5201	40	Joe Canal's	Swift, James Fed Realty Inv. Trust	0.03 ac.	Slope E = 0.02 ac.	• Taking area required due to widening of the roadway and portion of the berm that will encroach the existing ROW line.
3	5201	39	Mercer Mall North Entrance	Mercer Mall Fed Realty Inv. Trust	0.08 ac.	Slope E = 0.06 ac.	• Taking area required for widened roadway (CD Road) and berm area. • Marquee sign for Mercer Mall will be impacted by proposed driveway.
4	5201	38	Olive Garden	FR Mercer Mall, LLC	0.13 ac.	Slope E = 0.08 ac.	• Taking required for widened roadway and berm area. • Marquee sign will be impacted by proposed widening.
5	5201	37	Form: Denny's, Now: NY Deli	Bird, LLC	0.13 ac.	Slope E = 0.02 ac.	• Taking required for widened roadway and berm area. • Loss of 12 parking spaces. Remaining spaces would still exceed zoning requirements by 8 spaces.
6	5201	35	Mercer Mall South Entrance	Golfinopolus Fed Realty Inv. Trust	0.05 ac.	Private Access E = 0.35 ac.	• Taking required for widened roadway and berm area. • Marquee sign will be impacted by proposed widening.
7	5201	33	3371 LLC	3371 LLC	0	Private Access E = 0.14 ac.	• Private access easement will be required for exit traffic from Patio World and NY Golf sites.
8	5201	34	Formerly Fortunoff	One RTL Associates-Golfinopolus-Hekemian	0.09 ac.	Slope E= 0.05 ac. Private Access E = 0.15 ac.	• Taking required for widened roadway and berm area. • Private access easement will be required for exit traffic from Patio World and NY Golf sites.
9	5201	30.01	NY Golf + Form: Tweeter	Makefield Limited Partnership	0.09 ac.	Slope E= 0.03 ac. Private Access E = 0.15 ac. Temp Construction E = 0.08 ac.	• Taking required for widened roadway and berm area.
10	5201	29	Patio World	3303 Rt One Real Estate, LLC	0.07 ac.	Slope E= 0.03 ac. Temp Construction E = 0.09 ac.	• Loss of 5 parking spaces. Validity of actual # of legal parking spaces to be determined via NRE Report. There is available property area at the rear of the property, but is not currently used for that purpose.
11	5201.9	1	Open Land	Yorkshire Village	0.02 ac.	Slope E = 0.02 ac.	• Taking required for widened roadway and berm area.

TOWNSHIP OF LAWRENCE

COUNTY OF MERCER

LAWRENCE TOWNSHIP / WEST WINDSOR TOWNSHIP

QUAKERBRIDGE ROAD

4 FR MERCER MALL, LLC
(OLIVE GARDEN)
TAKE AREA = 0.13AC.
SLOPE EASEMENT

3 MERCER MALL FED REALTY INV. TRUST
TAKE AREA = 0.08AC.
SLOPE EASEMENT

2 SWIFT, JAMES FED REALTY INV. TRUST
TAKE AREA = 0.03AC.
SLOPE EASEMENT

1 FEDERAL REALTY INV. TRUST
(JOE CANALS)
SLOPE EASEMENT

JOE CANALS

5201 38 FR MERCER MALL, LLC

OLIVE GARDEN

5201 39 MERCER MALL FED REALTY INV. TRUST

5201 40 SWIFT, JAMES FED REALTY INV. TRUST

5201 41.01 FEDERAL REALTY INV. TRUST

PROP. ROW LINE

PROP. ROW LINE

MATCH LINE A-A

Varies Exist. ROW

146' MIN. & VARIES PROP. ROW

ROUTE 1 SB

ROUTE 1 NB

260

265

270

SCALE IN FEET
200' 100' 0 50' 100'

ROUTE U.S. 1 SEC 2 AND 2G
ROW IMPACTS
FEBRUARY 2010

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TOWNSHIP OF LAWRENCE

COUNTY OF MERCER

6 GOLFINOPOLUS FED REALTY INV. TRUST
TAKE AREA = 0.05AC.
PRIV. ACCESS E. = 0.35AC.

5 BIRD, LLC
(DENNYS REST.)
TAKE AREA = 0.13AC.
SLOPE EASEMENT
TEMP. CONST. EASEMENT = 0.32AC.
PARKING IMPACT 12 SPACES

8 ONE RTL ASSOC–GOLFINOPOLUS–HEKEMIAN
(OFFICE MAX)
TAKE AREA = 0.09AC.
SLOPE EASEMENT
PRIV. ACCESS E. = 0.15AC.

7 3371, LLC
PRIV. ACCESS E. = 0.14AC.

9 MAKEFIELD LIMITED PARTNERSHIP
(PIER 1, TWEETER)
TAKE AREA = 0.09AC.
SLOPE EASEMENT
PRIV. ACCESS E. = 0.15AC.
TEMP. CONST. EASEMENT = 0.08AC.

10 3303 RT ONE REAL ESTATE, LLC
(PATIO WORLD)
TAKE AREA = 0.07AC.
SLOPE EASEMENT
TEMP. CONST. EASEMENT = 0.09AC.
PARKING IMPACT 5 SPACES

11 YORSHIRE VILLAGE
TAKE AREA = 0.02AC.
SLOPE EASEMENT

5201 25 — 5201.9 — YORKSHIRE VILLAGE, LLC

5201 29 — 3303 RT ONE REAL ESTATE, LLC — PATIO WORLD

5201 30.01 — MAKEFIELD LIMITED PARTNERSHIP — NY GOLF

5201 32 — LAWRENCEVILLE FIRE CO.

5201 33 — 3371, LLC

5201 34 — ONE RTL ASSOC–GOLFINOPOLUS–HEKEMIAN — FORTUNOFF

5201 35 — GOLFINOPOLUS FED REALTY INV TRUST

5201 36

5201 37 — DENNYS — BIRD, LLC (DENNYS TAX DEPT)

PRIVATE ACCESS EASEMENT

TEMP. CONSTRUCTION EASEMENT

TEMP. CONSTRUCTION EASEMENT

RAMP TO QUAKERBRIDGE MALL

PROP. ROW LINE

ROUTE 1 SB

ROUTE 1 NB

133' PROP. ROW

110' Exist. ROW

110' Exist. ROW

133' PROP. ROW

240 245 250 255

MATCH LINE A–A

SCALE IN FEET
200' 100' 0 50' 100'

ROUTE U.S. 1 SEC 2 AND 2G
ROW IMPACTS
FEBRUARY 2010

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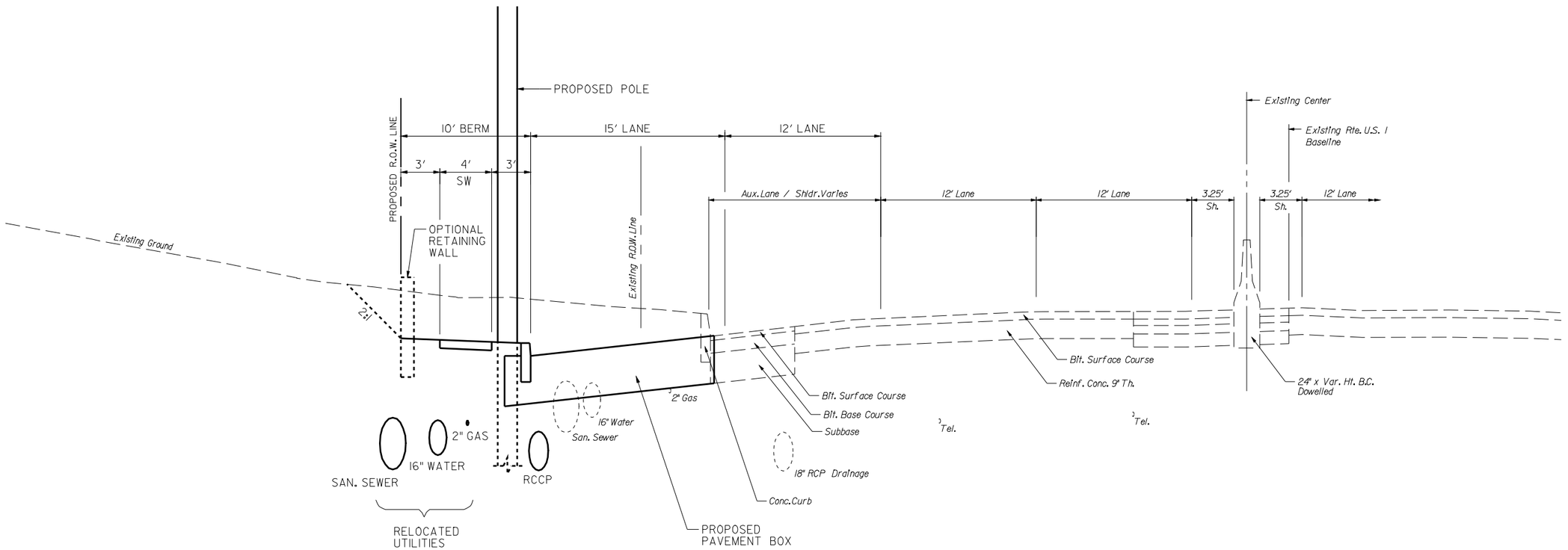

ROUTE U.S. 1 – S.B. LANES
TYPICAL SECTION
STA. 248+40

ROUTE U.S. 1 SEC 2 AND 2G
VICINITY OF PATIO WORLD
FEBRUARY 2010

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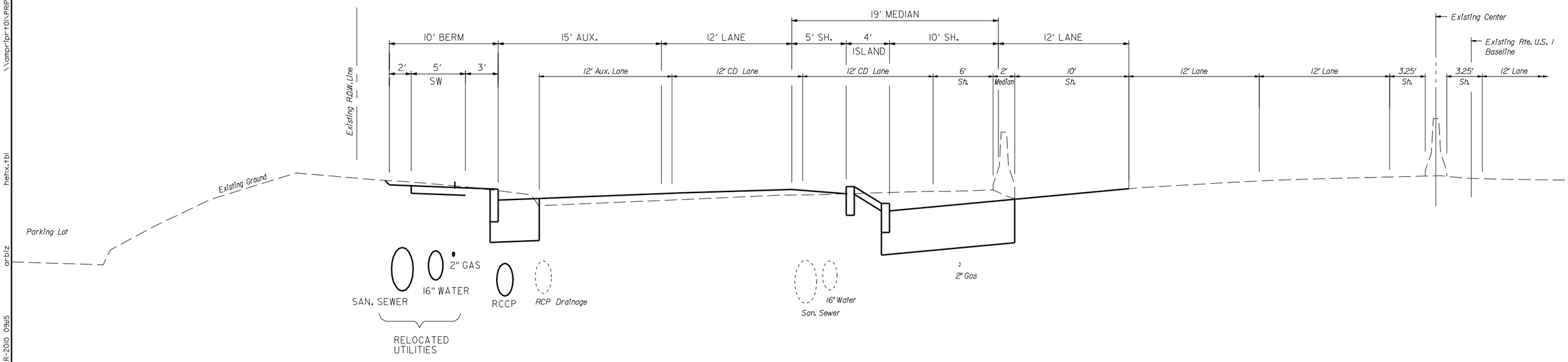

ROUTE U.S. 1 – S.B. LANES
TYPICAL SECTION
STA. 264+00

ROUTE U.S. 1 SEC 2 AND 2G
VICINITY OF CANALS
FEBRUARY 2010

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INDEX

REVISIONS		
DATE	NAME	NO.
SEPT. 1, 1992	ZENON T. GRYBOWSKI	23918
JAN. 25, 1994	JOHN M. DURA	28525
JAN. 4, 1995	JOHN M. DURA	28525
JAN. 1, 1996	ZENON T. GRYBOWSKI	23918
JAN 15, 1997	ZENON T GRYBOWSKI	23918
JAN. 1, 1998	ZENON T GRYBOWSKI	23918

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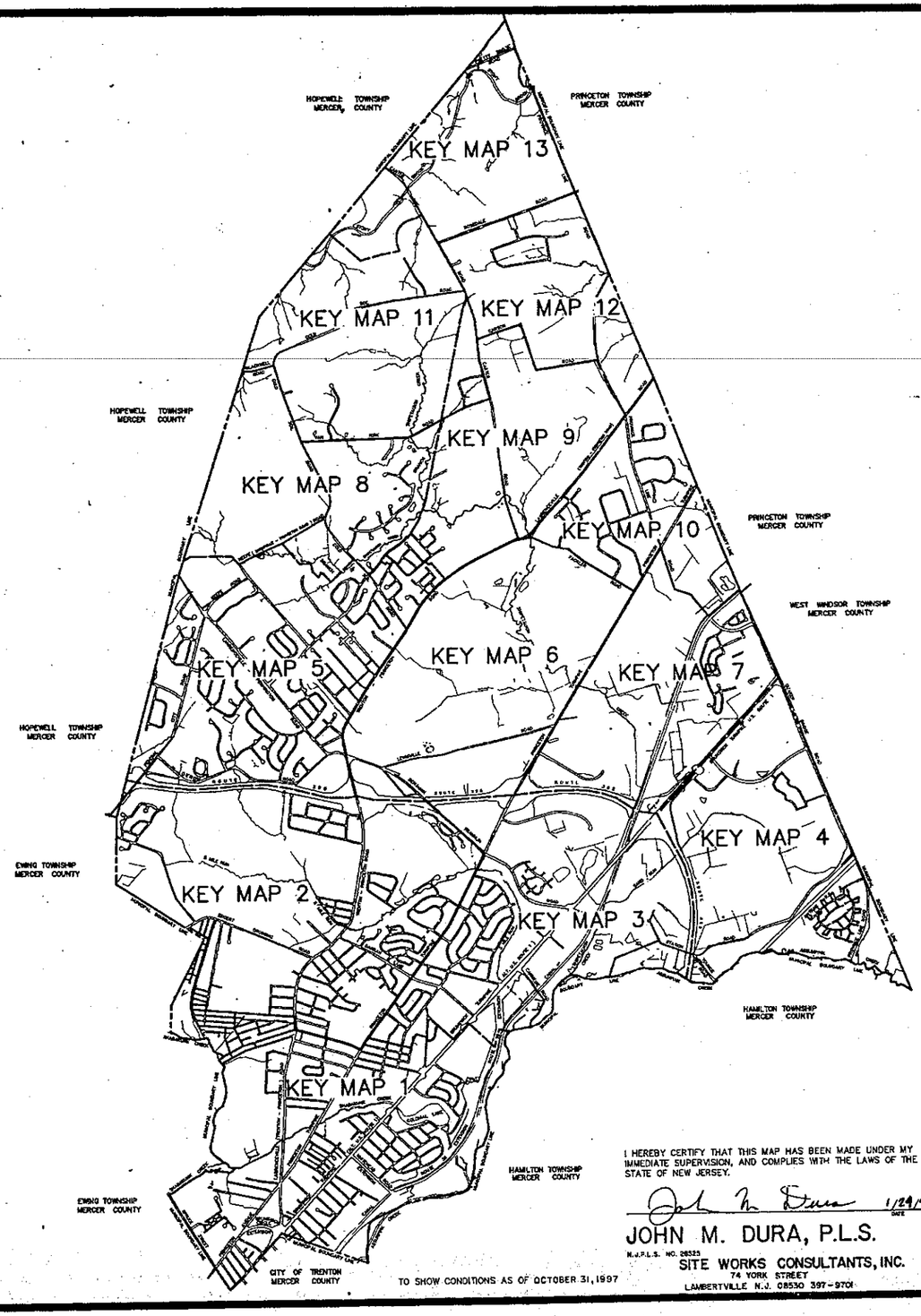
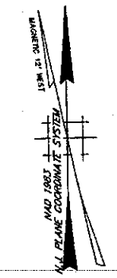
TAX ASSESSOR





LEGEND

(15) DETAIL SHEET NUMBER

[201] BLOCK NUMBER

——— SHEET LIMIT

——— BLOCK LIMIT

45 LOT NUMBER

TO SHOW CONDITIONS AS OF OCTOBER 31, 1997

I HEREBY CERTIFY THAT THIS MAP HAS BEEN MADE UNDER MY IMMEDIATE SUPERVISION, AND COMPLIES WITH THE LAWS OF THE STATE OF NEW JERSEY.

1/29/92
DATE

JOHN M. DURA, P.L.S.
N.J.P.L.S. NO. 28525
SITE WORKS CONSULTANTS, INC.
74 YORK STREET
LAMBERTVILLE N.J. 08530 397-9701

NEW JERSEY DEPARTMENT OF THE TREASURY
DIVISION OF TAXATION
BUREAU OF CORPORATE TAX
APPROVED AS A TAX MAP PURSUANT TO
PROVISIONS OF CHAPTER 175, LAWS OF 1957
FOR THE YEAR BEGINNING JANUARY 1, 1957
[illegible] P.E. P.L.S.
CHIEF, BUREAU OF CORPORATE TAX
FEB 26 1997
APPROVAL NO. 132

THE AREAS, BOUNDARIES AND DIMENSIONS, SHOWN ON THIS TAX MAP, ARE DERIVED FROM THE FORMER TAX-MAPS, GROUND SURVEYS, AERIAL SURVEYS, AND RECORDED PLANS, MAPS, DEEDS, WILLS, AND ARE TO BE USED FOR ASSESSMENT PURPOSES ONLY.

THIS MAP SUPERSEDES THE TAX MAP APPROVED JUNE 14, 1927

TAX MAP
TOWNSHIP OF LAWRENCE
MERCER COUNTY, NEW JERSEY
SCALE: 1"=2000' OCT. 1990
JOHN M. DURA, P.L.S.

SSM/T T MOORE ASSOCIATES, INC.
67 SCOTCH RD.
WEST TRENTON N.J. 08628 882-2313

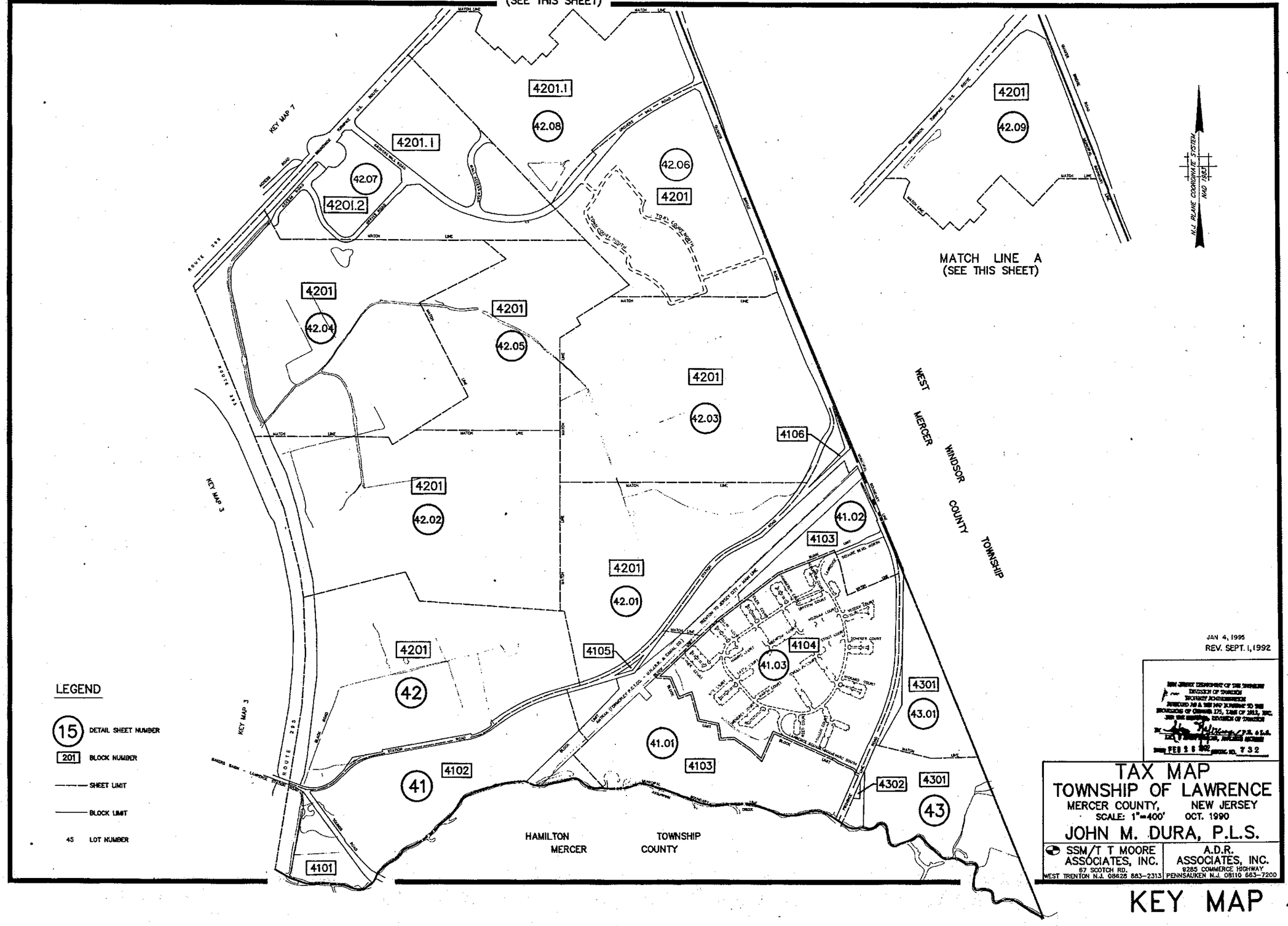
A.D.R. ASSOCIATES, INC.
9285 COMMERCE HIGHWAY
PENNSAUKEN N.J. 08110 663-7200

INDEX

www.NJTaxMaps.com

KEY MAP 4

MATCH LINE A
(SEE THIS SHEET)



MATCH LINE A
(SEE THIS SHEET)

N.J. PLANE COORDINATE SYSTEM
NAD 1927

LEGEND

- 15 DETAIL SHEET NUMBER
- 201 BLOCK NUMBER
- SHEET LIMIT
- BLOCK LIMIT
- 45 LOT NUMBER

JAN 4, 1995
REV. SEPT. 1, 1992

FEB 2 8 1992

TAX MAP
TOWNSHIP OF LAWRENCE
MERCER COUNTY, NEW JERSEY
SCALE: 1"=400' OCT. 1990

JOHN M. DURA, P.L.S.

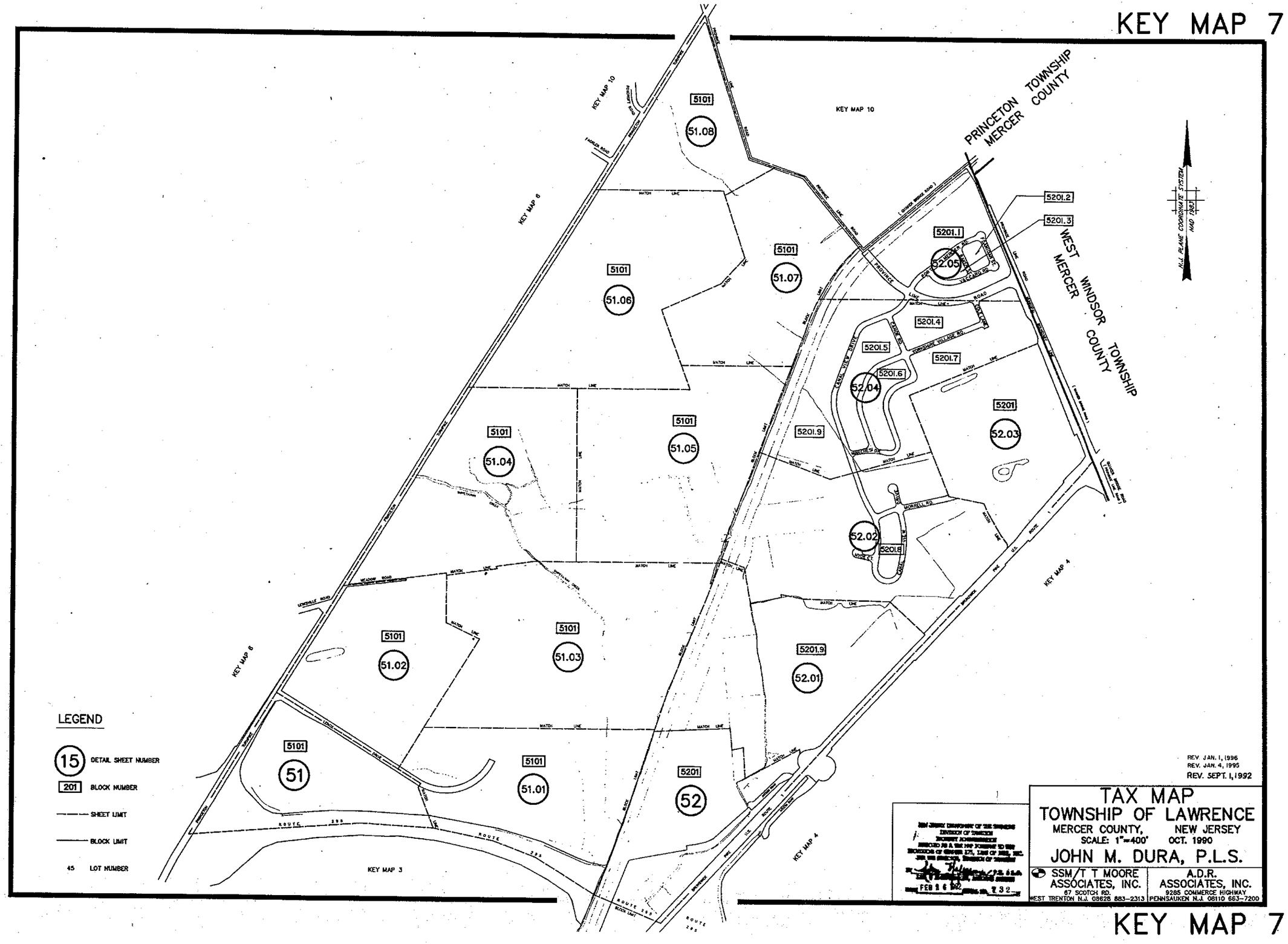
SSM/T T MOORE ASSOCIATES, INC.
57 SCOTCH RD.
WEST TRENTON N.J. 08628 883-2313

A.D.R. ASSOCIATES, INC.
9285 COMMERCE HIGHWAY
PENNSAUKEN N.J. 08110 663-7200

KEY MAP 4

www.NJTaxMaps.com

KEY MAP 7



KEY MAP 7

www.NJTaxMaps.com

SHEET NO. 52.02

SHEET NO. 51.03

SHEET NO. 52

SHEET NO. 42.07

SHEET NO. 42.08

MATCH LINE

MATCH LINE

MATCH LINE

5201.9
1
66.17 AC.

5201

EXEMPTED STATE OF NEW JERSEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION

5.02
38.6 AC. (S) TOTAL

8
20.8 AC.

11
12 AC.
11.21 ± AC. (S)

10
1.00 ± AC. (S)

9.01
5.26 ± AC. (S)

DELAWARE & RARITAN CANAL

BLOCK LIMIT

15' WIDE INGRESS & EGRESS EASEMENT

50' WIDE INGRESS & EGRESS EASEMENT

20' WIDE SANITARY SEWER EASEMENT TO E.L.S.A.

DRAINAGE EASEMENT AS PER DEED VOL. 2045, PG. 788

4" WIDE WATER LINE EASEMENT TO ELIZABETHTOWN WATER CO.

CONDITIONAL ACCESS EASEMENT

24
0.92 ± AC. (C)

23
5.92± AC.

22
2.25± AC.

21
0.68 ± AC. (S)

20
1.37 ± AC. (S)

19

18

17

16
1.04 ± AC. (S)

N.J. PLANE COORDINATE SYSTEM
NAD 1983

ROUTE 1

U.S. PIKE

BRUNSWICK

REV. JAN. 1, 1997
REV. JAN. 1, 1996
REV. JAN. 25, 1994
REV. SEPT. 1, 1992

TAX MAP
TOWNSHIP OF LAWRENCE
MERCER COUNTY, NEW JERSEY
SCALE: 1"=100' OCT. 1990
JOHN M. DURA, P.L.S.

SSM/T.T. MOORE ASSOCIATES, INC.
67 SCOTCH RD.
WEST TRENTON N.J. 08628 883-2313

A.D.R. ASSOCIATES, INC.
9285 COMMERCE HIGHWAY
PENNSAUKEN N.J. 08110 663-7200

www.NJTaxMaps.com

SHEET NO. 52.04

SHEET NO. 51.05

SHEET NO. 52.03

SHEET NO. 52.01

SHEET NO. 42.09

MARCHESI DRIVE

MORRELL ROAD

CANAL VIEW DRIVE

HYDE COURT

DELAWARE & RARITAN CANAL

U.S. ROUTE 1

PIKE

BRUNSWICK

MATCH LINE

BLOCK LIMIT

5201.7

5201.9

5201.8

5201

EXEMPTED STATE OF NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION

EXEMPTED LAWRENCEVILLE FIRE CO.

12' WIDE DRAINAGE EASEMENT

CONSERVATION EASEMENT

CONSERVATION AND MAINTENANCE EASEMENT

ACCESS EASEMENT

CROSS ACCESS EASEMENT

10' WIDE SANITARY SEWER EASEMENT

50.5' WIDE ROADWAY EASEMENT TO NJ D.O.T.

N.J. PLANE COORDINATE SYSTEM NAD 1983

REVISED JAN. 1, 1997

TAX MAP
TOWNSHIP OF LAWRENCE
MERCER COUNTY, NEW JERSEY

SCALE: 1"=100' JAN. 1996

JOHN M. DURA, P.L.S.

SITE WORKS CONSULTANTS - INC.

74 YORK STREET
LAMBERTVILLE, NJ 08530
609-397-9701

THIS MAP SUPERSEDES THE TAX MAP APPROVED FEB. 26, 1992

www.NJTaxMaps.com

SHEET NO. 52.04

SHEET NO. 52.04

PROVINCE LINE ROAD

WEST WINDSOR TOWNSHIP
MERCER COUNTY

MUNICIPAL BOUNDARY LINE

N.J. PLANE COORDINATE SYSTEM ZONE

10' WIDE WATER EASEMENT TO ELIZABETHTOWN WATER CO.

5201
45
38.852 AC.

10' WIDE WATER EASEMENT TO ELIZABETHTOWN WATER CO.

6'X6' UTILITY EASEMENT TO N.J. BELL TEL. CO.

MATCH LINE

15' WIDE WATERLINE EASEMENT TO ELIZABETHTOWN WATER COMPANY

10' WIDE UTILITY EASEMENT TO P.S.E.& G. CO.

44
0.47 ± AC. (S)

43
0.22 ± AC. (S)

42
0.33 ± AC. (S)

41
0.05 ± AC. (S)

40
1.186 AC.

39
2.155 AC.

WATER LINE & SANITARY SEWER EASEMENT TO LAWRENCEVILLE FIRE CO.

INGRESS & EGRESS EASEMENT TO LAWRENCEVILLE FIRE CO.

10' WIDE UTILITY EASEMENT TO P.S.E.& G. CO.

38
3.09 ± AC. (S)

36
1.0 AC.

SEWER EASEMENT

37
1.0 AC.

35
0.96 ± AC. (S)

10' WIDE SANITARY SEWER EASEMENT

ROUTE 1

QUAKER BRIDGE ROAD

(PROVINCE LINE ROAD)

BRUNSWICK PIKE U.S.

SHEET NO. 52.02

SHEET NO. 42.09

REV. JAN. 1, 1998
REV. SEPT. 1, 1992

TAX. MAP
TOWNSHIP OF LAWRENCE
MERCER COUNTY, NEW JERSEY
SCALE: 1"=100' OCT. 1990
JOHN M. DURA, P.L.S.

SSM/T.T: MOORE ASSOCIATES, INC.
67 SCOTCH RD.
WEST TRENTON N.J. 08628 883-2313

A.D.R. ASSOCIATES, INC.
9285 COMMERCE HIGHWAY
PENNSAUKEN N.J. 08110 663-7200

www.NJTaxMaps.com

SHEET NO. 52.01

SHEET NO. 52

SHEET NO. 42.08

SHEET NO. 42.06

SHEET NO. 42.05

SHEET NO. 42.04

U.S. ROUTE 1 BRUNSWICK TURNPIKE

RENAISSANCE BOULEVARD (private)

GROVERS MILL ROAD

OFFICE ROAD

MALL ACCESS ROAD

ACCESS ROAD ROUTE 295 LAWRENCE TWP. JURISDICTION

ACCESS ROAD ROUTE 295 LAWRENCE TWP. JURISDICTION

N.J. PLANE COORDINATE SYSTEM NAD 1983

34
1.00 ± AC. (S)

32.01.4
5.67 AC.
#100 RENAISSANCE BLVD

32.01.1
6.07 AC.
#200 RENAISSANCE BLVD

32.01.3
5.52 AC.
#300 RENAISSANCE BLVD

32.01.2
5.04 AC.
#400 RENAISSANCE BLVD

4201.1

4201.2

4201

31.01
0.403 AC.

31.02
0.022 AC.

33.03
2.192± AC.

33.03
6.93 AC.

29
9.21± AC. TOTAL
8.51± AC.(S) TOTAL

30.02
STATE OF NEW JERSEY EXEMPTED
DEPARTMENT OF TRANSPORTATION

33.01

30.04
4.625± AC. TOTAL

33.02

DETENTION BASIN #4 DRAINAGE EASEMENT

DETENTION BASIN #5 DRAINAGE EASEMENT

DETENTION BASIN #3 DRAINAGE EASEMENT

SIGHT TRIANGLE EASEMENT

70' CROSS ACCESS & ROADWAY EASEMENT (TYP)

15' WIDE DRAINAGE EASEMENT (TYP)

DRAINAGE EASEMENT

DITCH EASEMENT

LIMIT OF GRADING EASEMENT

INGRESS, EGRESS AND REGRESS EASEMENT

10' WIDE P.S.E.& G. CO. GAS LINE EASEMENT (VOL.2780, PG.149)

SLOPE EASEMENT

TOE OF SLOPE EASEMENT

DRAINAGE EASEMENT TO MERCER COUNTY

MATCH LINE

MATCH LINE

MATCH LINE

REVISED JAN. 1, 2004

TAX MAP
TOWNSHIP OF LAWRENCE
MERCER COUNTY, NEW JERSEY
SCALE: 1"=100' JAN. 2003

THOMAS J. VORRASO
NEW JERSEY PROFESSIONAL LAND SURVEYOR NO. 30407

VAN CLEEF ENGINEERING ASSOCIATES
2345 ROUTE 33, ROBBINSVILLE, N.J. 08691
609-259-3263

www.NJTaxMaps.com

SHEET NO. 52.01

BRUNSWICK TURNPIKE U.S. ROUTE 1

MATCH LINE

SHEET NO. 42.09

MATCH LINE

QUAKER BRIDGE ROAD

WEST WINSOR TOWNSHIP
MERCER COUNTY

MUNICIPAL BOUNDARY LINE

N.J. PLANE COORDINATE SYSTEM
NAD 1983

35
1.84 ± AC. (C)

36
15.349± AC.

3.01
42.93 AC. TOTAL

4
10.249 AC.

4201.1

10' WIDE WATER EASEMENT TO ELIZABETHTOWN WATER CO. (VOL. 2021, PG. 893)

10' WIDE WATER EASEMENT TO ELIZABETHTOWN WATER CO. (VOL. 2035, PG. 159)

20' WIDE SANITARY SEWER EASEMENT

MILL ROAD

GROVERS

NO LOT NO.

SHEET NO. 42.07

SHEET NO. 42.06

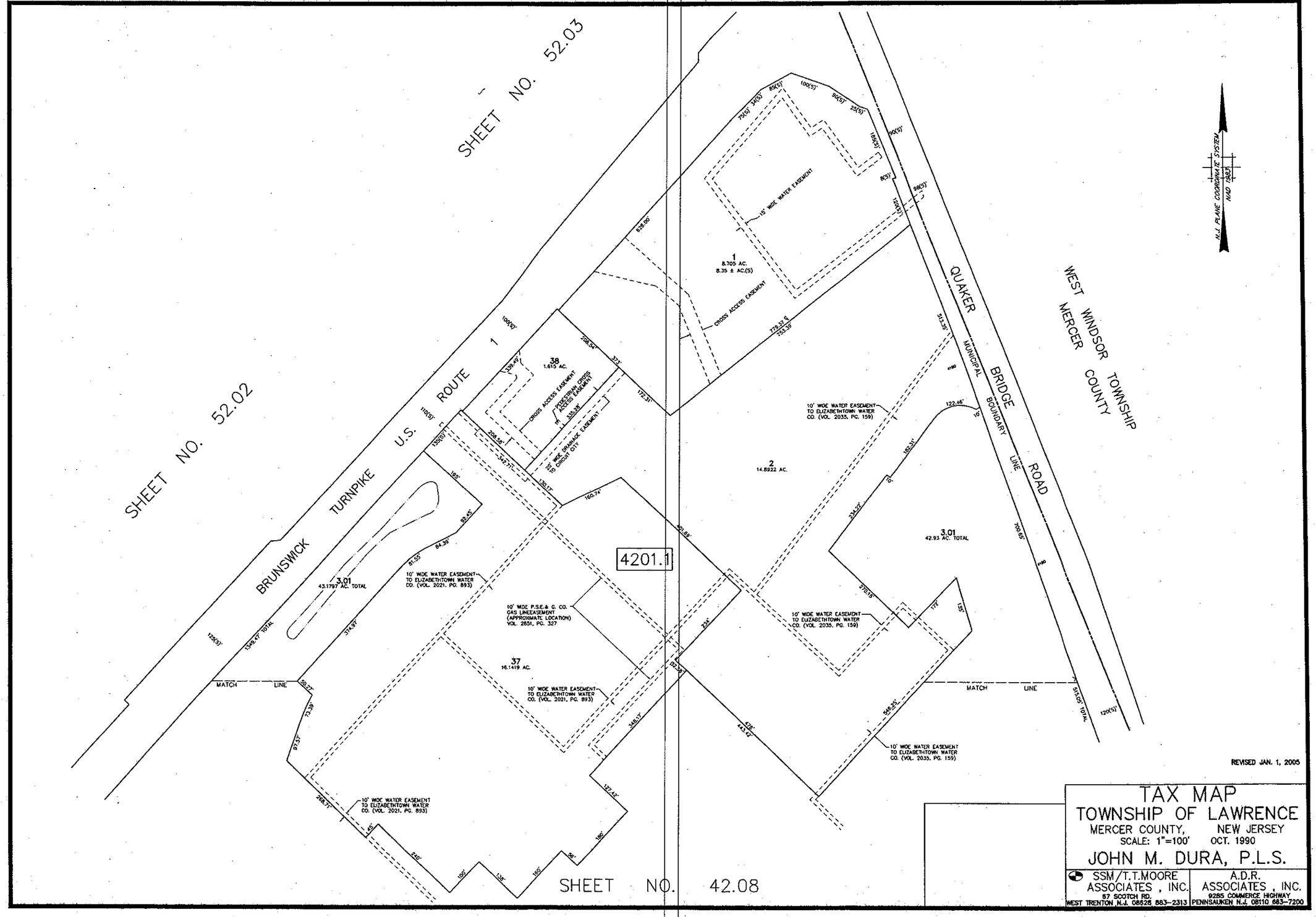
REVISED JAN. 1, 2005

TAX MAP
TOWNSHIP OF LAWRENCE
MERCER COUNTY, NEW JERSEY
SCALE: 1"=100' OCT. 1990
JOHN M. DURA, P.L.S.

SSM/T.T.MOORE ASSOCIATES, INC.
67 SCOTCH RD.
WEST TRENTON N.J. 08628 883-2313

A.D.R. ASSOCIATES, INC.
9285 COMMERCE HIGHWAY
PENNSAUKEN N.J. 08110 663-7200

www.NJTaxMaps.com



TAX MAP
TOWNSHIP OF LAWRENCE
MERCER COUNTY, NEW JERSEY
SCALE: 1"=100' OCT. 1990
JOHN M. DURA, P.L.S.

SSM/T.T.MOORE ASSOCIATES, INC.
57 SCOTCH RD.
WEST TRENTON, N.J. 08628 883-2313

A.D.R. ASSOCIATES, INC.
9285 COMMERCE HIGHWAY
PENNSAUKEN N.J. 08110 663-7200

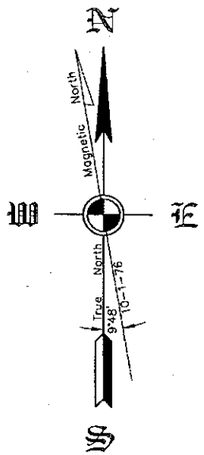
www.NJTaxMaps.com

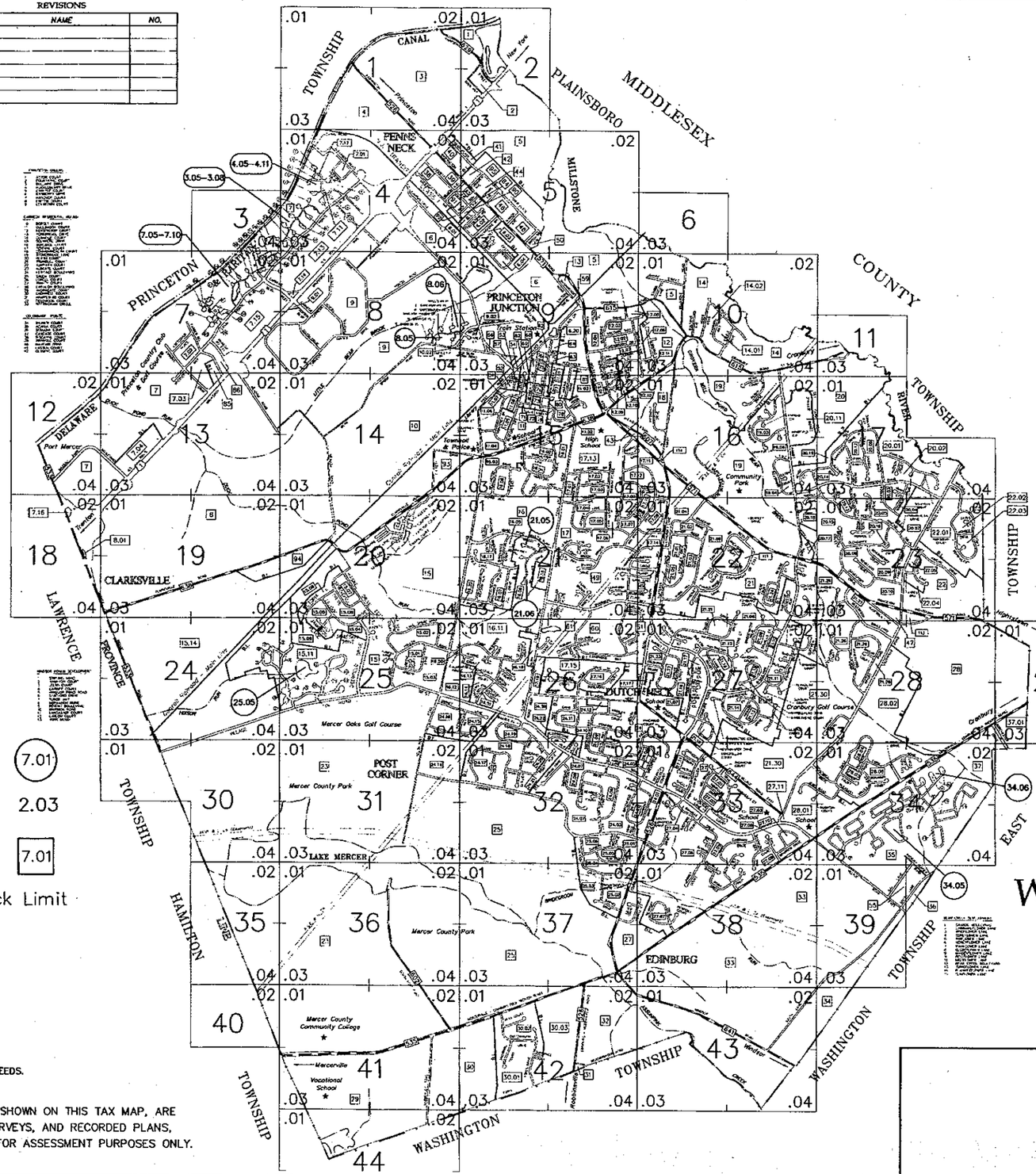
42.09

KEY MAP

REVISIONS

DATE	NAME	NO.





LEGEND

DETAIL SHEET NO. _____ (7.01)

SHEET NO. _____ 2.03

BLOCK NO. _____ [7.01]

B.L. – Indicates a Block Limit

THIS TAX MAP IS BASED ON :

- PHOTOGRAMMETRIC SUVERY BY AERO SERVICE CORP., PHILA., 1961.
- EXISTING TAX MAP
- U.S.C. & G.S. MAPS AND VARIOUS OFFICIAL STATE AND COUNTY MAPS
- GROUND SURVEYS AND RECORDED PLANS AND DEEDS.

THE AREAS , BOUNDARIES AND DIMENSIONS, SHOWN ON THIS TAX MAP, ARE DERIVED FROM GROUND SURVEYS, AERIAL SURVEYS, AND RECORDED PLANS, MAPS, DEEDS, WILLS AND ARE TO BE USED FOR ASSESSMENT PURPOSES ONLY.

I HEREBY CERTIFY THAT THIS MAP HAS BEEN MADE UNDER MY IMMEDIATE SUPERVISION AND COMPLIES WITH THE LAWS OF THE STATE OF NEW JERSEY

GEORGE R. FRIES, P.E./L.S.
LICENSE NO. 25385

1/8/02
DATE

THIS TAX MAP SUPERSEDES THE EXISTING TAX MAP APPROVED APRIL 7, 1978 AND IS TO BE USED FOR ASSESSMENT PURPOSES ONLY.

To Show Conditions As Of Jan., 2002

SHEET INDEX

TO THE

TAX MAPS

OF

WEST WINDSOR TWP.,

MERCER CO., N.J.

George R. Fries, P.E., L.S.
N.J.P.E. & L.S. No. 25385
Township Engineer
(1997 -)

KEY MAP

www.NJTaxMaps.com

E1,994,000 N536,000 — MATCH — E1,995,000 — SHEET 1202 — E1,996,000 — LINE — E1,997,000 N536,000

N535,000

N534,000 E1,994,000 — MATCH — E1,995,000 — SHEET 18.02 — E1,996,000 — LINE — E1,997,000 N534,000

MATCH SHEET 13.03

D&R Canal

QUAKER BRIDGE ROAD

LAWRENCE TOWNSHIP

WEST WINDSOR TOWNSHIP

WINDSOR (PRINCETON) LINE ROAD

7

78.02
96.00 ac (TOTAL)

40' ROADWAY EASEMENT

50' LANDSCAPE BUFFER EASEMENT

5 WAY TRIANGLE EASEMENT

BERM EASEMENT

DRAINAGE EASEMENT

75' LANDSCAPE EASEMENT

20' Rights of Egress & Egress Easement

64 1.05 AC (TOTAL) 203.98

63 #4575 87 397.49

57 0.5 AC 106.91

19 12 Ac. (Total) 388.64(T)

20 1.827 Ac. 720.54 (TOTAL)

78.16
143,516 S.F.

78.01
47.98 AC. (TOTAL)

78.15
16,875 S.F.

78.14
16,875 S.F.

78.13
16,875 S.F.

78.17
96,350 S.F.

78.18
21,440 S.F.

78.19
150,699 S.F.(T)

78.12
44,678 S.F.

78.11
138,119 S.F.

#101 #111 #201 #301 #311 #401 #501 #601 #701

T04.99'

T04.64'

350.11'

165.45'

331.08'

REVISED TO SHOW CONDITIONS AS OF JANUARY 1, 1996
CHARLES E. SALADIN, JR.
L.S. NO. 34019

NEW JERSEY DEPARTMENT OF THE TREASURY
DIVISION OF TAXATION
LOCAL PROPERTY AND PUBLIC UTILITY BRANCH
APPROVED AS A TAX MAP PURSUANT TO THE PROVISIONS OF CHAPTER 176, LAWS OF 1973, INC. FOR THE DIRECTOR, DIVISION OF TAXATION
BY _____ P.E. & L.S.
DATE APR 7 1976 SERIAL NO. 573

TAX MAP
TOWNSHIP OF WEST WINDSOR
MERCER CO., N.J. SCALE 1"=100'

www.NJTaxMaps.com

E1,997,000 N538,000 — MATCH — E1,998,000 — SHEET 7.03 — E1,999,000 — LINE — E2,000,000 N538,000

Canal — D.F.R. PRINCETON WEST WINDSOR 48 (OUTFLOW) TWO 23" ROUND STEEL PIPES 1990 (S)(T)

LINE

69
73± Ac. (Total)
EXEMPTED MERCER COUNTY

70
12.188 Ac. (Total)
EXEMPTED MERCER COUNTY

2085 (TOTAL)
1693.41 (TOTAL)

1545.72 (TOTAL)
1418.90 (TOTAL)

16.02 ± 10 Ac. (TOTAL)

600.88' (TOTAL)

502.18 (TOTAL)

59
5.661 Ac. (Total)

372.72 (T)
382.58 (T)

30' WIDE SAN. SEW. EASM'T.

20' DRAINAGE EASEMENT TO LOT 59

30 SANITARY SEWER EASEMENT

590 (S) 595.48 (T)

MATCH

Approx. ℄ locations in this Area

1900 (S) 1879 (T)

Sewer Easement 30' from ℄ of stream

541 (S) 534.58

123 (S) 123.00

350 (S) 338.00

30' Wide Pipe Line Easement

182.16 ℄

339.00

Stream Location from 1961 Aerial Topo Maps

GREENBELT CONSERVATION EASEMENT

12.02

N537,000

WETLANDS MITIGATION AREA

SHEET

DRAINAGE EASEMENT

504.98 (T)

78.03
3.49 Ac. (TOTAL)

244.36'

22.40'

349.24' (T)

MATCH

78.02
96.00 Ac. (TOTAL)

DRAINAGE EASEMENT

7

GREENBELT EASEMENT

30' DRAINAGE EASEMENT

16.01
31.80 Ac. (Total)
#3477

GREENBELT CONSERVATION EASEMENT

GREENBELT EASEMENT

30' SANITARY SEWER EASEMENT

776.35 (TOTAL)

SHEET

N537,000

U.S. RTE. 1

PIKE

BRUNSWICK

Duck Pond

442.02

Run

38.41 (T)

382.66 (T)

LINE

13.02

18
11.71 Ac.

705 (S) 704 (T)
20' Drainage Easement

20' SANITARY SEWER EASM'T

530 (S) 529.80 (T)

#3481 #3480 #3478 #3479 #3470 #3469 #3468 #3467 #3466 #3465 #3464 #3463 #3462 #3461 #3460 #3459 #3458 #3457 #3456 #3455 #3454 #3453 #3452 #3451 #3450 #3449 #3448

503.75
483.15 (C)

DRAINAGE ESMT. UTILITY ESMT.

8
64.35 Ac. (Total)

120 (S)

150 (S) 150 (T)

65.46

7
1 Bonacs

286.56
280.70

191.26
177.45 (C)

500 (S) (C)

TOTAL 1510 (S) (C)

26
16.73 Ac. TOTAL

20' SANITARY SEWER EASEMENT

GREENBELT EASEMENT

8

1.50

NEW JERSEY STATE DEPARTMENT OF THE TREASURY
DIVISION OF TAXATION
LOCAL PROPERTY — PUBLIC UTILITY BRANCH
MAP PURSUANT TO THE PROVISIONS OF CHAPTER 175 LAWS OF 1973 AMENDING R.S. 54:4-23 AND 54:4-24
FOR THE PURPOSE OF TAXATION
CHIEF
DATE 6/6/2008
OFFICIAL NO. 575

7.04

I
22.47 AC. (TOTAL)

BLOCK LIMIT

30' Wide Control Access & Utilities Easement

1530.24' (T)

40' Wide Drainage Easement

825.08 (C) 588.96

30' Wide Drainage Easement

30' Wide Sanitary Sewer Easement

30' DRAINAGE EASEMENT

30' SANITARY SEWER EASEMENT

1000.49' (TOTAL) #3461

110'

N536,000

E1,997,000 — MATCH — E1,998,000 — SHEET 13.03 — E1,999,000 — LINE — E2,000,000

REVISED TO SHOW CONDITIONS AS OF JANUARY 1, 1996
CHARLES E. SALADIN, JR.
L.S. NO. 34019

TAX MAP

TOWNSHIP OF WEST WINDSOR
MERCER CO., N.J. SCALE 1" = 100'

www.NJTaxMaps.com

E2,000,000
N538,000
MATCH
5' WIDE UTILITY EASEMENT
EMMONS DR. 60'
800'(Total)
261.06'(S)
1.
2.64 AC. TOTAL
703
186.45'(S)
116.30'(S)
70.8'
U.S. RTE. 1
235' (S)
E2,001,000
170'(S)
SHEET
7.04
E2,002,000
LINE
12.01
25.7 ± Ac. Total
E2,003,000
N538,000
320.10
320'(S)
52
Pitch
Drainage Easement 25' from top of each Bank
4.63 Ac.
300.91
610'(S)
610'(S)
484.99
412.42
31
95 AC.
412.42
94
1457
40'
30'
25'
280'(S)
570.1(S) Total
117'(S) Total
53'(S)
234'(S)
65'(S) (Rec)
Drainage Easement
Slope Easement
12.02
35.2 ± Ac. Total
180'(S)
40'
41'
333.03'
MEADOW
9
MATCH
SHEET
59
5.661 Ac. (Total)
7
30' WIDE SAN. SEWER ESMT.
580'(T)
30' WIDE SEWER SANITARY EASEMENT
507.46'(T)
313
#1459
#1501
#1500
114'
200.00'
335'(S)
LINE
16.01
8.180 Ac. (TOTAL)
776.98 (TOTAL)
BRUNSWICK PIKE
#1498
#1496
#1494
#1492
#1490
#1488
#1486
#1484
#1482
#1480
#1478
#1476
#1474
#1472
#1470
#1468
#1466
#1464
#1462
#1460
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#1456
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#1406
#1404
#1402
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#4
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#1
8
64.35 Ac. (Total)
288.01
273.03
329.34
331.32
108.90
108.90
782.76
Sewer / Drainage Easement
198.84
28.45'
567.41
354.85'
2.5'±
2.5'±
10' TEMPORARY CONSTRUCTION ESMT.
20' SANITARY SEWER ESMT.
450.80'(T)
505.94'
N536,000
E2,000,000
384.41'(T)(C)
MATCH
E2,001,000
SHEET
13.04
E2,002,000
LINE
N536,000
E2,003,000
9
10.02
8.720Ac.
1111.75'
506.23'
1159.62'
62.50'
42'
41'
40'
534.21'
534.21'
1345.74'(T)(C)
767.15'
634.36'
ROAD
777
#445
MEADOW LANE APARTMENTS
10' WIDE WATER LINE EASEMENT
54
11.79Ac.
942.58' (TOTAL)
MEADOW RD.
959.34'(T)
25
31.12 Ac. (Total)
206.16'
201.45'(T)
42'
41'
14.01
LINE
MATCH
SHEET
683.26'
693.26'(T)
5' 40' Wide Drain Easement
23
8.85 Ac. (Total)
TWP OF W. WINDSOR
(exempted)
N537,000
E2,000,000
MATCH
E2,001,000
SHEET
13.04
E2,002,000
LINE
N536,000
E2,003,000

NEW JERSEY DEPARTMENT OF THE TREASURY
DIVISION OF TAXATION
LOCAL PROPERTY BR., PUBLIC UTILITY BRANCH
APPROVED AS A TAX MAP PURSUANT TO THE PROVISIONS OF CHAPTER 175, LAWS OF 1957, FOR THE DIRECTOR, DIVISION OF TAXATION
BY _____ P.E. & L.S.
DATE April 1 1961 SERIAL NO. 575 CHIEF

REVISED TO SHOW CONDITIONS AS OF JANUARY 1, 1995
CHARLES E. SALADIN, JR.
L.S. NO. 34019

TAX MAP
TOWNSHIP OF WEST WINDSOR
MERCER CO., N.J. SCALE 1"=100'

www.NJTaxMaps.com

E1,997,000 N536,000 — MATCH — E1,998,000 — SHEET 13.01 — E1,999,000 — E2,000,000 N536,000

78.02
96.00 Ac. (TOTAL)

40' ROADWAY EASEMENT
50' LANDSCAPE BUFFER ESM'T.
LINE
363.02' (TOTAL)
16' Utility Easement
BLOCK UNIT
Drainage Easement
20' WIDE DRAINAGE ESM'T.
50' Wide Common Access & Utilities Easement
1600.24' (T)
40' Wide Drainage Easement
16' Utility Easement
Sight Easement
30' Wide Sanitary Sewer Easement
30' Wide Drainage Easement
30' SANITARY SEWER EASEMENT
110'
65'
1400.59'
TOTAL
#3451
#3450
65270
#3449
#3440
400'
U.S. RTE. 1
7.04
22.47 AC. (TOTAL)
455.95'(C) #3440
482.42'(C) 482.42'(C)
30' SANITARY SEWER EASEMENT
1170.42'(C)
36 2.68 Ac.
26 16.73 Ac. TOTAL
482.42'(C)
252.90
1640.69'(C) TOTAL
GREENBELT EASEMENT
790.51'(C)
43 2.293 AC.
GREENBELT EASEMENT
327.73'
278.62
733.58
754.85
749.39 (TOTAL)
33 12.14 Ac.
843.17'(C)
206.18
1276.1'
400
400
29 158 AC.
1286'
1286'
434.88
400.18
400.18
8
12.04
78.19
150,699 SF (TOTAL)
#1101
#1101'(T)
330'
78.5'
305'
250.00'
140.00'
185.53'
130'
210'
7
50' LANDSCAPE BUFFER ESM'T.
574.01'
500.00'
50'x16' Telco Easement
16' Wide R.O.W. Easement
170'(S)
115'(S)
68.51'
113.21'
153.21'
ACCESS
150.00'
16' Utility Easement
16' Wide R.O.W. Easement
142.35'
PIKE #5440
206.18
122.51'
78.00'
50' Construction Easement
Drainage & Slope Easement
421.55'
120.96'
186.92'
BRUNSWICK #1450
78.01
47.98 AC. (TOTAL)
75' LANDSCAPE ESM'T.
1121.32'
437.76'
2
208.6 AC (TOTAL)
209.42' (TOTAL)
285.18' (TOTAL)
MATCH
SHEET
13.04
LINE
N535,000
N534,000
E1,997,000 — MATCH — E1,998,000 — SHEET 19.01 — E1,999,000 — E2,000,000 N534,000

NEW JERSEY DEPARTMENT OF THE TREASURY
DIVISION OF TAXATION
LOCAL PROPERTY AND PUBLIC UTILITY BRANCH
APPROVED AS A TAX MAP PURSUANT TO THE PROVISIONS OF CHAPTER 175, LAWS OF 1913, etc.
FOR THE DIRECTOR DIVISION OF TAXATION
BY _____ P.E. & L.S.
DATE APR 7 1978 SCALE 1" = 100' SERIAL NO. 575

REVISED TO SHOW CONDITIONS AS OF JANUARY 1, 1997
CHARLES E. SALADIN, JR.
L.S. NO. 34019

TAX MAP
TOWNSHIP OF WEST WINDSOR
MERCER CO., N.J. SCALE 1" = 100'

www.NJTaxMaps.com

E1,994,000
N534,000

MATCH

E1,995,000

SHEET 12.04

E1,996,000

LINE

E1,997,000
N534,000

QUAKER BRIDGE ROAD

LAWRENCE

7.16
1
0.929 AC

50.00
98.60
73.07
93.00
28'
197.36
122.43
182.39

BRUNSWICK PIKE ~ U.S. RTE. 1

MATCH

SHEET 19.01

8
2
206.6
(TOTAL)

N533,000

8.01
1
0.720 AC

PROVINCE LINE ROAD

TOWNSHIP

N532,000
E1,994,000

E1,995,000

SHEET 18.04

E1,996,000

E1,997,000
N532,000

NEW JERSEY DEPARTMENT OF THE TREASURY
DIVISION OF TAXATION
LOCAL PROPERTY AND PUBLIC UTILITY BRANCH
APPROVED AS A TAX MAP PURSUANT TO THE PROVISIONS OF CHAPTER 175, LAWS OF 1925, AMD. FOR THE DIRECTOR, DIVISION OF TAXATION
BY _____ P.E. & L.S.
LIC. # 5009 CHIEF
DATE APR 7 1958 SERIAL NO. 575

REVISED TO SHOW CONDITIONS AS OF JANUARY 1, 1957
CHARLES E. SALADIN, JR.
L.S. NO. 34019

TAX MAP
TOWNSHIP OF WEST WINDSOR
MERCER CO., N.J. SCALE 1"=100'

www.NJTaxMaps.com

E1,994,000
N532,000

MATCH

E1,995,000

SHEET 18.02

E1,996,000

LINE

E1,997,000
N532,000

2
206.6 Ac.
8

165(c)
245(c)
516.66(c)
165(c)
40
0.49 Ac.
135
235
164(c)
88(c)
128
0.97 Ac.
100(c)
166(c)
191.39
16
0.97 Ac.
210
210.85
210.04

MATCH

QUAKER BRIDGE (PROVINCE LINE ROAD)

TOWNSHIP

ROAD

SHEET 19.03

LINE

N531,000

N530,000
E1,994,000

E1,995,000

E1,996,000

E1,997,000
N530,000

NEW JERSEY DEPARTMENT OF THE TREASURY
DIVISION OF TAXATION
LOCAL PROPERTY AND PUBLIC UTILITY BRANCH

APPROVED AS A TAX MAP PURSUANT TO THE PROVISIONS OF CHAPTER 175, LAWS OF 1913, ETC. FOR THE DIRECTOR, DIVISION OF TAXATION

BY _____ P.E. & L.S.
LIC. # 5009 CHIEF

DATE APR 7 1997 SERIAL NO. 5751

REVISED TO SHOW CONDITIONS AS OF JANUARY 1, 1997
CHARLES E. SALADIN, JR.
L.S. NO. 34019

TAX MAP
TOWNSHIP OF WEST WINDSOR
MERCER CO., N.J. SCALE 1" = 100'

www.NJTaxMaps.com

E1,997,000
N534,000

U.S. RTE. 1

MATCH

E1,998,000

SHEET 13.03

E1,999,000

LINE

E 2,000,000
N534,000

39
1.45 AC.

32.01
8.07 AC.

2
206.6 AC.
(Total)

8

18.02

LINE

MATCH

SHEET

N533,000

19.02

LINE

MATCH

SHEET

12
108.495 Ac.
(Total)

N532,000
E1,997,000

E1,998,000

SHEET 19.03

E1,999,000

N532,000
E2,000,000

NEW JERSEY DEPARTMENT OF THE TREASURY
DIVISION OF TAXATION
LOCAL PROPERTY AND PUBLIC UTILITY BRANCH

APPROVED AS A TAX MAP PURSUANT TO THE PROVISIONS OF CHAPTER 236, LAWS OF 1948, AS AMD.
FOR THE DIRECTOR, DIVISION OF TAXATION

BY _____ P.E. & L.S.
LIC. # 5009 CHIEF
DATE APR 7 1978 SERIAL NO. 575

REVISED TO SHOW
CONDITIONS AS OF
JANUARY 1, 1997
CHARLES E. SALADIN, JR.
L.S. NO. 34019

TAX MAP
TOWNSHIP OF WEST WINDSOR
MERCER CO., N.J. SCALE 1"=100'

www.NJTaxMaps.com

E2,000,000
N534,000
MATCH
E2,001,000
SHEET 13.04
E2,002,000
LINE
E2,003,000
N534,000

LINE
1901
N533,000
SHEET
MATCH
N532,000
E2,000,000
MATCH
SHEET

2
206.6 AC.
(Total)

1512.52 (TOTAL)
1320 (TOTAL)
488.01
2434.28 (TOTAL)
1992.57 (TOTAL)

12
108.495 Ac.
(Total)

1844.94
1267.82 (TOTAL)

13
25.55 Ac.
(Total)

997.13 (TOTAL)
1621.75
2351.04 (TOTAL)

48
123.482 Ac.
(Total)

578.43 (TOTAL)
493.88 (TOTAL)
1421.48
1421.75

14
31.9182 Ac.
(Total)

1383.78 (TOTAL)
1783.78

8

44
49.432 Ac.

37
0.44 Ac.
#89
100

38
0.44 Ac.
#91
100

10' EASEMENT FOR ROAD WIDENING

465.06
315.90
319.94 (TOTAL)
469.95
649.81
640.81
451.96 (TOTAL)

CLARKSVILLE - GROVERS MILL ROAD
66' 100'

94

2
14.422 Ac.
(Total)

NEW JERSEY DEPARTMENT OF THE TREASURY
DIVISION OF TAXATION
LOCAL PROPERTY AND PUBLIC UTILITY BRANCH
APPROVED AS A TAX MAP PURSUANT TO THE PROVISIONS OF CHAPTER 175, LAWS OF 1918, ETC.
FOR THE DIRECTOR, DIVISION OF TAXATION
BY _____ P.L. & L.S.
LIC. # 5009
APR 7 1972
SERIAL NO. 5775

E2,001,000
SHEET
19.04
E2,002,000
LINE

REVISED TO SHOW CONDITIONS AS OF
11-25-91
Sidney C. Lutz, P.L.S.
N.J. Lic. no. 12671

TAX MAP
TOWNSHIP OF WEST WINDSOR
MERCER CO., N.J. SCALE 1" = 100'

www.NJTaxMaps.com

E1,997,000 N532,000 MATCH E1,998,000 SHEET 19.01 E1,999,000 LINE E2,000,000 N532,000

2
206.6 AC. (Total)

1670.46 (T) 1670.46 (T)

190.21 190.21

LINE

392.08 (T) 373.42

18.04

210

210.04

248.93

12

8
108.495 Acres (Total)

MATCH

SHEET

N531,000

3119.97 (TOTAL)

ROAD

1930.70 (TOTAL)

41 40 51 50 62

N531,000 180.02

727.75

220.89

46 0.917 Ac.

49 0.689 Ac.

45 0.689 Ac.

41 0.689 Ac.

47 .710 Ac.

150 200

SHEET

CLARKSVILLE – GROVERS MILL

1536.34

QUAKER BRIDGE (PROVINCE LINE) ROAD

LAWRENCE TOWNSHIP

MATCH

209.95

88.33

372.02 381.99

75
2.87 Ac.

170.00 125 (C) 362

184.502 (TOTAL)

19
90.182 Ac. (Total)

15.14

18
153.916 Ac. (Total)

3125.58 (TOTAL) 2049.83 (TOTAL)

LINE

N530,000 E1,997,000 MATCH E1,998,000 SHEET 24.01 E1,999,000 LINE N530,000 E2,000,000

NEW JERSEY DEPARTMENT OF THE TREASURY
DIVISION OF TAXATION
LOCAL PROPERTY AND PUBLIC UTILITY BRANCH

APPROVED AS A TAX MAP PURSUANT TO THE PROVISIONS OF CHAPTER 175, LAWS OF 1931, AS AMENDED
FOR THE DIRECTOR, DIVISION OF TAXATION

BY _____ P.E. & L.S.
CHIEF

DATE APR 7 1998 SERIAL NO. 575

REVISED TO SHOW CONDITIONS AS OF JANUARY 1, 1997
CHARLES E. SALADIN, JR.
L.S. NO. 34019

TAX MAP
TOWNSHIP OF WEST WINDSOR
MERCER CO., N.J. SCALE 1" = 100'

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Property Details

LAWR ASSOC C/O KRAVCO CO

BRUNSWICK PIKE

County: **MERCER**
Town: **LAWRENCE**
Block: **5201** Lot: **25** Qual: **B01**
Property Type: **Commercial**
Zoning: **HC**
Building Description: **BILLBOARD**
Lot Size:
Land Sq Ft:
Acres: **0**

Owners Mailing Address
LAWR ASSOC C/O KRAVCO CO

P O BOX 6120
INDIANAPOLIS, IN 462066120

Asmt. Year:
Land Value:
Improvement Value: **$9,900** **(100.00%)**
Total Assessment: **$9,900**
Property Tax: **$376.00**
Tax Year: **2007**
Year Built:
Build. Sq Ft:
Num. Stories:
Exemption Status:

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Remarks

Tag	Block	Lot	Qual	Owner	Address	Town	Value
	5201	45		MERCER MALL FED	3325 BRUNSWICK PK	LAWRENCE	$35,05
	5201	30.01		MAKEFIELD LIMITED	3313 BRUNSWICK PIKE	LAWRENCE	$1,768,
	5201.1	1		YORKSHIRE VILLAGE,	13 PORT MERCER ROAD	LAWRENCE	
	5201.1	2		EVERMAN, DAVID B &	4276 PROVINCE LINE	LAWRENCE	$318,7(
	5201.1	3		EVERMAN, TANA	4272 PROVINCE LINE	LAWRENCE	$171,9(
	5201.1	4		MEHRA, AJAY & SEEMA	1 PORT MERCER ROAD	LAWRENCE	$223,9(
	5201.1	5		SHIVAPARAN N &	3 PORT MERCER ROAD	LAWRENCE	$201,8(
	5201.1	6		TATAVARTHI,SREEDHAR	5 PORT MERCER ROAD	LAWRENCE	$212,9(
	5201	29		3303 RT ONE REAL	3303 BRUNSWICK PIKE	LAWRENCE	$943,0(
	5201	25	B01	LAWR ASSOC C/O	BRUNSWICK PIKE	LAWRENCE	$9,900

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Property Details

YORKSHIRE VILLAGE, LLC

CANAL VIEW DRIVE

County: **MERCER**
Town: **LAWRENCE**
Block: **5201.9** Lot: **1** Qual:

Property Type: **Vacant Land**
Zoning: **PVD2**
Building Description: **DETENTION BASIN**
Lot Size: **66.17 ACRES** Year Built:
Land Sq Ft: Build. Sq Ft:
Acres: **66.17** Num. Stories:

Owners Mailing Address
YORKSHIRE VILLAGE, LLC

90 WOODBRIDGE CENTER DR
WOODBRIDGE, NJ 07095

Asmt. Year: **2004**
Land Value:
Improvement Value:
Total Assessment:
Property Tax: **0**
Tax Year: **2007**
Exemption Status:

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Remarks

Tag	Block	Lot	Qual	Owner	Address	Town	Value
	5201.9	1		YORKSHIRE VILLAGE,	CANAL VIEW DRIVE	LAWRENCE	
	5201.9	2		WEICHERT	8 MORRELL ROAD	LAWRENCE	$202,8(
	5201.9	3		PATEL, JITESH M &	6 MORRELL ROAD	LAWRENCE	$202,0(
	5201.9	4		TAO, QIHAI & LIU,	118 CANAL VIEW DRIVE	LAWRENCE	$206,6(
	5201.9	5		SUDHAKAR,KAMALESH	116 CANAL VIEW DRIVE	LAWRENCE	$223,2(
	5201.9	6		JO, EDWARD K & JUDY	114 CANAL VIEW DRIVE	LAWRENCE	$223,7(
	5201.9	7		NALLA, MAHESHWARA	112 CANAL VIEW DRIVE	LAWRENCE	$204,2(
	5201.9	8		MATTERA, MARIO &	110 CANAL VIEW DRIVE	LAWRENCE	$204,0(
	5201.9	9		SHETTY, SUBRAY &	108 CANAL VIEW DRIVE	LAWRENCE	$210,9(
	5201.9	10		JORDAN, SUSAN &	106 CANAL VIEW DRIVE	LAWRENCE	$218,2(

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Property Details

3303 RT ONE REAL ESTATE, LLC

3303 BRUNSWICK PIKE

County: **MERCER**
Town: **LAWRENCE**
Block: **5201** Lot: **29** Qual:

Property Type: **Commercial**
Zoning: **HC**
Building Description: **ISL POOLS/PATIO**
Lot Size: **149X400 IRR** Year Built:
Land Sq Ft: **59,677** Build. Sq Ft:
Acres: **0** Num. Stories: **1**

Owners Mailing Address
3303 RT ONE REAL ESTATE, LLC

3303 BRUNSWICK PK
LAWRENCEVILLE, NJ 08648

Asmt. Year: **2004**
Land Value: **$464,000**
Improvement Value: **$479,000** **(50.80%)**
Total Assessment: **$943,000**
Property Tax: **$35,834.00**
Tax Year: **2007**
Exemption Status:

Place O
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Remarks

Tag	Block	Lot	Qual	Owner	Address	Town	Value
	5201	45		MERCER MALL FED	3325 BRUNSWICK PK	LAWRENCE	$35,05
	5201	30.01		MAKEFIELD LIMITED	3313 BRUNSWICK PIKE	LAWRENCE	$1,768,
	5201.1	1		YORKSHIRE VILLAGE,	13 PORT MERCER ROAD	LAWRENCE	
	5201.1	2		EVERMAN, DAVID B &	4276 PROVINCE LINE	LAWRENCE	$318,7(
	5201.1	3		EVERMAN, TANA	4272 PROVINCE LINE	LAWRENCE	$171,9(
	5201.1	4		MEHRA, AJAY & SEEMA	1 PORT MERCER ROAD	LAWRENCE	$223,9(
	5201.1	5		SHIVAPARAN N &	3 PORT MERCER ROAD	LAWRENCE	$201,8(
	5201.1	6		TATAVARTHI,SREEDHAR	5 PORT MERCER ROAD	LAWRENCE	$212,9(
	5201	29		3303 RT ONE REAL	3303 BRUNSWICK PIKE	LAWRENCE	$943,0(
	5201	25	B01	LAWR ASSOC C/O	BRUNSWICK PIKE	LAWRENCE	$9,900

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Property Details

MAKEFIELD LIMITED PARTNERSHIP

3313 BRUNSWICK PIKE

County: **MERCER**
Town: **LAWRENCE**
Block: **5201** Lot: **30.01** Qual:

Property Type: **Commercial**
Zoning: **HC**
Building Description: **TWEETER/PIER 1**
Lot Size: **200X674** Year Built:
Land Sq Ft: **134,600** Build. Sq Ft:
Acres: **3.09** Num. Stories: **1**

Owners Mailing Address
MAKEFIELD LIMITED PARTNERSHIP

510 WHEATFIELD LANE
NEWTOWN, PA 18940

Asmt. Year: **2004**
Land Value: **$1,060,500**
Improvement Value: **$708,400** **(40.05%)**
Total Assessment: **$1,768,900**
Property Tax: **$67,218.00**
Tax Year: **2007**
Exemption Status:

Place O
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Remarks

Tag	Block	Lot	Qual	Owner	Address	Town	Value
	5201	45		MERCER MALL FED	3325 BRUNSWICK PK	LAWRENCE	$35,05
	5201	30.01		MAKEFIELD LIMITED	3313 BRUNSWICK PIKE	LAWRENCE	$1,768,
	5201.1	1		YORKSHIRE VILLAGE,	13 PORT MERCER ROAD	LAWRENCE	
	5201.1	2		EVERMAN, DAVID B &	4276 PROVINCE LINE	LAWRENCE	$318,7(
	5201.1	3		EVERMAN, TANA	4272 PROVINCE LINE	LAWRENCE	$171,9(
	5201.1	4		MEHRA, AJAY & SEEMA	1 PORT MERCER ROAD	LAWRENCE	$223,9(
	5201.1	5		SHIVAPARAN N &	3 PORT MERCER ROAD	LAWRENCE	$201,8(
	5201.1	6		TATAVARTHI,SREEDHAR	5 PORT MERCER ROAD	LAWRENCE	$212,9(
	5201	29		3303 RT ONE REAL	3303 BRUNSWICK PIKE	LAWRENCE	$943,0(
	5201	25	B01	LAWR ASSOC C/O	BRUNSWICK PIKE	LAWRENCE	$9,900

1 2 3 4 5 6 7 8 9 10 ...

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Property Details

3371, L.L.C

3371 BRUNSWICK PIKE REAR

County: **MERCER**
Town: **LAWRENCE**
Block: **5201** Lot: **33** Qual:

Property Type: **Commercial**
Zoning: **HC**
Building Description: **LAWR COMMONS**
Lot Size: **2.0496 AC** Year Built:
Land Sq Ft: **89,298** Build. Sq Ft:
Acres: **2.05** Num. Stories:

Owners Mailing Address
3371, L.L.C

3371 BRUNSWICK PIKE REAR
LAWRENCEVILLE, NJ 08648

Asmt. Year: **2004**
Land Value: **$607,500**
Improvement Value: **$2,846,100** **(82.41%)**
Total Assessment: **$3,453,600**
Property Tax: **$131,237.00**
Tax Year: **2007**
Exemption Status:

Place O
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Remarks

Tag	Block	Lot	Qual	Owner	Address	Town	Value
	5201	33		3371, L.L.C	3371 BRUNSWICK PIKE	LAWRENCE	$3,453,
	5201	34		ONE RTL ASSOC-	3321 BRUNSWICK PIKE	LAWRENCE	$2,578,
	5201	35		GOLFINOPOULOS FED	BRUNSWICK PIKE	LAWRENCE	$97,50(
	5201	32		FEDERAL REALTY	BRUNSWICK PIKE	LAWRENCE	$115,5(
	5201	37		BIRD, LLC (DENNY'S TAX	3831 BRUNSWICK PIKE	LAWRENCE	$775,5(
	5201	38	S01	FR MERCER MALL, LLC	3349 BRUNSWICK PIKE	LAWRENCE	$3,425,
	5201	38	S02	FR MERCER MALL, LLC	3345 BRUNSWICK PIKE	LAWRENCE	$1,404,
	5201	39		MERCER MALL FED	3357 BRUNSWICK PIKE	LAWRENCE	$1,601,
	5201	40		SWIFT,JAMES FED	3373 BRUNSWICK PIKE	LAWRENCE	$535,5(
	5201	41.01		FEDERAL REALTY	3375 BRUNSWICK PIKE	LAWRENCE	$2,668,

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Property Details

ONE RTL ASSOC-GOLFINOPOLUS-HEKEMIAN

3321 BRUNSWICK PIKE

County: **MERCER**
Town: **LAWRENCE**
Block: **5201** Lot: **34** Qual:

Property Type: **Commercial**
Zoning: **HC**
Building Description: **OFF MX/CD WORLD**
Lot Size: **2.908 AC** Year Built:
Land Sq Ft: **126,760** Build. Sq Ft:
Acres: **2.91** Num. Stories:

Owners Mailing Address
ONE RTL ASSOC-GOLFINOPOLUS-HEKEMIAN

505 MAIN ST PO BOX 667
HACKENSACK, NJ 07602

Asmt. Year: **2004**
Land Value: **$628,500**
Improvement Value: **$1,949,900** **(75.62%)**
Total Assessment: **$2,578,400**
Property Tax: **$97,979.00**
Tax Year: **2007**
Exemption Status:

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Tag	Block	Lot	Qual	Owner	Address	Town	Value
	5201	33		3371, L.L.C	3371 BRUNSWICK PIKE	LAWRENCE	$3,453,
	5201	34		ONE RTL ASSOC-	3321 BRUNSWICK PIKE	LAWRENCE	$2,578,
	5201	35		GOLFINOPOULOS FED	BRUNSWICK PIKE	LAWRENCE	$97,50(
	5201	32		FEDERAL REALTY	BRUNSWICK PIKE	LAWRENCE	$115,5(
	5201	37		BIRD, LLC (DENNY'S TAX	3831 BRUNSWICK PIKE	LAWRENCE	$775,5(
	5201	38	S01	FR MERCER MALL, LLC	3349 BRUNSWICK PIKE	LAWRENCE	$3,425,
	5201	38	S02	FR MERCER MALL, LLC	3345 BRUNSWICK PIKE	LAWRENCE	$1,404,
	5201	39		MERCER MALL FED	3357 BRUNSWICK PIKE	LAWRENCE	$1,601,
	5201	40		SWIFT,JAMES FED	3373 BRUNSWICK PIKE	LAWRENCE	$535,5(
	5201	41.01		FEDERAL REALTY	3375 BRUNSWICK PIKE	LAWRENCE	$2,668,

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Property Details

GOLFINOPOULOS FED REALTY INV TRUST

BRUNSWICK PIKE

County: **MERCER**
Town: **LAWRENCE**
Block: **5201** Lot: **35** Qual:

Property Type: **Vacant Land**
Zoning: **HC**
Building Description:
Lot Size: **50X495(IRR)** Year Built:
Land Sq Ft: **24,751** Build. Sq Ft:
Acres: **0.57** Num. Stories:

Owners Mailing Address
GOLFINOPOULOS FED REALTY INV TRUST

1626 E. JEFFERSON ST
ROCKVILLE, MD 20852

Asmt. Year: **2004**
Land Value: **$97,500**
Improvement Value:
Total Assessment: **$97,500**
Property Tax: **$3,705.00**
Tax Year: **2007**
Exemption Status:

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Tag	Block	Lot	Qual	Owner	Address	Town	Value
	5201	33		3371, L.L.C	3371 BRUNSWICK PIKE	LAWRENCE	$3,453,
	5201	34		ONE RTL ASSOC-	3321 BRUNSWICK PIKE	LAWRENCE	$2,578,
	5201	35		GOLFINOPOULOS FED	BRUNSWICK PIKE	LAWRENCE	$97,50(
	5201	32		FEDERAL REALTY	BRUNSWICK PIKE	LAWRENCE	$115,5(
	5201	37		BIRD, LLC (DENNY'S TAX	3831 BRUNSWICK PIKE	LAWRENCE	$775,5(
	5201	38	S01	FR MERCER MALL, LLC	3349 BRUNSWICK PIKE	LAWRENCE	$3,425,
	5201	38	S02	FR MERCER MALL, LLC	3345 BRUNSWICK PIKE	LAWRENCE	$1,404,
	5201	39		MERCER MALL FED	3357 BRUNSWICK PIKE	LAWRENCE	$1,601,
	5201	40		SWIFT,JAMES FED	3373 BRUNSWICK PIKE	LAWRENCE	$535,5(
	5201	41.01		FEDERAL REALTY	3375 BRUNSWICK PIKE	LAWRENCE	$2,668,

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Property Details

BIRD, LLC (DENNY S TAX DEPT)

3831 BRUNSWICK PIKE

County: **MERCER**
Town: **LAWRENCE**
Block: **5201** Lot: **37** Qual:
Property Type: **Commercial**
Zoning: **HC**
Building Description: **DENNY S**
Lot Size: **119X495 IRR** Year Built:
Land Sq Ft: **58,806** Build. Sq Ft:
Acres: **0** Num. Stories:

Owners Mailing Address
BIRD, LLC (DENNY S TAX DEPT)

PO BOX 260888 (RASH)
PLANO, TX 750260888

Asmt. Year: **2004**
Land Value: **$450,000**
Improvement Value: **$325,500** **(41.97%)**
Total Assessment: **$775,500**
Property Tax: **$29,469.00**
Tax Year: **2007**
Exemption Status:

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Tag	Block	Lot	Qual	Owner	Address	Town	Value
	5201	33		3371, L.L.C	3371 BRUNSWICK PIKE	LAWRENCE	$3,453,
	5201	34		ONE RTL ASSOC-	3321 BRUNSWICK PIKE	LAWRENCE	$2,578,
	5201	35		GOLFINOPOULOS FED	BRUNSWICK PIKE	LAWRENCE	$97,50(
	5201	32		FEDERAL REALTY	BRUNSWICK PIKE	LAWRENCE	$115,5(
	5201	37		BIRD, LLC (DENNY'S TAX	3831 BRUNSWICK PIKE	LAWRENCE	$775,5(
	5201	38	S01	FR MERCER MALL, LLC	3349 BRUNSWICK PIKE	LAWRENCE	$3,425,
	5201	38	S02	FR MERCER MALL, LLC	3345 BRUNSWICK PIKE	LAWRENCE	$1,404,
	5201	39		MERCER MALL FED	3357 BRUNSWICK PIKE	LAWRENCE	$1,601,
	5201	40		SWIFT,JAMES FED	3373 BRUNSWICK PIKE	LAWRENCE	$535,5(
	5201	41.01		FEDERAL REALTY	3375 BRUNSWICK PIKE	LAWRENCE	$2,668,

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Property Details

FR MERCER MALL, LLC

3349 BRUNSWICK PIKE

County: **MERCER**
Town: **LAWRENCE**
Block: **5201** Lot: **38** Qual: **S01**
Property Type: **Commercial**
Zoning: **HC**
Building Description: **THE WIZ**
Lot Size: **3.09 AC.** Year Built:
Land Sq Ft: Build. Sq Ft:
Acres: **3.09** Num. Stories:

Owners Mailing Address
FR MERCER MALL, LLC

1626 EAST JEFFERSON ST
ROCKVILLE, MD 20852

Asmt. Year: **2004**
Land Value: **$763,500**
Improvement Value: **$2,662,200** **(77.71%)**
Total Assessment: **$3,425,700**
Property Tax: **$130,177.00**
Tax Year: **2007**
Exemption Status:

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Tag	Block	Lot	Qual	Owner	Address	Town	Value
	5201	33		3371, L.L.C	3371 BRUNSWICK PIKE	LAWRENCE	$3,453,
	5201	34		ONE RTL ASSOC-	3321 BRUNSWICK PIKE	LAWRENCE	$2,578,
	5201	35		GOLFINOPOULOS FED	BRUNSWICK PIKE	LAWRENCE	$97,50(
	5201	32		FEDERAL REALTY	BRUNSWICK PIKE	LAWRENCE	$115,5(
	5201	37		BIRD, LLC (DENNY'S TAX	3831 BRUNSWICK PIKE	LAWRENCE	$775,5(
	5201	38	S01	FR MERCER MALL, LLC	3349 BRUNSWICK PIKE	LAWRENCE	$3,425,
	5201	38	S02	FR MERCER MALL, LLC	3345 BRUNSWICK PIKE	LAWRENCE	$1,404,
	5201	39		MERCER MALL FED	3357 BRUNSWICK PIKE	LAWRENCE	$1,601,
	5201	40		SWIFT,JAMES FED	3373 BRUNSWICK PIKE	LAWRENCE	$535,5(
	5201	41.01		FEDERAL REALTY	3375 BRUNSWICK PIKE	LAWRENCE	$2,668,

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Property Details

FR MERCER MALL, LLC

3345 BRUNSWICK PIKE

County: **MERCER**
Town: **LAWRENCE**
Block: **5201** Lot: **38** Qual: **S02**
Property Type: **Commercial**
Zoning: **HC**
Building Description: **OLIVE GARDEN**
Lot Size:
Land Sq Ft:
Acres: **0**
Year Built:
Build. Sq Ft:
Num. Stories:

Owners Mailing Address
FR MERCER MALL, LLC

1626 EAST JEFFERSON ST
ROCKVILLE, MD 20852

Asmt. Year: **2004**
Land Value:
Improvement Value: **$1,404,000** **(100.00%)**
Total Assessment: **$1,404,000**
Property Tax: **$53,352.00**
Tax Year: **2007**
Exemption Status:

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Tag	Block	Lot	Qual	Owner	Address	Town	Value
	5201	33		3371, L.L.C	3371 BRUNSWICK PIKE	LAWRENCE	$3,453,
	5201	34		ONE RTL ASSOC-	3321 BRUNSWICK PIKE	LAWRENCE	$2,578,
	5201	35		GOLFINOPOULOS FED	BRUNSWICK PIKE	LAWRENCE	$97,50(
	5201	32		FEDERAL REALTY	BRUNSWICK PIKE	LAWRENCE	$115,5(
	5201	37		BIRD, LLC (DENNY'S TAX	3831 BRUNSWICK PIKE	LAWRENCE	$775,5(
	5201	38	S01	FR MERCER MALL, LLC	3349 BRUNSWICK PIKE	LAWRENCE	$3,425,
	5201	38	S02	FR MERCER MALL, LLC	3345 BRUNSWICK PIKE	LAWRENCE	$1,404,
	5201	39		MERCER MALL FED	3357 BRUNSWICK PIKE	LAWRENCE	$1,601,
	5201	40		SWIFT,JAMES FED	3373 BRUNSWICK PIKE	LAWRENCE	$535,5(
	5201	41.01		FEDERAL REALTY	3375 BRUNSWICK PIKE	LAWRENCE	$2,668,

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Property Details

MERCER MALL FED REALTY INV TRUST

3357 BRUNSWICK PIKE

County: **MERCER**
Town: **LAWRENCE**
Block: **5201** Lot: **39** Qual:

Property Type: **Commercial**
Zoning: **HC**
Building Description: **NY DELI**
Lot Size: **300X365IRR** Year Built:
Land Sq Ft: **109,336** Build. Sq Ft:
Acres: **0** Num. Stories:

Owners Mailing Address
MERCER MALL FED REALTY INV TRUST

1626 E JEFFERSON ST
ROCKVILLE, MD 20852

Asmt. Year: **2004**
Land Value: **$972,000**
Improvement Value: **$629,100** **(39.29%)**
Total Assessment: **$1,601,100**
Property Tax: **$60,842.00**
Tax Year: **2007**
Exemption Status:

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Tag	Block	Lot	Qual	Owner	Address	Town	Value
	5201	33		3371, L.L.C	3371 BRUNSWICK PIKE	LAWRENCE	$3,453,
	5201	34		ONE RTL ASSOC-	3321 BRUNSWICK PIKE	LAWRENCE	$2,578,
	5201	35		GOLFINOPOULOS FED	BRUNSWICK PIKE	LAWRENCE	$97,50(
	5201	32		FEDERAL REALTY	BRUNSWICK PIKE	LAWRENCE	$115,5(
	5201	37		BIRD, LLC (DENNY'S TAX	3831 BRUNSWICK PIKE	LAWRENCE	$775,5(
	5201	38	S01	FR MERCER MALL, LLC	3349 BRUNSWICK PIKE	LAWRENCE	$3,425,
	5201	38	S02	FR MERCER MALL, LLC	3345 BRUNSWICK PIKE	LAWRENCE	$1,404,
	5201	39		MERCER MALL FED	3357 BRUNSWICK PIKE	LAWRENCE	$1,601,
	5201	40		SWIFT,JAMES FED	3373 BRUNSWICK PIKE	LAWRENCE	$535,5(
	5201	41.01		FEDERAL REALTY	3375 BRUNSWICK PIKE	LAWRENCE	$2,668,

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Property Details

SWIFT,JAMES FED REALTY INV TRUST

3373 BRUNSWICK PIKE

County: **MERCER**
Town: **LAWRENCE**
Block: **5201** Lot: **40** Qual:

Property Type: **Vacant Land**
Zoning: **HC**
Building Description:
Lot Size: **200X285**
Land Sq Ft: **57,064**
Acres: **1.31**

Year Built:
Build. Sq Ft:
Num. Stories:

Owners Mailing Address
SWIFT,JAMES FED REALTY INV TRUST

1626 E. JEFFERSON ST
ROCKVILLE, MD 20852

Asmt. Year: **2004**
Land Value: **$535,500**
Improvement Value:
Total Assessment: **$535,500**
Property Tax: **$20,349.00**
Tax Year: **2007**
Exemption Status:

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Tag	Block	Lot	Qual	Owner	Address	Town	Value
	5201	33		3371, L:L.C	3371 BRUNSWICK PIKE	LAWRENCE	$3,453,
	5201	34		ONE RTL ASSOC-	3321 BRUNSWICK PIKE	LAWRENCE	$2,578,
	5201	35		GOLFINOPOULOS FED	BRUNSWICK PIKE	LAWRENCE	$97,50(
	5201	32		FEDERAL REALTY	BRUNSWICK PIKE	LAWRENCE	$115,5(
	5201	37		BIRD, LLC (DENNY'S TAX	3831 BRUNSWICK PIKE	LAWRENCE	$775,5(
	5201	38	S01	FR MERCER MALL, LLC	3349 BRUNSWICK PIKE	LAWRENCE	$3,425,
	5201	38	S02	FR MERCER MALL, LLC	3345 BRUNSWICK PIKE	LAWRENCE	$1,404,
	5201	39		MERCER MALL FED	3357 BRUNSWICK PIKE	LAWRENCE	$1,601,
	5201	40		SWIFT,JAMES FED	3373 BRUNSWICK PIKE	LAWRENCE	$535,5(
	5201	41.01		FEDERAL REALTY	3375 BRUNSWICK PIKE	LAWRENCE	$2,668,

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Property Details

FEDERAL REALTY INVESTMENT TRUST

3375 BRUNSWICK PIKE

County: **MERCER**
Town: **LAWRENCE**
Block: **5201** Lot: **41.01** Qual:

Property Type: **Commercial**
Zoning: **HC**
Building Description: **JOE CANALS**
Lot Size: **0.9954 ACRES** Year Built:
Land Sq Ft: Build. Sq Ft:
Acres: **1.00** Num. Stories:

Owners Mailing Address
FEDERAL REALTY INVESTMENT TRUST

1626 EAST JEFFERSON ST
ROCKVILLE, MD 20852

Asmt. Year: **2004**
Land Value: **$450,000**
Improvement Value: **$2,218,000** **(83.13%)**
Total Assessment: **$2,668,000**
Property Tax: **$101,384.00**
Tax Year: **2007**
Exemption Status:

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Tag	Block	Lot	Qual	Owner	Address	Town	Value
	5201	33		3371, L.L.C	3371 BRUNSWICK PIKE	LAWRENCE	$3,453,
	5201	34		ONE RTL ASSOC-	3321 BRUNSWICK PIKE	LAWRENCE	$2,578,
	5201	35		GOLFINOPOULOS FED	BRUNSWICK PIKE	LAWRENCE	$97,50(
	5201	32		FEDERAL REALTY	BRUNSWICK PIKE	LAWRENCE	$115,5(
	5201	37		BIRD, LLC (DENNY'S TAX	3831 BRUNSWICK PIKE	LAWRENCE	$775,5(
	5201	38	S01	FR MERCER MALL, LLC	3349 BRUNSWICK PIKE	LAWRENCE	$3,425,
	5201	38	S02	FR MERCER MALL, LLC	3345 BRUNSWICK PIKE	LAWRENCE	$1,404,
	5201	39		MERCER MALL FED	3357 BRUNSWICK PIKE	LAWRENCE	$1,601,
	5201	40		SWIFT,JAMES FED	3373 BRUNSWICK PIKE	LAWRENCE	$535,5(
	5201	41.01		FEDERAL REALTY	3375 BRUNSWICK PIKE	LAWRENCE	$2,668,

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Property Details

HENDON PRINCETON ASSOC-PROP. TAX

3400 BRUNSWICK PK

County: **MERCER**
Town: **WEST WINDSOR**
Block: **7** Lot: **78.01** Qual:

Property Type: **Commercial**
Zoning: **B-3**
Building Description: **RETAIL STORES**
Lot Size: **% OF 47.98 ACRES** Year Built:
Land Sq Ft: **2,727,292** Build. Sq Ft:
Acres: **47.98** Num. Stories:

Owners Mailing Address
HENDON PRINCETON ASSOC-PROP. TAX

3300 ENTERPRISE PARKWAY
BEECHWOOD OHIO 44122

KINKO S & VITAMIN Asmt. Year: **2004**
Land Value: **$490,000**
Improvement Value: **$2,790,000** **(85.06%)**
Total Assessment: **$3,280,000**
Property Tax: **$65,272.00**
Tax Year: **2007**
Exemption Status:

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Tag	Block	Lot	Qual	Owner	Address	Town	Value
	7	63		PACHNER, ANDREW R.	4273 QUAKERBRIDGE RD	WEST	$425,1(
	7	64		UHL HARRISON J JR ET	4275 QUAKERBRIDGE RD	WEST	$385,5(
	7	69		COUNTY OF MERCER	WHEELER WY	WEST	$11,85(
	7	70		COUNTY OF MERCER -	WHEELER WY	WEST	$609,5(
	7	78.01		HENDON PRINCETON	3400 BRUNSWICK PK	WEST	$3,280,
	7	78.02		DDR NASSAU PAVILION	700 NASSAU PARK	WEST	$63,08(
	7	78.03		TARGET CORP T-1151	ROUTE 1 REAR	WEST	$19,00(
	7	49		JOHNSON DAVID L &	1 GLENVIEW DR	WEST	$397,2(
	7	78.10	C1010	HENDON PRINCETON	NASSAU PARK	WEST	$3,280,
	7	78.11	C1011	KIRST TRUSTEE-HOME	701 NASSAU PARK BLVD.	WEST	$18,66(

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Property Details

BEL NASSAU LLC C/O EATON VANCE MGMT

3441 BRUNSWICK PK

County: **MERCER**
Town: **WEST WINDSOR**
Block: **7.04** Lot: **1** Qual: **NASSAU PARK**

Property Type: **Commercial**
Zoning: **ROM1**
Building Description: **3 STORY OFFICE**
Lot Size: **22.47 AC** Year Built:
Land Sq Ft: **978,793** Build. Sq Ft:
Acres: **22.47** Num. Stories:

Owners Mailing Address
BEL NASSAU LLC C/O EATON VANCE MGMT

255 STATE STREET
BOSTON, MASS 02109

Asmt. Year: **2004**
Land Value: **$7,885,815**
Improvement Value: **$35,234,585 (81.71%)**
Total Assessment: **$43,120,400**
Property Tax: **$858,096.00**
Tax Year: **2007**
Exemption Status:

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Tag	Block	Lot	Qual	Owner	Address	Town	Value
	7.04	1		BEL NASSAU LLC C/O	3441 BRUNSWICK PK	WEST	$43,12(

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APPENDIX F

KEY PROJECT CORRESPONDENCE

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Monday, March 07, 2005 10:23 AM
To: Arbiz, Steve M.
Cc: Thomas Carbone
Subject: Rte 1 SB, NPB to I-95/I295, Safety Improvement, West Windsor &Lawrence Twps, Mercer County

On 2-24-05, a coordination meeting was held to learn NJ transit Bus Rapid Transit (BRT) initiatives in the vicinity of the subject project.
Attendees were Danielle Grave of NJDOT-Statewide Planning, Tom Carbone & Abe Rezaeian of NJDOT- DPPD. BRT study initiated by NJT about March of 2004, it now has developed alignment alternative solutions for exclusive bus routing in Bucks County in PA and Mercer County in Central new Jersey areas. Potential park-and-ride lots are identified in PA and NJ. NJT alignment alternatives proposes exclusive BRT lanes that passes in the vicinity of Rte 1 southbound project. These alternative alignments mostly set back from Rte 1 lanes passing behind businesses facilities along both northbound and southbound sides. BRT exclusive lanes crosses Rte 1 at locations such as QBM ramp, Carnegie intersection in the vicinity of rte 1 southbound project and at some areas an alternate alignment alternative run adjacent to Rte 1 lanes along southbound direction. NJT anticipate a delay to their original July '05 completion of this preliminary alignment alternative study that also require FTA approval. Up on FTA approval, NJT intends to enter the next phase of more detail BRT alternative studies that is anticipated to complete in year 2006. A copy of study area map, BRT alignment alternative and park & ride location plan will be included in Rte 1 CD report for references. Currently, Both BRT and Rte 1 projects are in early stage of studies and during Rte 1 FA phase, while developing long term solutions, continual coordination with NJT will be required to assure considering BRT proposal into Rte 1 safety and operational improvement project.

Abe

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Monday, May 09, 2005 12:01 PM
To: Arbiz, Steve M.
Cc: Charlie Guenzel; Thomas Carbone
Subject: Rte 1 SB, NPB to I-95/I-295, Safety Improvement

NJDOT Access Unit has received plans for access approval. The plan indicate Champion Store replacing New York Daily at Mercer Mall. The proposed plan setback the actual building further back from rte 1 while requesting to maintain their current two driveway access points along Rte 1 SB. Access unit plan to eliminate the northerly access point & permitting a southerly access point only that is also in line with Lawrence twp's safety concern. Rte 1 SB project will start FA in late Spring, 05. As a long-term plan, DPPD is planning to eliminate individual access points and provide one access point location for Mercer Mall businesses. As part of a short-term plan that still has ROW purchase involvement, DPPD is planning to work out w/town & businesses to eliminate some of driveway access points as much as possible. Access unit will keep DPPD informed of status of current & any future access issues. Thanks.

Abe

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Monday, July 25, 2005 12:35 PM
To: Arbiz, Steve M.
Cc: Thomas Carbone
Subject: Rte 1 @ QBM, Pre-Application Meeting for Proposed QBMExpansion

Steve,
A pre-application meeting was held in DOT-Access unit on 7-22-05. QBM owner is proposing an approximately 600,000 sf mall expansion that will cause increase in trip generation. The key points of this proposal is the increase in volume on Rte 1 SB. The trip increase will be 981 for pm peak and 1302 peak Saturday. We should consider this trip genrated increase to the volume at QBM exit ramp to SB and at QB Road interchange for our project. Today for your pick up, I am placing this package provided to DOT by the Mall at front desk of the E+O Bldg for your use file. Thank

Abe

NEW JERSEY DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: Bill Beans

FROM: Abe Rezaeian
DPPD - Region South

DATE: August 8, 2005

PHONE: 5-2503

SUBJECT: **FA study**
Route 1 Southbound at Quaker Bridge Mall (Nassau Park Blvd to I-95/I-295 Interchange, MP 6.76 to 8.5), West Windsor and Lawrence Townships Mercer County

---

Thank you for the past crash data **year 2001-2002** your office provided us during Concept Development phase for this project. The crash report you provided (percentages of each type of crash and its comparison to the statewide averages for full limits including individual police crash report at vicinity of the Quaker Bridge Mall (very helpful)) enable us to identify the PB gas station as a safety problem. We have been able to advance a short-term solution providing an AUXILARY lane south of the Quaker Bridge Mall-Ramp to the pipe line process (this stretch will still be a part of our FA study for long-term solution).

We now started FA and we need an UPDATED (most recent) crash & its comparison to the statewide average along the southbound side of route 1 to identify any potential short-term solution as well as long-term solutions (mp6.76-8.5). We also need raw police report along the project limits (southbound side) especially at the Mercer mall location and Quaker bridge Road-Ramps that have several driveway access points (this may enable us to preliminary identify any short-term solution from north of Quaker Bridge Mall-Ramp to Nassau Park Blvd. Thanks.

CC: Steve Arbiz (Parsons Brinckerhoff-QD)

BUREAU OF SAFETY PROGRAMS
CRASH REPORT/ANALYSIS REQUEST FORM

To: William Beans, Manager, Bureau of Safety Programs

From: *Abe Rezaeian*

Title: *Project engineer*

Office: *DPPD*

E-Mail: ABE.REZAEIAN@DOT.STATE.NJ.US **Phone:** *609-530-2503*

Request Date: *August 8, 2005* **Due Date:** 9-15-05 or *Earliest reasonable*

LOCATION DESIRED

Project Name: Rte 1 Southbound, Nassau Park Blvd to I-95/I-295, safety Improvement

County: ***Mercer*** Municipality: **Lawrence & West Windsor Twps.**

*Route/Road Name: *US Rte 1*

At: **I-95/I-295 to Nassau Park Blvd.** Milepost: **or**

Between: ____**MP 6.76**_____(Milepost) and ___**MP 8.5**_____(Milepost)

*Please provide County Route designation attached to any local road names where applicable.

CRASH DATA/ANALYSIS TYPE DESIRED (SEE ATTACHED SHEET)

***Data Time Frame**

☒ Most Recent Three Years O Most Recent Year O From ___/___/___ to ___/___/___

To speed processing of this request, please attach a reduced size Plan or Sketch, and highlighted Straight Line Diagram for locating roadway section desired.

** Note : The most recent year's data is not available until May 1st of the current year.*

Please note that this form must be covered by a letter or e-mail from requestor indicating intended use for information. All requests from non-Departmental agents must be accompanied by Government Records Request Form (OPRA Procedure) which may be obtained from our DOT Website.

FOR BUREAU OF SAFETY PROGRAMS USE ONLY

Date Received: _____ **Date Processed:** _____

Special Notes: _____

_____

CRASH DATA/ANALYSIS TYPE DESIRED

O **CRASH RATE (EXPRESSED IN CRASHES/MILLION VEHICLES MILES)**

Uses - To determine how an overall section of roadway compares with the Statewide Average Rate. Useful in assessing overall safety within a roadway length. Not useful for intersections or short (less than .20 mile) sections.

Note: When requesting crash rates, please provide a list of locations were the roadway cross-section changes.

☒ **CRASH SUMMARY WITH OVERREPRESENTATIONS**

Uses – Provides a summary of crashes listed by crash type, severity, at or between intersections, surface condition and light condition. Percentages of each type of crash are then compared to the statewide averages to establish over-representations. Useful for isolating individual crash categories which may need further study or analysis.

☒ **CRASH DETAIL PRINTOUTS**

Uses - Provides locations for all of the crashes tabulated in a crash summary. Useful in determining crash clusters at individual locations.

☒ **POLICE CRASH REPORTS**

Uses - Provides the most data for individual locations. Useful in determining contributing circumstances and precise locations on the roadway that are not available on the crash detail printouts.

(***Note***: Providing these reports is very time consuming so you may be asked to provide a person to retrieve the reports electronically from one of our terminals).

O **DESIGN EXCEPTION CRASH ANALYSIS**

ROUTE	CSDE (CONTROLLING SUBSTANDARD DESIGNING ELEMENT)	MILE POST LIMITS	DIRECTION

Notes:
- *CSDE - Group by Type: (No stations or kilometer posts) (Direction if only on one side)*
- *For substandard vertical curves, be sure to list whether it is a sag or crest curve.*
- *Attach additional sheets as necessary.*

File: CrashAnalysisForm/StaffInfo

From: Abe Rezaeian
To: Guenzel, Charlie
Date: 8/16/2005 11:38:10 AM
Subject: Rte 1 Quaker Bridge Mall expansion

Hi Charlie,
As part of our Rte 1 SB @ Quaker bridge mall project, our consultant PB will start some traffic counts in September. TRC Raymond Keyes Assoc. has provided DOT with their traffic data report due to this expansion and the report talked about ATR counts according to PB, but no ATR data is included in the report . Is it possible for your office to request TRC to provide us ATR data that may benefit DOT? We need this data ASAP prior to September 12. Thanks.

Abe

CC: arbiz; Carbone, Thomas; kotchi@pbworld.com

From: Danielle Graves
To: Beetle, William
Date: 8/22/2005 3:05:17 PM
Subject: RE: Another round of NJ Transit Public Meetings for the BRT

Bill--FYI--sorry for the lengthy email but I wanted to get you a summary of today's meeting--issues to keep in mind for our RT1RGS effort.

I attended NJT's meeting with Princeton this morning on the BRT. Mayor Marchand, Lee Solow, Marvin Reed and another gentleman from the planning board were in attendance along w/Transit staff, Jack Kanarek, Tom Clark, Jim Schwarzwalader and Rich Amodei of STV.

Rich reviewed the proposed alignment and service options for the BRT and the following comments were made:

-Princeton has efforts underway to densify their downtown with approx. 500 residential units currently proposed. Their original conditions to support BRT were that 1) extend BRT/Dinky to downtown if using vehicle other than rail 2) increase frequency of BRT/Dinky service. NJT stated that they would need turnaround locations. Several locations suggested: Witherspoon St. (municipal complex), University Place and Nassau Street/Palmer Square. Other proposed BRT service extension locations included the Princeton Shopping Center, existing site of the Princeton Medical Center to be rezoned for primarily residential use (proposed redevelopment of approx. 300 residential units). The medical center generates 500,000 patient visits/year. Anticipate a decision by the medical center on their new site in Sept./Oct. They anticipate in 10-15 yrs. condos and particularly senior housing in the township (proposed Hovnanian development).

-Marvin stated the need for more frequent service on 605 & 606 service routes which are incorporated into the BRT service plan.

-The mayor expressed request she had received from students trying to get to MCCC in West Windsor--presently a 2-hour trip by transit with transfers at Quakerbridge Mall--any way to resolve?

-BRT proposes to extend Cananl Point Blvd. from the residential community to Nassau Park development as a facility dedicated to the BRT only. Princeton indicated that they and the county are all for it but that West Windsor does not want road extended--potential to become alternate access for auto traffic too.

-Princeton suggested NJT have discussion with the University--their development plans seem to be evolving, expansion of University Place to accommodate faculty/graduate housing, realignment of road--elbow by McCarter Theater which would also include changes in land use and the university shuttle--potential for expansion to municipal system (Township exploring the incorporation of zoning changes that substitute shuttle service for parking.

-NJT requested that Princeton provide some zoning provisions for development projects to include BRT--ROW, etc. Princeton was hesitant since their isn't a commitment to do the project yet and stated that their opportunities are limited since the don't have the development potential that the neighbor towns

have (West Windsor, Plainsboro, etc.). Their development potential is more likely to occur in the township around CR 518 where there is less likely potential (density) to support transit. The also stated that they are and have already incorporated such provisions for transit in the zoning/master plan.

-Princeton noticed the lack of E-W access in the BRT plans. Also stated a need for connections from Montgomery, Hillsborough, Rocky Hill since there are currently only two crossings over the ridge and suggested a need for a Princeton Bypass--Bellmead and/or Elm Rd to I-287, particularly to relieve truck traffic (previously proposed I-95). NJT ask which options relate to BRT and they stated the previously state-owned property at North Princeton Developmental Center as a potential park-n-ride facility to the Dinky and two locations that are abandoned RR ROWs (B&O and Province Line Rd railroad bridge).

In conclusion NJT stated that perhaps Princeton would be a good location to start with the BRT implementation since the densities already exist there with potential for even more, in addition to existing ROW with the Dinky facility--more likely to take a chance here. Service could then be expanded to other parts of the region--Carnegie Ctr., Forrestal Ctr., etc.

After wrapping up meeting, NJT staff had a briefing on the meeting and concluded that a joint meeting between Princeton, West Windsor, Princeton U. and Mercer County would be necessary to discuss potential issues with Canal Point Blvd. and Alexander Rd. extensions, shuttle services, Dinky and the potential Princeton Jct. TOD.

In anticipation of the next meeting w/Lawrence Twp., potential issues included the proposed expansion of Quakerbridge Mall--zoning approval anticipated next year (currentlly all retail--we'll need to encourage Lawrence to have developer provide mixed use development--incorporate housing since this is the proposed hub of the BRT system). Also several DOT projects on the horizon: Rt. 1 SB lanes, Mercer Mall to I-95/295--FA that will begin in Sept. to install an auxilary lane from the Bridge over Rt. 1 to QBM to the I-95/295 interchange (fast track effort) along with intermediate and long-term circulation/access issues to address at Mercer Mall and businesses along Rt.1 SB in that vicinity and the project at the interchange--safety project in project management to delinate Rt1. from I-95/295 traffic.

Upcoming municipal meetings for BRT:
-Lawrence Twp., Tuesday, 8/23, 9:00 - 11:00 AM, Municipal Bldg.
-Plainsboro, 8/23 Tuesday, 8/23, 1:00 - 2:30 PM, Town Hall
-West Windsor, Thursday, 8/25, 10:00 - 11:30 AM, Town Hall
-South Brunswick, Monday, 8/29, time ?, municipal complex

Danielle

>>> "Beetle, William" <William.Beetle@dmjmharris.com> 8/22/2005 9:57 AM >>>
Jon - can you cover the Sop Brunswick when it happens?

Bill

-----Original Message-----
From: Danielle Graves [mailto:Danielle.Graves@dot.state.nj.us]
Sent: Wednesday, August 17, 2005 2:03 PM
To: Gimbel, Gail; Hess, James; Beetle, William; carnegie@rci.rutgers.edu
Cc: Jim Lewis
Subject: Another round of NJ Transit Public Meetings for the BRT

I got a call from Jim Schwarzwalder regarding NJT's upcoming round of public meetings for the BRT. They are planning to hold outreach meetings again to present their latest alignment and ridership projections (presentation given to the BRT subcommittee & Forum).

Jim said that he and Jack thought it would be a good idea to notify me of the meetings so it would also give NJDOT a chance to update folks on RT1RGS or perhaps address specific concerns. I got to thinking after the call that perhaps this is a way to facilitate some of the discussions we are looking to hold w/individual towns to find out if the RT1RGS messages are filtering back as we discussed at our June 24 meeting (w/Bill & Jon). Although the BRT study only covers several of the towns in our study area, one of the key towns is South Brunswick.

I told Jim that I will attempt to attend whenever possible although my schedule is pretty full, particularly in late August and September due to vacation/LPR efforts.

I think we should inform him that we would definitely like to attend the meeting w/South Brunswick. I'll attend the other meetings when possible or perhaps someone from the team (Jon) would able to attend. I'll forward you all the meeting notices as I get them.

Attached are several meetings that are occurring next week. I may be able to attend meetings on 8/22 (Princeton Twp.) & 8/23 (Plainsboro) but 8/25 (West Windsor) begins my vacation.

Danielle

CC: Barnes, Brent; "carnegie@rci.rutgers.edu".SMTP INET.NJDOT Primary Domain; Carbone, Thomas; Etz, Monica; Gimbel, Gail; Hess, James; Keck, Dennis; Lewis, Jim; Longfield, Neil; Rezaeian, Abe; Weber, Susan

New Jersey Department of Transportation

Memorandum

TO: Memorandum of Record

FROM: Danielle Graves

PHONE: 5-2487

DATE: 8/23/04

SUBJECT: Summary of NJT Meeting with Lawrence Township on the BRT Study

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NJT staff and NJDOT meet with Lawrence Township officials on Tuesday, August 23, 2005 to discuss the latest proposed alignment and service plan for the BRT.

Attendees included, from Lawrence Township - Mayor Pam Mount, Richard Krawczun-Municipal Manager, Phillip Caton (CCH)-Township Planner, NJ Transit -Jack Kanarek, Jim Schwarzwalader, Tom Clark, Allan Miller, STV rep. and Danielle Graves-NJDOT.

Jack provided an overview of the study with special emphasis on the southern end of the proposed alignment, park-n-ride facilities, feeder routes and the hub of the system, station located at Quakerbridge Mall. Lawrence Twp. expressed a need to service the community in Lawrence Twp. a few miles to the south of the system with bus service and stations along business Route 1, where there is presently an effort underway to change this segment of the highway into an urban boulevard, a redevelopment effort is in the works for land uses and CSD roadway treatments to support the concept. The project is in the NJDOT project pipeline in DPPD. Mayor Mount indicated that the township is presently involved in a sustainability initiative in order to make Lawrence a sustainable, greener community that offers to maintain an attractive affordable community to its residents.

The township then proceeded to ask questions about the BRT system with regard to feeder services and the station located at QBM. Presently approx. 150 buses per day service QBM. NJT noted that there is quite a bit of service proposed to service the township south of the BRT's mainline through the Route 1 corridor and that it is not apparent from the diagrams they presented at the meeting (NJT to enhance the diagram to adequately show these details). NJT also indicated that they would prefer the hub station be located in the mall versus on mall property or the site adjacent to the mall (near the motor vehicle services site). By having the station in the mall where it is already a pedestrian friendly environment would be the ideal location which would also serve as a service to the mall in terms of providing a convenient transportation option to their customers and particularly their employees—increase the malls accessibility.

NJT asked for details of the proposed QBM expansion. Lawrence indicated that they have had several informal discussions with the mall owners and they anticipate the owners to enter into formal discussions with them in the fall (Sept./Oct.). The township indicated that QBM owners would like to see a regional mall at the site that would attract customers from Burlington Co. and Bucks Co. (perhaps an upscale anchor store such as Nordstroms). Proposal to include substantial intensification, FAR of .4 to .5 (max out capacity at site) – property consists of seven parcels, plans to include parking structures, primarily all retail space – no mixed use plans. NJT asked if the township would consider mixed use at the site. Township indicated that the area around the mall will be fairly built-out with residential units and that there have been past attempts to provide some connections via roads to link the mall with these residential areas but no success (environmental constraints). NJT reiterated that a mixed use site would be ideal but township said that QBM owners would want retail space and that it would be a hard sell to persuade them on a mixed use site.

Lawrence then ask for specific details on the BRT—the amount of space required for station, # of bus bays, the capacity needs. Suggested NJT provide them with comparisons to other comparable stations at mall locations (visuals and capacity needs). The township stated that the timing is probably the critical element, in that QBM owners may be ready to proceed with plans once they receive approvals from township but the BRT still has a ways to go. NJT suggested that perhaps township could have mall owners make provisions to their plans for a BRT station at some point in the future but township manager and planner seemed reluctant on this idea. Township manager began questioning what benefits would the BRT offer to Lawrence Twp. resident-- BRT would benefit folks who are not residents that would be traveling through the town – township doesn't like being dumped on because they have the facilities—roads, mall, etc. NJT stated that this needs to viewed as an opportunity to be taken advantage of, not in a negative sense.

Mayor Mount had to leave the meeting before we wrapped up but stated that she is in support of the effort and suggested that NJT convince her staff before she left. She also suggested that NJT make the BRT presentation before a joint meeting of the town council and planning board (upcoming agenda on the master plan-circulation plan) and present the benefits.

NJDOT mentioned that this discussion is also critical to the RT1RGS and mentioned the next meeting for the effort is scheduled for Sept. 20. NJDOT also stated that there are several projects in the NJDOT pipeline that are underway in the vicinity of QBM and Mercer Mall along Route 1 and the mall expansion would have an impact—access management requirements.

At conclusion of meeting NJT & NJDOT staff had a debriefing about the meeting. NJT stated that they need to work on the ridership estimates for the QMB station for the near-term and 2025 scenarios so that they can provide them to Lawrence for their discussions with QBM. It was also noted that the use of the term "transfer" station should be revised to just "station or hub" since the word transfer suggests a station such as Penn Station NYC, where there are masses of people boarding/departing vehicles that originate/terminate at the station but actually the BRT will just make a stop and then proceed up through the corridor. Jack also suggested that they located several proposed stops for the feeder services along Route 1 Business (requested by the Mayor). NJDOT provided a copy of the Rt.1 SB lanes, Nassau Park Blvd. to I-95/295 CD Report to NJT and offered to provide the status and information on the Rt. 1 Bus. study to NJT.

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Monday, September 26, 2005 1:32 PM
To: Arbiz, Steve M.
Cc: Kevin Conover; Thomas Carbone; William Beans
Subject: Rte 1 SB, NPB to I95/295, Safety improvement, MP 6.76 to 8.5

Bureau of Safety Programs (BSP), Kevin Conover called in an attempt to respond our crash analysis request for the subject project. Kevin expressed concern regarding to our August' 05 request, where we requested for 3 years most recent CRASH DATA/ANALYSIS while one was prepared in year 01&02. He says, due to signal removal at NPB in November causing changes in traffic pattern require to wait and collect accidents report by November' 06 (waiting this long will delay our project schedule that is DPPD concern). Per our discussion, we tried looking into ways to keep balance between needed crash data, schedule and the use of our resources efficiently and effectively, we conclude the following:

> Currently, we do not need 3 years new crash analysis (the BSP had preciously provided us year 01, 02 accident analysis for MP 6.67 to 8.5. Per our separate request BSP also provided us with police crash report around QBM area concentrated in the vicinity of PB gas station along rte 1 SB).

> In November' 05, BSP will provide us a row police crash repot (MP
> 7.5 to 8.0/8.49) for 6 months period after signal removal in November'
> 04 (this will help us to expedite potential short-term solution from
> north of QBM ramp to NPB, MP 7.5 to 8.0/8.49 Mercer mall vicinity)

> In November' 05, the BSP will provide DPPD with crash analysis (MP 6.76 to 8.5). This will be the analysis based on 6 moths period from November' 04 when the NPB signal was removed. PB and DPPD must note, this is only six months report and it may not have sufficient data and does not incorporate traffic pattern changes due to Rte 1 NB ongoing maintenance project. This may need to hold until November' 06 for availability of better data which in this case the project schedule will be affected (Steve, Please call to discuss).

> In about a couple of weeks, the BSP will provide us row police crash report for years 03 & 04(MP 7.5 to 8.0/8.49, from QBM ramp to NPB). This will allow PB a comparison basis between crashes prior to signal removal verses those crashes after signal removal.

> If there is need for any additional crash report or crash data as the project moves forward, PB will advise per need. This will be more of a future plan for long-term solution development where row police crash report may be needed south of QBM ramp.

This is based on my phone talk with Kevin considering project needs. please do not hesitate to call or e-mail me if you have any comment or something that I may have missed. Thanks.

Abe
Phone # 5-2503

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Wednesday, October 05, 2005 10:25 AM
To: Arbiz, Steve M.
Cc: Charlie Guenzel; Thomas Carbone; Kotchi, Al W.
Subject: Re: Fwd: Route 1 SB Feasibility Assessment - Site Developmentfor Champps

Steve,
See attached response from DOT's Access Unit. Our access unit permitted eliminating the individual driveway entrance while allowed only a driveway exit further south of rte 1 for the new restaurant. The entrance for the new restaurant will be the current mall 1st main entrance. The Access permit sheet issued by DOT shows traffic volume covering lots 33-37, 39 of block 5201 and my understanding when talked to Charlie of Access unit is that the traffic volume shown on permit sheet are the volume allowed to access along rte 1 access points by those lots combined. I will place a copy of the permit sheet & plans at E+O front desk for your delivery person to pick up today. Thanks.

Abe

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Tuesday, December 20, 2005 11:01 AM
To: Arbiz, Steve M.
Cc: Lewis Branin; Thomas Carbone; Thomas Saylor
Subject: Rte 1 SB, NPB to I-95/295, Safety Improvement

Steve,
Reference to County's recent concern regarding the signal removal at NPB and congestion on the nearby intersections along Province Line Rd & Quaker Bridge Road. I have had a discussion with my managers, Tom carbone and Tom Saylor. Here is DPPD's approach to address the concern. I will arrange a meeting w/ MTA & DOT's resident engineer in charge of signal removal to allow us /PB to gather all information needed regarding the signal removal & then a meeting will be arranged with County Engineer to gather details of their concern. This may or may not lead to request the county to submit a problem statement. Thanks.

Abe

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Monday, January 09, 2006 4:43 PM
To: Thomas Carbone
Cc: Gary Toth; Lewis Branin; Thomas Saylor; Arbiz, Steve M.
Subject: Talked to WW mayor regarding the Times article of 1-5-05; Rte1 SB, NPB to I95/295, Safety Improve.

Today, I called Mayor Shing-Fu of West Windsor Twp, regarding the 1-5-05 Times Article. This was to assure the mayor that Altr. 3 (long-term solution) would not go to construction w/o local officials meeting prior to construction as he expressed concern in the Times paper. He said that he did not say the way it was presented in the paper (He says, he is pleased with DOT great help in the past & present, he told the reporter that DOT has been very helpful in good coordination with local officials & public and also mentioned a meeting DOT recently held w/ local officials regarding the safety improvement in last December. But for some reason news paper did not reflect those he says!). He also said that the news paper article was very confusing and he thinks the reporter did not know what he himself was talking about. He also understands that the subject project is safety improvement and should not be postponed due to the need for studies for long range solutions. thanks

Abe

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Thursday, January 12, 2006 9:57 AM
To: Arbiz, Steve M.
Cc: Charles Bassano; Thomas Carbone
Subject: Rte 1 SB @ QBM; Rte 1 Signal Removal

Steve,
I just found out through Mark Moschella (MTA) the following:

>The removal of signal at NPB was already decided when he was assigned
>on this project No traffic analysis was done for the NPB signal
>removal MTA has prepared engineering construction document for Rte 1 NB job.

Thanks
Abe

Arbiz, Steve M.

From: Danielle Graves [Danielle.Graves@dot.state.nj.us]
Sent: Wednesday, June 28, 2006 11:27 AM
To: tommich@advancerealitygroup.com; edcohen116@aol.com; FEGAMBA@aol.com; marvinreed@aol.com; cranbury-nj_jckratz@atx.net; mlandis@bostonproperties.com; anthony.gambilonghi@co.middlesex.nj.us; bruce.mccracken@co.middlesex.nj.us; D.Crabiel@co.middlesex.nj.us; GEORGE.VERVERIDES@co.middlesex.nj.us; BZIK@CO.SOMERSET.NJ.US; LANE@CO.SOMERSET.NJ.US; rfontana@CO.SOMERSET.NJ.US; John.Ciufo@commerce.state.nj.us; JKRATZ@CRANBURY-NJ.COM; tcwitt@CRANBURY-NJ.COM; tpanconi@CRANBURY-NJ.COM; alan.miller@dca.state.nj.us; Curtis.LaValla@dca.state.nj.us; eileen.swan@dca.state.nj.us; RUSSEL.LIKE@dca.state.nj.us; ELIZABETH.SEMPLE@DEP.STATE.NJ.US; Jeanne.Herb@DEP.STATE.NJ.US; Rick.Brown@DEP.STATE.NJ.US; VEDA.TRUESDALE@DEP.STATE.NJ.US; fmccartney@drjtbc.org; bseymour@dvrpc.org; dshanis@dvrpc.org; rbickel@dvrpc.org; zneaderland@dvrpc.org; gspatterson@earthlink.net; ewingadmin@ewingtwp.com; jpmcmanimon@ewingtwp.com; Bernie_Long@excite.com; kvossough@facilities.rutgers.edu; TMA@gmtma.org; ASchectel@hamiltonnj.com; Ljacobs@hamiltonnj.com; cathleen.marcelli@hatchmott.com; MANSARI@KMM.ORG; neary@KMM.ORG; alink@lawrencetwp.com; CHRIS@MCRCC.ORG; michele@mercerchamber.org; Bhughes@mercercounty.org; charelsh@mercercounty.org; DLEWIS@mercercounty.org; mlawson@mercercounty.org; swhite@monroetwp.com; rtucker@montroetwp.com; jamesbrgmayor@netscape.net; MCollins@njeda.com; aswgreenstein@njleg.org; SenInverso@njleg.org; Tindall@njtpa.org; JKanarek@njtransit.com; JSCHWARZWALADER@njtransit.com; VEBaker@njtransit.com; jlarkin@northbrunswickonline.com; tvigna@northbrunswickonline.com; picus@picusassociates.com; EFREEMAN@PLAINSBORONJ.COM; PCantu@PLAINSBORONJ.COM; RPREISS@PPSAPLANNING.COM; Lsolow@princeton-township.nj.us; PHYLLIS_MARCHAND@princeton-township.nj.us; appleget@princeton.edu; JGRAYDON@princeton.edu; mtrotman@princetonboro.org; info@princetonchambers.org; phersh@princetonhcs.org; Donna@ridewise.org; WSCHMIDLIN@SARNOFF.COM; Cmarshal@sbtnj.net; hrippetoe@sharbell.com; RWOODBRIDGE@SYNNLECH.COM; bierbaum@tcnj.edu; acarten@trentonnj.org; Ejackson@trentonnj.org; jadams@trentonnj.org; jsumners@trentonnj.org; Kenneth.Daly@twp.franklin.nj.us; sandra.brillhart@verizon.net; MAYOR@WESTWINDSORNJ.ORG; jparvesse@westwindsortwp.com; PWARD@westwindsortwp.com; ssurtees@westwindsortwp.com
Cc: kevin.drennan@commerce.state.nj.us; Gail Gimbel; Bill Beetle; Abbas Hirya; Abe Rezaeian; Al Tavares; Alex Brown; Amy Kennard; Andrew Swords; Brent Barnes; Brian Cuccia; Camille Fernicola; Gary Toth; Helene Rubin; Jamie DeRose; Jerry Mooney; Jim Lewis; John Campi; Mark Stout; Neil Longfield; Paul Cohn; Paul Truban; Robert Marshall - DOT; Stephen Decker; Stephen Mikulak; Susan Weber; Thomas Carbone; Thomas Saylor; Wagdi Gobrial; Diane.Roskos@gov.state.nj.us; Nell.Haughton@mail.house.gov; DeJohn, Tony J.; carnegie@rci.rutgers.edu; Tushar_Patel@URSCorp.com
Subject: NJDOT Route 1 Regional Growth Strategy - Update Communication#1

Core Working Group Participants,

Let me update you on the Route 1 Regional Growth Strategy initiated by the New Jersey Department of Transportation (NJDOT).

Work to develop a regional growth strategy for the Route 1 corridor has resumed with vigor and enthusiasm. Following a period of transition, the NJDOT and its consultants are ready to once again work with municipal, county, regional and state representatives and developers to determine how the corridor can best take advantage of its economic potential and continue to grow and prosper, while maintaining an efficient, effective multi-modal transportation system. The regional growth strategy stems from activities of the Central Jersey Transportation Forum and its mission to develop a coordinated framework for land use development and the transportation network that benefits both the corridor overall and the municipalities.

As you may recall, earlier phases of this work provided invaluable insight through large

working sessions with all the various stakeholders. The next phase will focus on targeted meetings with the subareas and individual municipalities to work on the details of a regional strategy. This includes data analysis, a series of focused meetings, and modeling and scenario building. Work will progress as follows.

In the next few months, NJDOT and its consultants will use the data we have collected and the suggestions from previous sessions. We will quantify the region's travel needs, compare them with the transportation system's anticipated capacity, and identify opportunities for focused growth to reconcile the two. The study approach will include using economic market data to identify the best prospects for office, retail, and industrial/warehouse growth in the region. We will then discuss these findings with the separate subareas and make any appropriate modifications.

The resulting transportation and land use vision will provide the basis for a briefing session for the mayors in the corridor. A focused presentation will summarize the work and future tradeoffs and opportunities under a coordinated smart growth strategy.

With the mayors' concurrence, NJDOT and its consultants will then model a regional land use scenario to determine how well the planned transportation system will satisfy future needs. We will lead workshops with the staffs of each municipality to discuss the results and identify any needed adjustments, and then model the modified scenario. These results will be the subject of subarea sessions where possible zoning changes will also be discussed.

The final product will be a regional strategy based on the scenario results, which will be presented to each municipality for agreement. At that point, the corridor's mayors, NJDOT, NJ TRANSIT and other partnering state agencies will need to commit to implementing this regional strategy.

I will forward further communications about each of these meetings and the work as it proceeds. In the meantime, if you are not familiar with this effort, or would like to refresh your memory, please let me know and I will send you a CD-ROM with the background information we presented to participants during previous work sessions. The effort is one of NJDOT's Integrated Land Use and Transportation Studies (ILUTS), which are elements of the NJ Future in Transportation (NJ FIT) Initiative, http://www.state.nj.us/transportation/works/njfit/.

I look forward to working with you again.

Danielle Graves
NJDOT Project Manager
Division of Systems Planning & Research
Bureau of Statewide Planning
Phone: (609) 530-2487
Fax: (609) 530-2909
Email: Danielle.Graves@dot.state.nj.us

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Tuesday, July 25, 2006 11:51 AM
To: Danielle Graves; James Lewis; JayeshK Patel; Lewis Branin; Richard Dube; Sandra Goslin; awatson@mercercounty.org; dlewis@mercercounty.org; gsanduski@mercercounty.org; jkanarek@njtransit.com; jschwarzwalder@njtransit.com
Cc: Gary Toth; Mark Stout; Thomas Carbone; Thomas Saylor; Arbiz, Steve M.
Subject: Rte 1 Quaker Bridge Mall Expanssion, Meeting

Hi,

DPPD has scheduled a meeting on Tuesday 8/15/06 @ 1:30 pm, CR 4A in Engineering & Operation Bldg. at NJDOT, 1035 Parkway Avenue, Trenton.

This is a follow up to the June 9th meeting and we will be focuses on developing goals for development around Quaker Bridge Mall (QBM). After we get our goals organized, NJDOT will look to schedule a meeting with Lawrence and West Windsor Townships, Mercer County and NJ Transit in the Fall to present and refine the development goals. A workshop meeting with the listed partners is also anticipated in the Fall.

Invited parties for the 8/15/06 meeting are limited to NJ Transit, County, and NJDOT (Access, Statewide Planning, and DPPD). The intent is to discuss QBM expansion, its impact to the area and concerns. DPPD is looking for suggestions from participants to assist town/developers in their study, developing solutions due to mall expansion. We welcome any available marked up plans or aerial showing network grids, possible parallel roads or any suggestions that may help relieve traffic impacts to Route 1 as well as local/county main roads.

DPPD will briefly describe Rte 1 Southbound Safety Improvements and identify possible improvements which the town/developer may consider in their study along Rte 1 Southbound that could relief future traffic impacts to the area due to the mall expansion along Rte 1 southbound. However, the impacts of the mall expansion and other development occur mainly along the northbound side are beyond the SOW of the southbound safety project and are cause for capacity concerns. We will need to focus on potential NB improvements and goals.

Please make every effort to ensure that a representative from each invited unit attends this pre-meeting as well as the Fall meeting with municipalities/developers.

If you need additional info, feel free to e-mail or call me at 609-530-2503. Thanks

Abe

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Tuesday, February 06, 2007 8:34 AM
To: Brent Barnes; Charles Miller; Danielle Graves; Gary Toth; Jim Lewis; Joseph Fatatis; Mark Stout; Thomas Carbone; Thomas Saylor
Subject: Rte 1 Charrette- 2/6 Session

Hi,
Yesterday interview session ended concluding to continue today with one-to-one meeting scheduled as follows:
>8:30--Simon
>9:30--Lawrence Twp
>10:30--Mercer Co.
>11:30--NJT
>12:30--NJDOT
>1:30--OSG

The session will follow with consensus plan development in the afternoon .
I have a mini van leaving to the meeting location at 8:45, if you like to ride let me know.

AM session does not need everybody to be there except as scheduled.
But I think attending ~11:00 appears to be a good time to allow getting familiar (especially those who were not attended yesterday session).

Joe, TSSE--can join in the afternoon session that will be more of alternative driven session.

Danielle--NJT(Tom) will bring along a couple of CD & hard copies of yesterday's presentation for distribution today. Thanks

Abe

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Wednesday, February 14, 2007 10:44 AM
To: pcaton@cchnj.com; chris.carew@commerce.state.nj.us; jonathan.epstein@dbr.com; russel.like@dca.state.nj.us; Adam.Zellner@dep.state.nj.us; Ross.MacDonald@dep.state.nj.us; bdrury@glatting.com; TRuss@glatting.com; tom@hesterstudio.com; cbudzinski@lawrencetwp.com; clerk@lawrencetwp.com; rkrawczun@lawrencetwp.com; glenaz@lenazassociates.com; dlewis@mercercounty.com; awatson@mercercounty.org; gfallat@mercercounty.org; ghawkins@njfuture.org; JKanarek@njtransit.com; TMarchwinski@njtransit.com; Kremer, Pete; DSzabo@Pennoni.com; apark@simon.com; jalbrigh@simon.com; jstallsm@simon.com; sgiggs@simon.com; MViscardi@transit.com; cholt@trcsolutions.com; decox@urbanengineers.com; elrush@urbanengineers.com; wpmcgarrigel@urbanengineers.com
Cc: Brent Barnes; Charles Miller; Danielle Graves; Gary Toth; Jim Lewis; Joseph Fatatis; Mark Stout; Richard Dube; Thomas Carbone; Thomas Saylor
Subject: Rout 1 QuakerBridge Mall - Workshop Concept Plans

Attachments: Rt 1 QBM Workshop_1.pdf; 01.pdf; 03.pdf; 02.pdf

Rt 1 QBM rkshop_1.pdf (343 I | 01.pdf (241 KB) | 03.pdf (826 KB) | 02.pdf (2 MB)

Hello,

Attached, please find a letter and conceptual plans concluded in our two (2) days workshop held on February, 5th & 6th. A workshop summary will follow in a separate e-mail soon. You will also hear from NJDOT trying to schedule the next workshop aiming for late March. To make next workshop plan happen in late March, depends on how much progress Simon/Lawrence/NJDOT-Access could achieve in completing the Access-review-process.

Also, I do not have e-mail address for Kenneth Mackiewics of TRC. I ask Chalito Holt of TRC, please forward this info to Kenneth.
Thanks.

Abe
609-530-2503

State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O.Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

February 13, 2007

To: Workshop Attendees

Subject: Route 1 Quaker Bridge Mall Workshop

Dear Workshop Attendees:

On behalf of the New Jersey Department of Transportation (NJDOT), I would like to thank Lawrence Township, Simon Property Group, Mercer County, and all State agencies for their collaborative participation in the two-day workshop held last week. I believe this effort successfully initiated a partnership for improving future land use development and redevelopment, enhancing the transportation network, and supporting business growth and economic development, not just in Lawrence and West Windsor Townships but for the entire Route 1 corridor.

The workshop concluded with presentation of a concept plan, which will serve as the basis for further negotiations during the Access Permit process. The concepts will be reflected in the Route 1 Regional Growth Strategy (RT1RGS) project led by NJDOT. The concept plan sets up a framework for maintaining the function and integrity of Route 1, as well as key county routes in the corridor, including Quaker Bridge Road and Clarksville Road. It promotes mixed use development and creates regional connectivity, consistent with the goal of sustainable economic growth within the state. The intention is to set up short-term goals as well as long-term goals for developers and towns so that in the long run both businesses and communities benefit, in addition to the regional transportation network and overall economy of the region and the State. We intend to incorporate smart growth concepts, Bus Rapid Transit (BRT) connectivity, and street networking into the State Access Permit process.

Following the two-day workshop a meeting was held on February 7 with West Windsor Township. West Windsor officials also showed support for the initiatives assuring BRT connectivity and street network connectivity. However, further coordination and workshops with all stakeholders will be necessary to realize this regional network connectivity.

We would like to schedule the next workshops with Lawrence, Simon Group, and West Windsor for late March. However, in order for us to hold those dates, it would be useful if the Simon Group reviewed their Concept application to ensure that it reflects the spirit of this past week's discussions with respect to fair share and the need to not degrade the level of service on Route 1 and Quaker Bridge Road. The Bureau of Major Access Permits will be sending the Simon Group a separate letter within the next week, sharing initial observations on inconsistencies and concerns. I am convinced that if we continue to work in the spirit of partnering which we have established over the last week we will be able to advance this process on the expedited schedule that everyone wants.

A copy of the workshop concept plan is attached.

Sincerely,

Mark L. Stout
Assistant Commissioner
Planning and Development

Attachments

02/13/2007 09:51 609-530-3595 NJDOT DPP&D PAGE 02/06

Updated 2/2/07

ROUTE 1/QBM WORKSHOP
FEBRUARY 5, 2007

ATTENDANCE/SIGN-IN SHEET

2/5/07

ORGANIZATION	UNIT	PERSON	Email Address & Phone No.	Signature
NJDOT	Assistant Commissioner	Mark Stout	Mark.Stout@dot.state.nj.us 609-530-3855	
	DPPD (3)	Gary Toth	Gary.Toth@dot.state.nj.us 609-530-5262 Ext. 8071	
		Tom Saylor	Thomas.Saylor@dot.state.nj.us 609-530-2739	
		Abe Rezaeian	Abe.Rezaeian@dot.state.nj.us 609-530-2503	
	Planning (3)	Brent Barnes	Brent.Barnes@dot.state.nj.us 609-530-2866	
		Jim Lewis	Jim.Lewis@dot.state.nj.us 609-530-2884	
		Danielle Graves	Danielle.Graves@dot.state.nj.us 609-530-2487	
	OCR (1)	Lewis Branin	Lewis.Branin@dot.state.nj.us 609-530-4555	
	Traffic Signal & Safety (1)	Joe Fatatis	Joseph.Fatatis@dot.state.nj.us 609-530-2640	
	Access (1)	Charlie Miller	Charles.Miller@dot.state.nj.us 609-530-3677	
NJ TRANSIT (4)	Project Development	Jack Kanarek	JKanarek@njtransit.com 973-491-7815	
	Project Development	Jim Schwarzwalder	JSchwarzwaler@njtransit.com 973-491-7809	
	Project Planning	Tom Marchwinski	TMarchwinski@njtransit.com 973-491-7551	
	Project Development	Mike Viscardi	MViscardi@transit.com 973-491-7183	

File name: Rt. 1-QBM Workshop invitees-9.doc

02/13/2007 09:51 609-530-3595 NJDOT DPP&D PAGE 03/06

Updated 2/2/07

ROUTE 1/QBM WORKSHOP
FEBRUARY 5, 2007
INVITEES

ORGANIZATION	UNIT	PERSON	Email Address & Phone No.	Sign In
OEG (1)		Chris Carew	Chris.Carew@commerce.state.nj.us 609-292-2486	
OSG (2)		Courtney Mercer	Courtenay.Mercer@dca.state.nj.us 609-943-9938	
		Russel Like	Russel.Like@dca.state.nj.us 609-292-6350	
DEP (1)		Adam Zellner	Adam.Zellner@dep.state.nj.us 609-292-0432	
NJ Future (1)		George Hawkins	ghawkins@njfuture.org 609-393-0008 Ext. 104	
Mercer County (3)		Aaron Watson	awatson@mercercounty.org 609-989-6629	
		Donna Lewis	dlewis@mercercounty.org 609-989-6545	
		George Fallat	gfallat@mercercounty.org 609-989-6642	
Urban Engineers (2)	Consultant	Bill McGarrigel	wpmcgarrigel@urbanengineers.com 856-663-5550 ext. 2626	
		Dave Cox	decox@urbanengineers.com 856-663-5550 ext. 1654	
		Erika Rush	erush@urbanengineers.com 856-663-5550 ext. 1347	
Glatting Jackson (3)		Troy Russ	truss@glatting.com 407-843-6552	
		Blake Drury	bdrury@glatting.com 407-843-6552	
		Tom Hester	tom@hesterstudio.com 407-843-6552	
Parsons Brinkerhoff	(1)	Pete Kremer	Kremer@pbworld.com 609-734-7039	

File name: Rt. 1-QBM Workshop invitees-9.doc

PAGE 04/06 NJDOT-DPP&D 02/13/2007 09:51 609-530-3595

Updated 2/2/07

ROUTE 1/QBM WORKSHOP
FEBRUARY 5, 2007
INVITEES

ORGANIZATION	UNIT	PERSON	Email Address & Phone No.	Sign-in
Lawrence Twp.	(4)	Mayor Greg Puluti	Clerk@lawrencetwp.com 609-844-7000	
		Richard Krawczum	Rkrawczun@lawrencetwp.com 609-844-7005	
		Chris Budzinski	cbudzinski@lawrencetwp.com 609-844-7087	
		Phil Caton	pcaton@cchnj.com 609-883-8383	
Simon Property Group	(6)	Jonathan Epstein, Esq.	Jonathan.Epstein@dbr.com 609-716-6532	
		John Albright, Simon Group V.P.	jalbrigh@simon.com 317-263-8137	
		Simon Group (Civil Engineers) Joseph C. Stallsmith	jstallsm@simon.com 317-263-7958	
		Pennoni Assoc. (Site Designer)	DSZABO@PENNONI.COM 856-547-0505	DOUGLAS J. SZABO
		Raymond Keyes (Traffic Consultant)		
DEP	Commissioners Office	Ross MacDonald	Ross.MacDonald@DEP.STATE.NJ.US	
SIMON	PROJECT MGR.	STEVE SIMON GRIGGS	SGRIGGS@SIMON.COM	
SIMON	CIVIL ENGR.	AMY PARK	APark@SIMON.COM 317.263.8137	
Drinker Biddle	ATTY FOR SIMON	JONATHAN EPSTEIN	JONATHAN.EPSTEIN@DBR.COM 609 716 6533	
TRC	TRAFFIC CONSULTANT FOR SIMON	CARLITO HOLT	cholt@trcsolutions.com 914-592-4040	
LA	Planning Consultant for Simon	JERRY LOMMASON	gjerry@lommasonkes.com 609-921-2572	

File name: Rt. 1-QBM Workshop invitees-9.doc

ROUTE 1/QUAKER BRIDGE MALL
WORKSHOP

February 5 & 6, 2007
(2-day Workshop)

SIGN-IN SHEET

NAME	UNIT/AGENCY	PHONE NUMBER
Richard Krawczun	Lawrence Twp	609-844-7005
Greg Pulito	" "	609-844-7001
Donna Lewis	Mercer Co.	609-989-6545
Aaron Watson	" "	609-989-6629
George Fallat	" "	609 989-6642
Chris Carew	OEG	609 292 2486
Russel Like	NJ OSG	609-292-6350
Bill McGregor	URBAN ENGINEERS	856-663-5550 x2826
Dave Cox	"	215-922-8081-1947
Erin Rush	Urban Engineers	215 922 8081 x 1654
Gary Toth	NJDOT	609-530-5262
James Lewis	NJDOT	609-530-2884
Tom Marchwinski	NJ Transit	973-491-7751
Mike Viscardi	"	973. 491-7183
Jack Kanarek	"	973-491-7815
John Albright	Simon	317-263-7953
Jon Epstein	Dranoff Gibbs - Adj Senior	609-716 6582
Mark Stout	NJDOT	609-530-3855
Kenneth Mackiewicz	TRC (Simon Traffic Eng)	914. 592 4040
Doug Szabo	Pennoni (Site Engr)	856-547-0505
Charles Miller	NJDOT	609 530 3677
Brent Barnes	NJDOT Planning	609-530-2866
Abe Rezaeian	NJDOT-DPPD	609-530-2503
Danielle Graves	NJDOT - Planning	609-530-2487
Peter Kremer	Parsons Brinckerhoff	609-734-7039
Carlito Holt	TRC (Simon Traffic Consultant)	914-592-4040
Lew Branin	NJDOT - OCR	609-530-4555
Tom Carbone	NJDOT - DPPD	609-530-2728
Tom Hester	Hesterstudio	407-341-7127
Ross MacDonald	NJDEP	609 292 9159
Blake Drury	Glatting Jackson	407 843 6552
Troy Russ	Glatting Jackson	407 843 6552
Amy Park	Simon	317. 263 8137
Jenny Lopez	LA	609-921-2572
Joe Stallsmith	SPG	317-263-7958

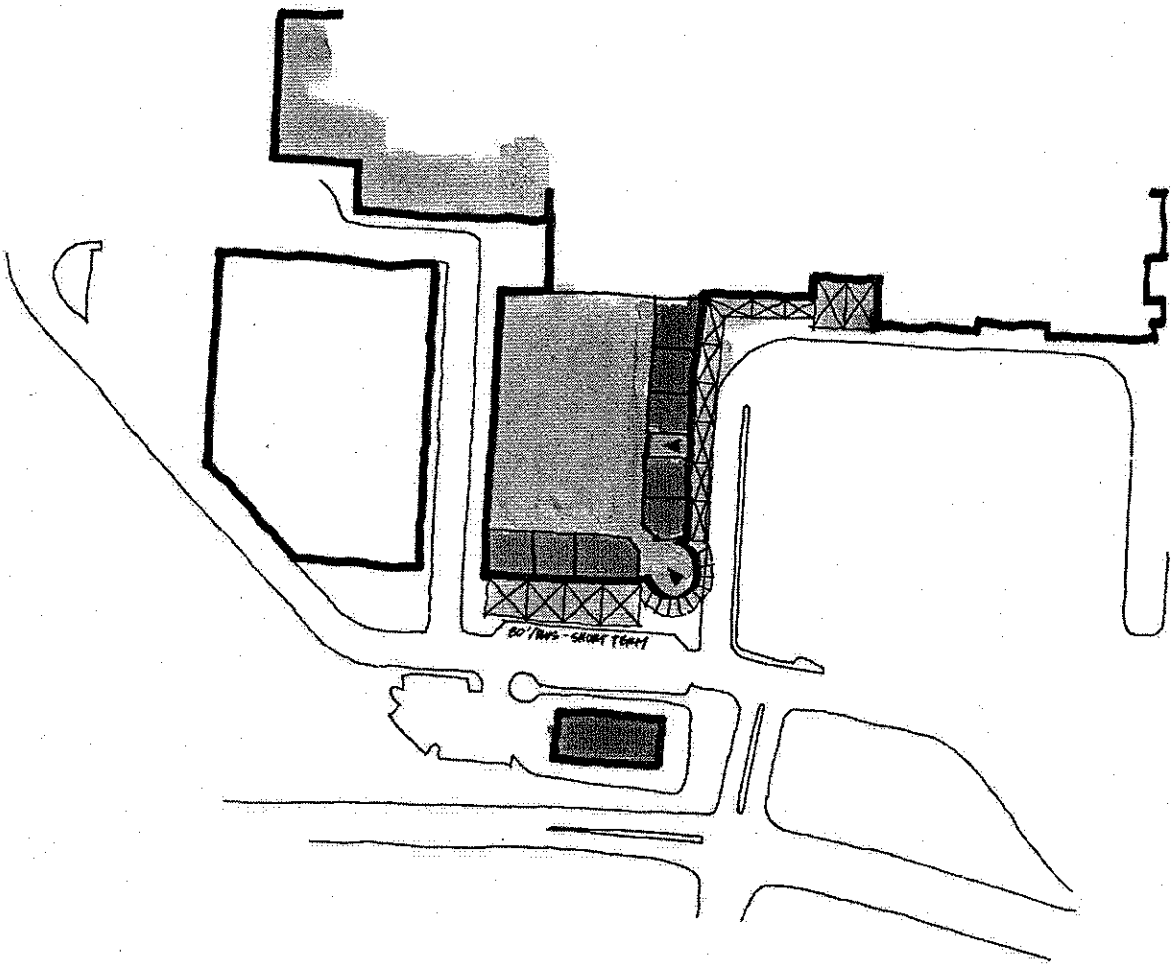
02/13/2007 09:51 609-530-3595 NJDOT DPP&D PAGE 05/06

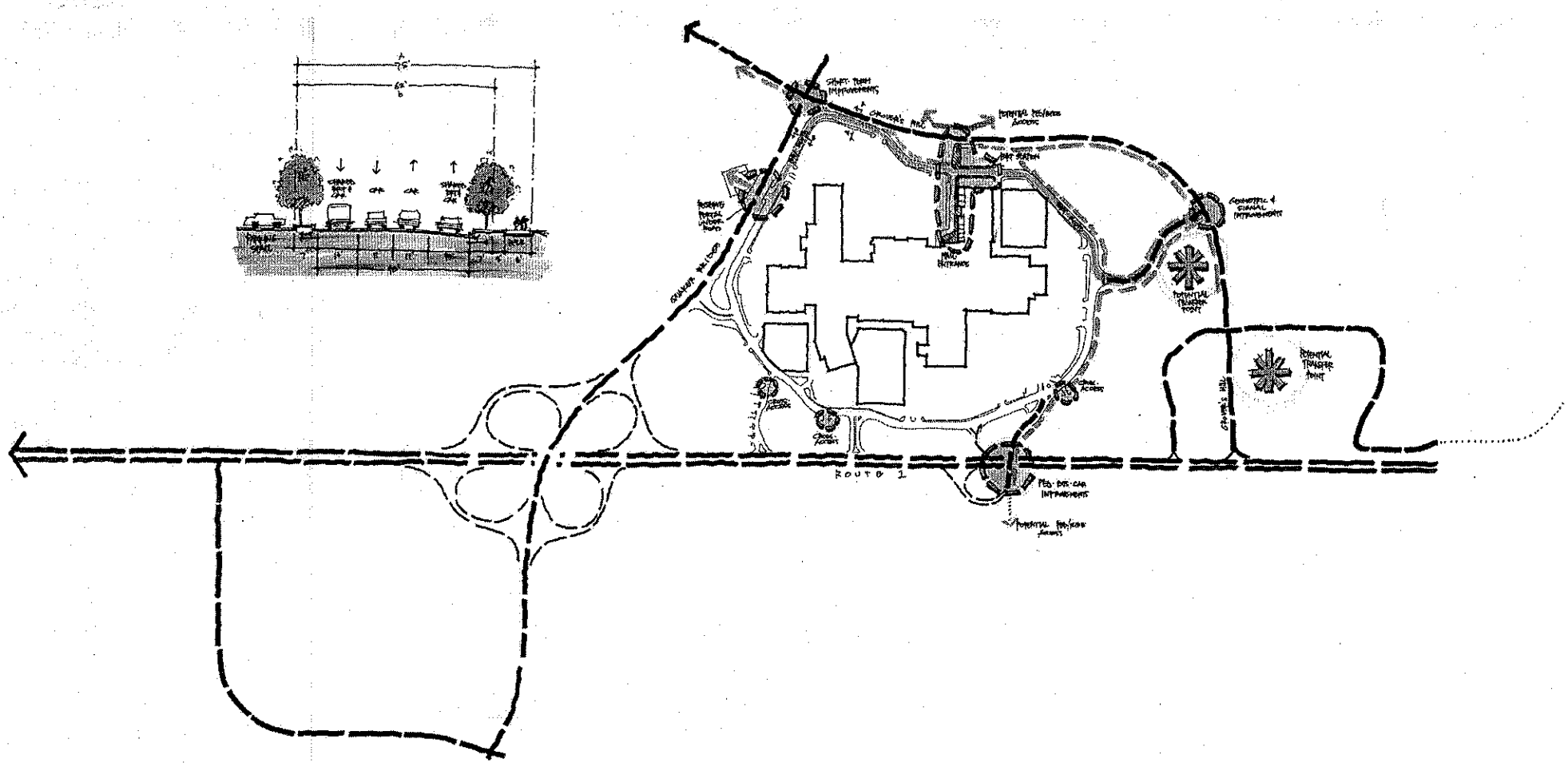
ROUTE 1/QUAKER BRIDGE MALL
WORKSHOP

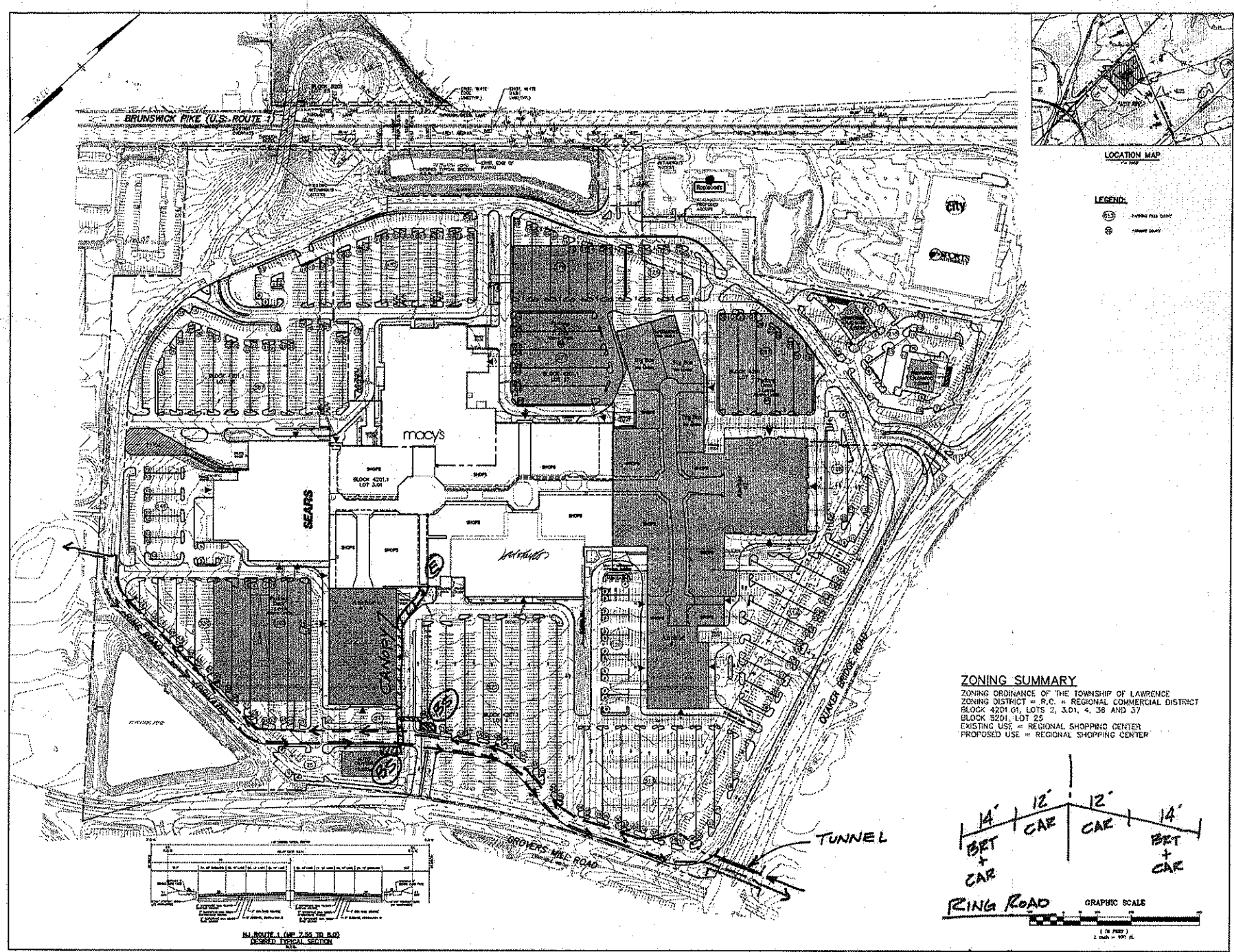
February 6, 2007
(2-day Workshop)

SIGN-IN SHEET

NAME	*UNIT/AGENCY*	*PHONE NUMBER*
Chris Sudzinski	Lawrence Twp	844 7087
Phil Caton	" "	883 8383




ROUTE 1



SKETCH "A" 2-6-07

Pennoni Associates Inc.
Engineers • Surveyors • Planners • Landscape Architects
515 Grove Street
Haddon Heights, N.J. 08035
TEL: 856 • 547 • 0500
FAX: 856 • 547 • 8979
www.pennoni.com

QUAKER BRIDGE MALL
MERCER COUNTY, NJ
LAWRENCE TOWNSHIP

CONCEPTUAL SITE PLAN FOR MALL EXPANSION

SIMON PROPERTY GROUP
115 W. WASHINGTON STREET
INDIANAPOLIS, IN 46204

DOUGLAS J. SZABO
PROFESSIONAL ENGINEER
NEW JERSEY LICENSE NO. GE 40208

JOB NO.	5280.0404
SHEET	1 OF 1
SCALE	1"=100'
DESIGN BY	MT
DATE	01/31/07
DRAWING NO.	C0406-35-1

Arbiz, Steve M.

From: JWilno@njtransit.com
Sent: Tuesday, February 20, 2007 10:55 AM
To: Arbiz, Steve M.
Subject: RE: Route 1 SB Project in Mercer County

THE ONLY STOPS BETWEEN I-295 AND NASSAU PARK R ACTUALLY IN THE SHOPPING CENTERS---2 IN MERCER MALL , 2 IN NASSAU PARK and 1 AT THE QUAKER BRIDGE MALL

From: Arbiz, Steve M. [mailto:Arbiz@pbworld.com]
Sent: Wed 1/31/2007 7:35 AM
To: Wilno, Jim W. (CPLNJWW)
Cc: Abe Rezaeian
Subject: Route 1 SB Project in Mercer County

Jim,

Thank you for coming to the meeting yesterday and for your input. Could you please provide us with the locations of the NJ Transit Bus Stops in the vicinity of the project (Nassau Park Blvd to the I-95/I-295 Interchange)? We would like to point these out at our upcoming meetings.

Thank you very much.

Steven M. Arbiz, PE

PB Americas, Inc.

506 Carnegie Center Boulevard

Princeton, NJ 08540

Tel: (609) 734-7014

Fax: (609) 734-6952

arbiz@pbworld.com

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Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Friday, March 02, 2007 4:45 PM
To: pcaton@cchnj.com; jonathan.epstein@dbr.com; russel.like@dca.state.nj.us; Adam.Zellner@dep.state.nj.us; Ross.MacDonald@dep.state.nj.us; bdrury@glatting.com; TRuss@glatting.com; tom@hesterstudio.com; cbudzinski@lawrencetwp.com; clerk@lawrencetwp.com; Rkrawczun@lawrencetwp.com; glenaz@lenazassociates.com; dlewis@mercercounty.com; awatson@mercercounty.org; gfallat@mercercounty.org; ghawkins@njfuture.org; JKanarek@njtransit.com; TMarchwinski@njtransit.com; chris.carew@oeg.state.nj.us; Kremer, Pete; DSzabo@Pennoni.com; apark@simon.com; jalbrigh@simon.com; jstallsm@simon.com; sgiggs@simon.com; MViscardi@transit.com; cholt@trcsolutions.com; decox@urbanengineers.com; elrush@urbanengineers.com; wpmcgarrigel@urbanengineers.com
Cc: Brent Barnes; Charles Miller; Danielle Graves; Gary Toth; Jim Lewis; Joseph Fatatis; Mark Stout; Richard Dube; Thomas Carbone; Thomas Saylor
Subject: Rout 1 Quaker Bridge Mall - Workshop Summary

Attachments: Route 1-QBM-Workshop minutes 02-05-07finalrevision.pdf

Route
M-Workshop minute

Hello,

Attached is a final revision of workshop held on February 5,6. The revision contain missing NJ Future information. The revision also attaches John Albright e-mail response to the workshop summary. NJDOT agrees that all comments may not have been captured so our effort was concluded as a "workshop summary" verses a minutes of meeting, but the main goals & conclusion clarified setting a basis for better future economic growth comparable with the transportation needs of the region. Regarding a follow up workshop, NJDOT will do the best to expedite ASAP. However, holding a workshop really depends on Simon speed to fulfil Access requirements per recent letter sent out. Once, Simon complete the concept application, it must allow a timely manner review period determined by Access before a workshop could be scheduled. Thank you all again for your time and effort in this process.

Abe

Urban Engineers, Inc.

Kevon Office Center
2500 McClellan Avenue, Suite 200
Pennsauken, NJ 08109-4698
Telephone: (856) 663-5550
Facsimile: (856) 663-4836

New Jersey Department of Transportation

Route 1/Quaker Bridge Mall Transportation Workshop
FY-05 Task Order 10

MINUTES OF MEETING

SUBJECT: Route 1/Quaker Bridge Mall Transportation Workshop, NJDOT Route 1 Regional Growth Strategy (RT1RGS) Study

DATE: February 5-6, 2007

LOCATION: Offices of Drinker Biddle & Reath, Princeton, NJ

ATTENDEES:
Simon Group (Simon)
New Jersey Department of Transportation (NJDOT)
NJ Transit
New Jersey Department of Environmental Protection (NJDEP)
New Jersey Office of Smart Growth (OSG)
New Jersey Office of Economic Growth (OEG)
Mercer County
Lawrence Township
(See attached sign in sheet for detailed information)

Meeting Purpose

As part of RT1RGS study, the purpose of the workshop was to discuss the future development of the Quaker Bridge Mall and the opportunities for transportation solutions along the Route 1 Corridor. The following information is a summary of the major items discussed and decisions reached during the two day workshop.

Initial Discussions

Following introductions, NJDOT opened the workshop by presenting their consultant team (Urban Engineers and Glatting Jackson) to the attendees. Specific to this effort, Glatting Jackson, a planning and design firm experienced in coordinating land use and transportation, was included as a subconsultant to direct the workshop.

Discussions continued with each stakeholder group (NJDOT, NJ Transit, NJDEP, OEG, OSG, Mercer County, Lawrence Township and Simon) stating their goals for the workshop followed by a communication of their issues. The information provided is compiled in the Goals, Issues and Opportunities found later in the minutes.

After completing the discussions with the groups, Glatting Jackson conveyed their background and experience on similar projects, followed by a summary of what was heard and a schedule for stakeholder interviews to be conducted on the second day.

Stakeholder Interviews

The second day started with the consultant team conducting individual interviews with each group, further defining issues and exploring possible opportunities to improve the transportation infrastructure. The information provided during the interviews is compiled in the Goals, Issues and Opportunities.

Developing Ideas

The information from the stakeholder interviews was compiled and used as a foundation for establishing preliminary ideas to be discussed. From the discussions, next steps can be established. The graphic materials generated are to be distributed to the attendees for additional consideration following the workshop.

Goals

NJDOT

- Trying to find a better way to "put together the pieces" – transportation, land use,
- Route 1 is a signature corridor – must get high quality development at this high profile location
- Ways to make a win/win situation
- Must begin to get a handle on land use in the corridor – balance the needs of public and private sector entities

NJ Transit

- Bring about a multi-modal approach to an area that is highly auto-dominated
- Help transit to do a better job serving this corridor

Lawrence Township

- Opportunity to listen to concerns and share issues important to the township
- Do something new with something old

Mercer County

- Recognize opportunity
- Ensure that roads are kept at minimally operative standard

NJDEP

- Facilitate what is appropriate – long term viability, sustainability and natural resource preservation
- Outline constraints – pursue interagency coordination via new "score card" process in order to expedite process by identifying/resolving issues as early as possible

Office of Smart Growth

- Further objectives of smart growth planning
- County wants plan endorsement

Simon

- Planning expansion for two years, many hundreds of millions of dollars of investments, one of the company's top five projects
- Currently at zoning text amendment stage, filed for access permit – would like to have site plan approved late 2007
- Here to participate, only a small player in larger corridor
- Have an open mind

Issues

NJDOT, NJDEP, OSG, OEG

- Ensure the Long-Term economic success of the Route 1 Corridor
- Protect Integrity and Functionality of Route 1.
- BRT key transportation strategy for Route 1 - address NJ Transit's Concerns.
- Use land development regulations and development agreements to build sustainable street network (alternatives to Route 1) over time.
- 2,400 retail jobs are important; however, the Quaker Bridge Mall expansion has the potential to compromise sections of and ramps to Route 1 which are already operating at Level of Service F. This could impact potential 40,000 additional jobs.
- Connectivity to adjacent businesses and street network
- Improve Jobs housing balance (bring homes closer to jobs)
- Recognize financial realities of building transportation systems in the 21st century. (can't build our way out of congestions, integrated land use and transportation solutions, and public private partnerships)
- Air quality in the region already at non-attainment levels – what additional impact would development have on region?

NJ Transit

- BRT is the transportation solution for Route 1. Enable its evolution
- Transit needs exclusive or preferred R-O-W not subjected to congestion
- Integrate BRT station design into design of Quaker Bridge Mall (more immediate need – next 3 years)
- Assist with the development of a potential transfer station in vicinity of the Mall (long term need – in 10 years)

Lawrence Township

- Economic sustainability (Preserve and Enhance Tax Base)

- Concerned if delays, or design requests, impact redevelopment losing tax base to neighboring jurisdiction – Master Plan and Zoning amendments (time consuming process)
- Do not want to be left with a giant "Dollar Store"
- Segment of Route 1 south of I-95/295 interchange and impacts to residents

Mercer County

- Protect integrity and functionality of county road system (Quaker Bridge Road)
- Improve transit circulation today (Station Design Routing Options)
- Accommodate future BRT – alternative route through site and portal
- Improve Street Network - Build Complete Streets
- Connectivity to nearby housing and businesses adjacent to Route 1 and Ring Road
- Preserve ROW on Grovers Mill Rd. and a potential signal at proposed Grovers Mill Rd. Entrance to Mall

Simon

- Very complicated deal with numerous partners. Significant changes can be deal killers with vested partners
- Indoor facility – intensify use
- Parking ratios base on lease agreements
- Buildings fixed
- Transit location & proximity to building
- Transit improvement should be considered eligible for "fare share" credits

Opportunities

NJDOT, NJDEP, OSG, OEG

- Ring Road and portal provide opportunity to by-pass congestion.
- Extend mall and quality of walk to the Ring Road station acceptable alternative to bringing transit to mall.
- Portal connection is designed as a complete street.
- Preserve public use of Ring Road and Route 1 Bridge
- Transit Improvement could be considered part of the reasonable accommodation of Route 1 not to degrade below F.
- Long term - Require the long term development of street network on Quaker Bridge Mall Site through connectivity requirements and block size standards through codification (zoning and master plan).
- Provide the Simon Group with the opportunity to assist in accelerating funding Rt. 1 improvements now under study within NJDOT, thereby providing the Simon Corporation with the opportunity to insure reasonable accommodations are being made to avoid further degrading the level of service on Rt. 1

NJ Transit

- Ring Road and portal provide opportunity to by-pass congestion.
- Quality station design should be considered for "fare share".
- Extend mall and quality of walk to the Ring Road station acceptable alternative to bringing transit to mall

Lawrence Township

- Improve pedestrian connections to neighboring uses and across Route 1

Mercer County

- Portal Should be Designed for Car, Transit, Ped / Bike
- Route 1 Bridge for Car Transit, Bike / Ped.
- Recognized long-term traffic demand on Quaker Bridge (Preserve potential future R-O-W needs)
- Signal and geometric improvements to South Entrance Road.

Simon

- Extend mall and quality of walk to transit station on Ring Road
- Design Ring Road to Accommodate BRT Transit
- Position site design to accommodate Quakerbridge Road portal
- Develop pedestrian connections to neighboring land uses across Route 1

Conclusions

- The workshop provided an opportunity for all stakeholders to participate and concluded with a set of alternative concept plans to serve as a basis for further negotiation during the Access Permit Process.
- The proposed alternative concept plans set up the framework to incorporate smart growth concepts, BRT connectivity and street networks into the QBM site design, which would also affect the NJDOT Access Permit Application submitted for the proposed development.
- The concept plan, along with additional improvements which will be the subject of the next workshop, provides an opportunity to address the function of Rte. 1, Quakerbridge Road, including the Quaker Bridge Mall southbound Ramp from the overpass, and Clarksville Road. The proposed concept plan, although not promoting mixed use development at this time, creates the basis for regional connectivity, and may prove to be the best that we can do at this time to move towards consistency with the goals of the SDRP and the State's Economic Growth Strategy.
- The proposed plans submitted by Simon Group would impact the RT1RGS study led by NJDOT (establish foundation for long term planning to accommodate future development/redevelopment – street networks), and additional NJDOT improvement projects along the Rte. 1 corridor currently in the project delivery process.

- A discussion with West Windsor will need to take place to ensure connectivity from QBM to the adjacent site Wyeth (Old American Cyanamid) in west Windsor and additional proposed developments throughout the town (Meeting scheduled for 2/7/07).

Next Steps

- If agreed, Simon will engineer a revised concept plan and review it with its partners to determine if there is an opportunity to advance the ideas and have further discussions.
- Simon Group to review and revise the submitted permit application (received by NJDOT's Access Unit on 2/5/07) to ensure it reflects the workshop discussion with respect to fair share and the need to not degrade the Level of Service (LOS) of Rte. 1 & Quakerbrige Road.
- NJDOT's Access Unit will send a letter to Lawrence Twp./Simon sharing initial observation, inconsistencies and issues regarding the developer's submitted permit application as a 1st step of Access Permit process – an expedited completeness review of the permit package.
- NJDOT's Access Unit will work with Simon through specific issues, once a revised concept application is received. If the stakeholders agree to the concept the NJDOT will develop a team format to accelerate the process.
- Mercer County indicated they would make a simultaneous review of the concept application and traffic impact study. The County is also willing to participate in a work team format for the development review meeting, which would be held in a workshop format.
- NJ Transit and NJDEP will also join NJDOT in meeting the schedule of the work team format.
- Future discussion of fair share credits – an expedited partnered process to jointly determine need and jointly determine who pays and jointly determine when (County is willing to join NJDOT in the review process).
- A meeting with West Windsor Township officials and staff is scheduled to take place on 2/7/07.

It is believed that the above represents an accurate description of the major events that transpired at this meeting. Your notification of any errors or omissions within five (5) working days is essential, as the foregoing is intended to be part of the record, and is the basis upon which we will proceed.

Respectfully Submitted,

URBAN ENGINEERS, INC.

William McGarrigel

William P. McGarrigel
Project Manager

cc: All Attendees

Arbiz, Steve M.

From: Priscilla Sackner [Priscilla.Sackner@dot.state.nj.us]
Sent: Tuesday, March 20, 2007 9:09 AM
To: pcaton@cchnj.com; jonathan.epstein@dbr.com; courtenay.mercer@dca.state.nj.us; russel.like@dca.state.nj.us; Ross.MacDonald@dep.state.nj.us; Abe Rezaeian; Charles Miller; Constance Myers; Gary Toth; Jim Lewis; Karen Rittenhouse; Lewis Branin; Richard Dube; Theresa Hatchett; Thomas Carbone; Thomas Saylor; TRuss@Glatting.com; tom@hesterstudio.com; cbudzinski@lawrencetwp.com; clerk@lawrencetwp.com; Rkrawczun@lawrencetwp.com; glenaz@lenazassociates.com; dlewis@mercercounty.com; awatson@mercercounty.org; gfallat@mercercounty.org; ghawkins@njfuture.org; jkanarek@njtransit.com; chris.carew@oeg.state.nj.us; DSzabo@Pennoni.com; apark@simon.com; jalbrigh@simon.com; jstallsm@simon.com; sgiggs@simon.com; cholt@trcsolutions.com; decox@urbanengineers.com; wpmcgarrigel@urbanengineers.com; jparvesse@westwindsortwp.com; mayor@westwindsortwp.com
Cc: Danielle Graves
Subject: Route 1/QBM Workshop

Good Morning ~

NJDOT is planning to tentatively schedule the next workshop for Route 1/QBM for Thursday, April 19th and Friday, April 20th (all day).

This workshop will include a 2 day session -- 1st day April 19th, a workshop with Lawrence Twp./Simon Group and the 2nd day of the workshop will include all participants from the 1st day + West Windsor Twp. Please confirm your availability for these dates ASAP by respondig via email to Priscilla.Sackner@dot.state.nj.us in Brent Barnes office or by calling 609-530-2866.

We've been informed by Simon's traffic consultant that they would provide a resubmission of the major access permit package (including revised concept plan) to NJDOT on Friday, 3/16 -- no word yet on receipt of this package. We're scheduling the workshop on the assumption of NJDOT's receipt of the resubmitted package, allowing three (3) weeks for NJDOT's access review/comments and one (1) week reaction time for Simon's response to the comments.

If anyone has a conference room that can hold 40+ people and that is available on the dates listed, please contact me.

Thank You ~

Priscilla Sackner
Executive Secretarial Assistant
Office of Systems Planning & Research
609/530-6147 (Voice)

Priscilla.Sackner@dot.state.nj.us

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Thursday, March 29, 2007 2:19 PM
To: Lewis Branin
Cc: Gary Toth; Thomas Carbone; Thomas Saylor
Subject: Re: Rt. 1 SB @ Quaker Bridge Rd.

Hi Lew,
We had a discussion with Gary yesterday regarding the Rte 1 SB safety project & Lawrence support. We think, there may have been a chance that Lawrence had miss interpreted the whole idea of giving us a resolution of support (concept 2). Is it possible, for you to check with Lawrence clarifying that we do not intend to have Lawrence in writing that they support in detail such as closing of driveways, but more of a general letter of support saying that they stand with us in the workshop stating that they agree & support DOT initiatives to safety improvements, feel the needs for safety improvements in this area now, and they know this improvements also has regional benefits to public & private in long run.

If Lawrence agrees to support, we are not sure whether to hold this workshop (concept 2) sooner or later due to other surrounding regional issues. However, the sooner we have a letter of support, the sooner we schedule the workshop.
Thanks

Abe
>>> Lewis Branin 3/5/2007 9:45 AM >>>
Abe,
As per our earlier conversation, I spoke to Rich Krawczun, Lawrence Twp. Administrator concerning a resolution of support for the Rt. 1 SB project. He stated that the twp. is not at this time prepared to submit a resolution. They will not support the project until we have the workshop with the property owners and they know the feelings of the property owners. I also asked for just a letter of support and he refused to submit that. I asked for a letter of concurrence and he refused.
Again, until we have our workshop, Lawrence is not going to "give up" their position on this project.

LEW

Lew Branin
Regional Manager
Community Involvement
609-530-4555
Lewis.Branin@dot.state.nj.us
- PRIVILEGED COMMUNICATION -

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Thursday, April 19, 2007 11:53 AM
To: Arbiz, Steve M.
Cc: Thomas Carbone
Subject: Fwd: Access Letter_Simon's Response

Attachments: Access Letter_Simon's Response; QBM Plan-r1.pdf; Simon-TRC to NJDOT.pdf

Access :er_Simon's Respons

QBM Plan-r1.pdf (3 MB)

Simon-TRC to IJDOT.pdf (198 KB..

Steve,

FY Info & file--Attached is the revised concept application plan & the cover letter Simon (TRC consultant) had sent NJDOT-Access dated 3/20/07. This effort by Simon is due to the result of workshop held in 2/5,6. However, they Traffic Impact Study remain the same sent by TRC to NJDOT-Access dated 2/07 in which I am leaving a copy at the front desk of E+O Bldg today for your pick up (This TIS had used the counts taken early 2005 & I believe is the same counts you have used for developing Rte 1 SB, Safety project with additional traffic volume due to mall expansion)--This is for your file to better keep you informed (the content may be useful to safety project when needed). Thanks

Abe

State of New Jersey
DEPARTMENT OF TRANSPORTATION
P.O.Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

February 28, 2007

John Albright
Simon Property Group
225 West Washington Street
Indianapolis, IN 46204

Dear Mr. Albright:

The Department has received and begun the review of the concept application package for the proposed Quaker Bridge Mall expansion. During the project stakeholder workshop, February 5 and 6, 2007, the Department recommended that the Simon Group perform a review of their submittal to assure the content of the package reflected the collaborative nature and outcome of the workshop. Our initial screening of the pre-workshop concept application, as well as observations and issues regarding your submittal are contained in this letter and are as follow:

- If the submitted application is to receive a favorable result, the State's needs for Route 1 traffic must be properly addressed. The concept application, as submitted, may be "fatally flawed" causing a denial of the concept and potentially a denial of a future access permit.

- The Access Code provides in section 16:47-4.34(o) that, "The Department will not require fair share financial contributions towards the cost of highway improvements which the Department does not expect will be constructed within 15 years. However, the Department may not approve applications if it finds unacceptable the conditions that would be caused by the addition of site traffic to a location which will not be improved within 15 years." It is clear that the Code envisions situations where the impact to a highway caused by a development may not be able to be mitigated by fair share contributions combined with state funding. In such cases if the mitigation cannot be constructed, the Department will have no alternative but to deny an application.

- The concept application appears to assume the Department's Route 1 SB Safety Improvement projects are already in place and takes credit for the potential increase in capacity. In reality, these improvements will not be constructed prior to the mall expansion anticipated construction starting in 2008. This appears to be in direct conflict with section NJAC 16:47-4.3(g) of the Access Code which states that "Applications shall reflect conditions that exist at the time the application is submitted to the Department and include all State, projects that have been advertised for construction or awarded, as appropriate."

- The NJDOT's southbound safety projects have been broken into three distinct parts:

  - The I-95/295 Interchange Improvement;
  - Concept 1 creating an auxiliary lane for QBM Driveway Ramp; and
  - Concept 2 which moves the collector-distributor barrier to the west at Mercer Mall & Nassau Park Boulevard vicinity, creating 3 thru-lanes & 1 collector-distributor lane as well as consolidating some of the many driveways for Mercer Mall.

  The estimated total construction costs for these NJDOT projects are $11M. The Concept 1 & 2 projects face very real funding uncertainties (for design, ROW, and construction) due to the Department's Capital Program funding constraints. It may very well turn out that construction could be delayed well into the future. Also, a very significant concern to the Department is the fact that Lawrence Township officials are continuing with their position that they cannot go "on record" to support our proposed "Concept 2" safety project.

- Currently, LOS failure appears to occur along the Route 1 corridor, especially in the vicinity of QBM. There exists frequent problems with traffic "back ups" affecting the through lanes of I-295 & Rte 1. NJDOT is planning to start a study this Spring for possible improvements to the I-295 approach to Route 1 NB. This project has an anticipated construction cost of $3M. We are concerned that the Mall expansion may exacerbate this existing unacceptable condition.

As was discussed during the February 5 and 6, 2007 design charrette, any development/redevelopment/expansion must accommodate a reasonable and acceptable level of service and safety on Route 1 regardless of whether the individual access application satisfies the "letter" of the Access Code if not the "spirit". The mall expansion and any other such work must set up a framework for improving/maintaining the function and integrity of Route 1, as well as the connections to key County Routes in the corridor. This may be achieved in part by planning to accommodate long-term regional connectivity and land use goals in line with the State's economic growth.

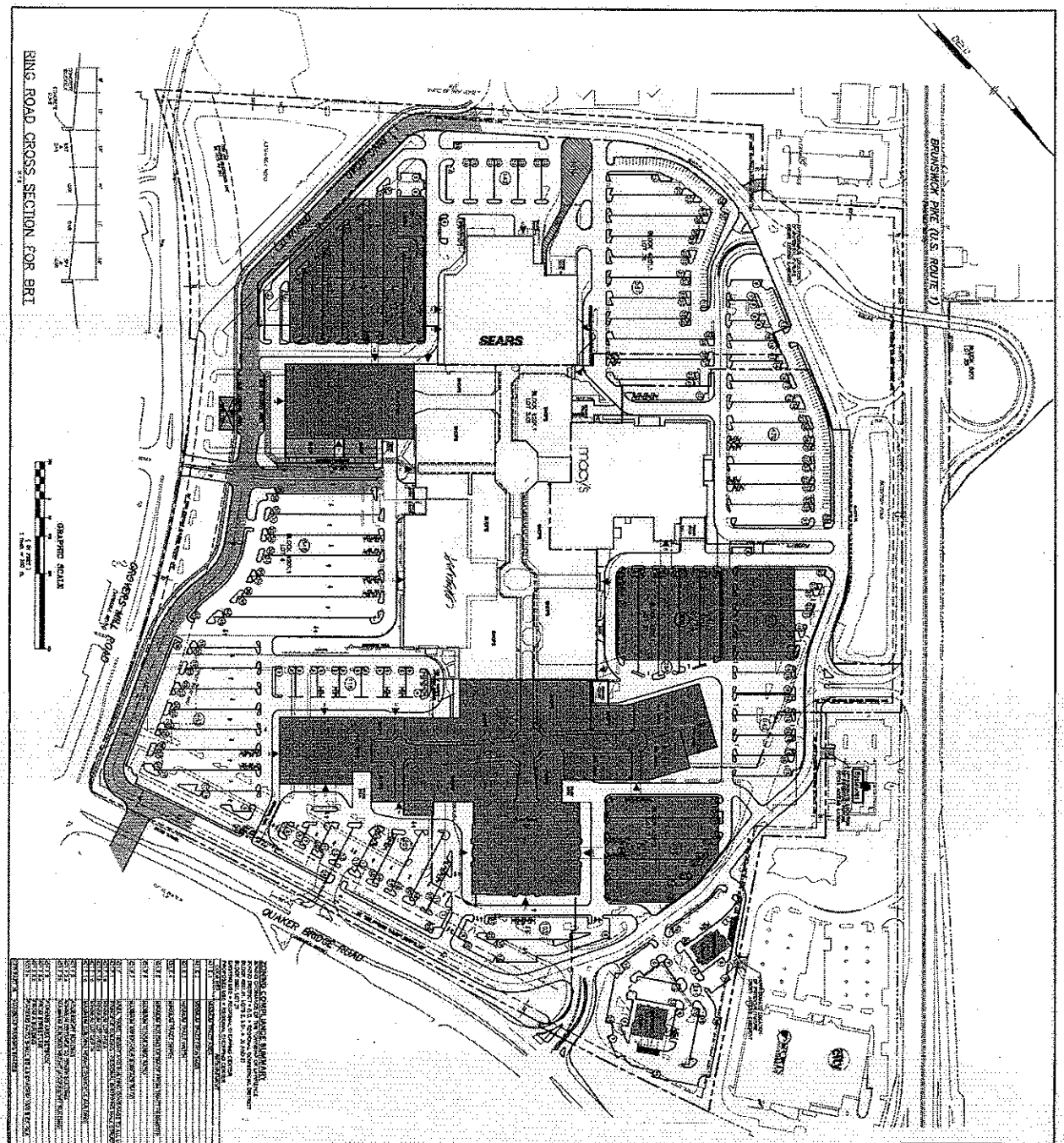
We are looking forward to working with you on a concept application that will benefit all the involved stakeholders. As was indicated at the workshop, the Department is willing to explore methods of expediting such an application which may require a revised site plan and revised concept review application. I hope you find this preliminary information helpful to reaching our joint goals.

Sincerely,

Richard C. Dube

Richard C. Dube
Executive Manager
Right of Way and Access Management

C K. Mackiewicz, TRC Engineering Inc.
C. Holt, TRC Engineering Inc.



Pennoni Associates Inc.

515 Grove Street
Haddon Heights, N.J. 08035

Engineers · Surveyors · Planners · Landscape Architects

QUAKER BRIDGE MALL

MERCER COUNTY, NJ

LAWRENCE TOWNSHIP

CONCEPTUAL SITE PLAN FOR MALL EXPANSION

SIMON PROPERTY GROUP

115 W. WASHINGTON STREET

INDIANAPOLIS, IN 46204

DOUGLAS J. SZABO

PROFESSIONAL ENGINEER

NEW JERSEY LICENSE NO. GE 43206

00406-35-1

7 Skyline Drive
Hawthorne, NY 10532

914.592.4040 PHONE
914.592.5046 FAX

www.TRCsolutions.com

March 20, 2007

Mr. Richard Dube
New Jersey Department of Transportation
Bureau of Major Access Permits
1035 Parkway Avenue – CN600
Trenton, NJ 08625-0600

Re: Application No. C-1-C-0002-2007
Revised Concept Plan Submission
Quaker Bridge Mall Expansion
US Route 1 – Milepost 7.55
Lawrence Township, Mercer County

Dear Mr. Dube:

TRC has received your letter dated February 28, 2007 (copy attached for ready reference), in reference to Application No. C-1-C-0002-2007 for the proposed Quaker Bridge Mall Expansion. Your letter provided very general comments with respect to the Mall's Concept Review Driveway Access Permit Application and referenced discussions that occurred during the February 5th and 6th Design Charrette, pertaining to items including the Bus Rapid Transit (BRT) system.

It should be noted that the NJDOT Concept Review Application and Traffic Study were prepared in full accordance with the New Jersey Administrative Code Title 16, Chapter 47 "State Highway Access Management Code". This Application was submitted in advance of the BRT Design Meeting Charrette; therefore, some items discussed at the Charrette were not specifically referenced in the Traffic Study. However, almost all of the items discussed at the Charrette dealt with Site Plan issues and would not have any material impact upon the Technical Analysis and Findings outlined in the Traffic Study.

Since the Charrette, the Applicant has taken the initiative to revise their Conceptual Site Plan to accommodate the items discussed at the Charrette, such as the BRT system and the Micro-Tunnel. Six (6) copies of the updated Conceptual Site Plan, Drawing No. C0406-35-1, dated January 31, 2007, revised March 14, 2007 are enclosed.

RECEIVED
MAR 21 2007
BUREAU OF PROJECT PLANNING & DEVELOPMENT

The following are responses to the bulleted comments provided in the February 28, 2007 letter (in the order in which they appeared):

1. The Concept Review Application is not "fatally flawed", since all analysis and calculations were conducted per the Guidelines set forth in the New Jersey Highway Access Management Code.

2. It is understood that the Department normally wants to see an improvement fully funded by the Applicant rather than take Fair-share monies from the Applicant. However, as discussed with representatives of the Bureau of Major Access (BMA), as well as other NJDOT Officials at the two (2) Informational Meetings and at the formal Pre-Application Meeting, Department Officials indicated that the Applicant's Fair-share dollars could act as "seed" money for the NJDOT Concept 1 Project along Route 1, where a Rational Nexus exists between the proposed improvements and the Project Traffic. This, it was pointed out by BMA Representatives, is in keeping with giving priority to a Public NJDOT Project that has a Private Component of Fair-share dollars, thereby potentially moving the Project up on the funding list, to take advantage of the Private dollars being offered.

   As indicated on Page 49 of the Traffic Study, the Applicant is willing to have their Fair-share monies allocated as the Department sees fit. This includes allocating any and/or all of the monies towards implementation of elements of the BRT system on the Mall's roads and property.

3. The Traffic Study did not assume the Department's Route 1 southbound safety improvement as being in place for the No-Build condition. The analysis was conducted as if it was an Applicant-proposed improvement and the Fair-share monies were calculated accordingly.

4. TRC understands that, due to funding uncertainties, the Concept 1 and 2 Route 1 Improvement Projects currently have an indeterminate schedule. However, it is also TRC's understanding that the Department, in the past has given Projects higher funding priority where there are private Fair-share monies available for the Project (Public/Private partnership). This would be the case for the Concept 1 Improvement to which the Traffic Study proposes to apply the Applicant's Fair-share monies, meaning that only a fraction of the cost for that improvement would be needed from other sources.

5. Based upon our knowledge of the Route 1 Corridor, the critical time period for the I-295 approach to Route 1 northbound occurs during the AM Commuter Period, which is when traffic destined to and from the Mall is virtually non-existent. The Traffic Study analyzed this location during the Peak PM and Peak Saturday Hours and found that it conformed to the Level of Service Standards outlined in NJAC 16:47-4.24(a)1i, and therefore, under the terms of the Access Code, there is no associated mitigation required.

In summary, the Concept Review Application and associated Traffic Study submitted for the Mall expansion conform to the requirements of the New Jersey Administrative Code, Title 16, Chapter 47 "State Highway Access Management Code". Therefore, the Department should continue to review the Application in accordance with its customary procedure to determine that the technical data presented has been appropriately prepared based upon the guidelines set forth in the Access Code.

Once the Department has completed its review, TRC requests that a meeting be scheduled to discuss the most appropriate way to allocate the Applicant's Fair-share Financial Contribution and how best to direct those monies, either to a specific Developer-implemented improvement, a contribution to a NJDOT-sponsored project (expedited funding), an agreed-to BRT concept that will have a Public Benefit, or any combination thereof.

It is our understanding that the Department recognizes the importance of the BRT and its Public need/purpose and that this Applicant's Fair-share Dollars, as defined by the Access Code, may be directed towards that Public need. Additionally, the Access Permit Application should be a fully-coordinated review by the Department dealing with off-site road impacts and on-site BRT Public need accommodations.

Should you have any questions or comments, please feel free to contact me at (914) 592-4040, extension 203. We look forward to meeting to discuss these important topics as soon as the Department is ready.

Very truly yours,

TRC Engineers, Inc.

Kenneth Mackiewicz, P.E.
Executive Vice President

KM/bz
cc: Mr. John Albright – Simon Property Group
Mr. Gary Toth – NJDOT
Mr. Charles Miller – NJDOT
Mr. Rich Krawczun – Lawrence Township

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TOWNSHIP OF LAWRENCE

P.O BOX 6006

LAWRENCEVILLE, NEW JERSEY 08648

Office of Township Manager
609.844.7005
E-mail: Geggert@lawrencetwp.com

20 April 2007

Lewis Branin
Regional Manager Community Involvement
NJ Department of Transportation
P.O. Box 600
Trenton NJ 08625

Dear Lew:

For well over a year, Lawrence Township Officials have participated in meetings and workshops with New Jersey Department of Transportation personnel and associated consultants discussing Route 1 southbound safety improvements. The project has been identified to include three phases with the boundaries beginning at the Route 1 southbound entrance to Nassau Park and continuing south to the entrance of Route 95/295.

During the exchanges with New Jersey Department of Transportation representatives we have always encountered a working partner who has listened to the concerns of local officials. The spirit of these meetings could be described best as being collaborative.

I am writing to you to express our willingness to continue this dialogue of collaboration so that the common goal of highway safety on Route 1 southbound in Lawrence Township may be achieved. We had expected the next phase of this effort to come in the form of a stakeholders meeting including each of our respective offices and all property owners that would be directly impacted by the project. Just as you have listened to us we feel the same positive outcomes will result from engaging all affected property owners and businesses. In addition, the safety improvements will not only benefit specific properties but will have a positive impact for the wider region. Safety is everyone's concern.

Lawrence Township officials eagerly anticipate hearing from your office so that the stakeholders meeting may proceed. Please feel free to contact my office at your earliest convenience in order to plan such an event or to discuss any specific concerns that may remain.

Thank you for your anticipated cooperation.

Sincerely,

Richard S. Krawczun, CMFO
Township Manager

RSK/gle

Via facsimile and regular mail

c/ Township Council
Philip Caton, Clarke Caton Hintz

H:\Manager\Letters\ltr duba-dot.doc

Arbiz, Steve M.

From: Gary Toth [Gary.Toth@dot.state.nj.us]
Sent: Monday, April 23, 2007 4:37 PM
To: Mark Stout
Cc: Abe Rezaeian; Brent Barnes; Danielle Graves; Jennifer Godoski; Richard Dube; Thomas Carbone; Thomas Saylor
Subject: QB Mall expansion

Hello folks

I just got back from a meeting, which was rather hastily scheduled by Donna Lewis. Her purpose was to brief Freeholder President Colavita (who is from Lawrence Twp) on the possibility of escalation of the QB Mall expansion approvals to the Mercer County Freeholder Board. Donna's thinking is that if (big if) the Simon Group doesn't go along with our recommended changes, and forces a Planning application to the Mercer County Planning Board, the Planning Department will recommend denial, which will then escalate the issue to the Freeholders. Donna is seeking to avoid the divide and conquer gambit, which developers predictably follow when they don't get what they want from staff.

Also attending the meeting were Aaron Watson; County Engineer Greg Sandusky; George Fallat and Brian Hughes.

In short, the meeting went as well as can be expected. Both the Freeholder and the County Executive agreed that the existing traffic situation is a mess, and that none of us could support Mall Expansion unless we were assured that we (DOT, County, Lawrence and the developer) are doing everything possible to make sure that the best infrastructure possible will be in place. Everyone understood that even with the various components that we are planning: BRT accomodations; the "portal" under QB Road; a new connection thru the General Growth property to the north; use of the existing bridge over Rt. 1 to make a connection between QB Mall and Mercer Mall; driveway closings along Rt. 1 SB; new "reverse frontage road" thru Mercer mall and leading behind Toys R Us; etc., that the level of congestion will still go up on Rt. 1 and QB Road.

The biggest concern that Freeholder President Colavita had was whether Commissioner Kolluri's position would be aligned with the County. They are willing to stand with us and make a decision which will be unpopular in some quarters, but want to be assured that the DOT will stand behind them when the time comes. I assured them that I would get reaffirmation of DOT front office support...

Jenn, should we brief Kris on this or will you be able to take care of that?

Gary

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Tuesday, April 24, 2007 2:08 PM
To: Lewis Branin
Cc: Gary Toth; Thomas Carbone; Thomas Saylor; Arbiz, Steve M.; Kremer, Pete
Subject: Fwd: QB Mall expansion

Attachments: QB Mall expansion

QB Mall expansion

Steve,
See attached, We had a meeting with Gary today & discussed if Lawrence general "letter of support" is sufficient for safety project to move forward and to go for work shop by end of May. Gary mentioned that we have the support of Mercer County & freeholder & where we expect more from Lawrence to provide support by means of saying that they support shifting of CD barrier, agree with DOT the urgency of safety issues along this stretch, specifically at Mercer Mall location and the most importantly support us with the Access-driveway consolidation (concept 2B, & 2C) and so that they can initiate the workshop saying that they support DOT with the available concepts in hand & see the need for these improvements..... Thanks

Abe

Arbiz, Steve M.

From: Gary Toth [Gary.Toth@dot.state.nj.us]
Sent: Monday, April 23, 2007 4:37 PM
To: Mark Stout
Cc: Abe Rezaeian; Brent Barnes; Danielle Graves; Jennifer Godoski; Richard Dube; Thomas Carbone; Thomas Saylor
Subject: QB Mall expansion

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Jenn, should we brief Kris on this or will you be able to take care of that?

Gary

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Wednesday, April 25, 2007 10:45 AM
To: Russel.Like@dca.state.nj.us; Adam.Zellner@dep.state.nj.us; Ross.MacDonald@dep.state.nj.us; bdrury@glatting.com; TRuss@glatting.com; tom@hesterstudio.com; awatson@mercercounty.org; ghawkins@njfuture.org; JKanarek@njtransit.com; TMarchwinski@njtransit.com; chris.carew@oeg.state.nj.us; Arbiz, Steve M.; Kremer, Pete; MViscardi@transit.com; David Cox; elrush@urbanengineers.com; Bill McGarrigel
Cc: Brent Barnes; Danielle Graves; Gary Toth; Jim Lewis; Richard Dube; Thomas Carbone; Thomas Saylor; dlewis@mercercounty.org; gfallat@mercercounty.org
Subject: Fwd: QB Mall expansion

Attachments: QB Mall expansion

QB Mall expansion

Hello all,
We would like to share with you the attached summary of minutes regarding the subject where NJDOT (Gary Toth) met with Mercer County Executive & the Director of Freeholder Board. In short, Gary says "Mercer County is fully behind us and will dovetail their approval authority via the County Planning Board application with our Access Permit. The ultimate goal is to provide the best infrastructure possible to support the impending developments in Lawrence and W. Windsor, recognizing that the developers are going to have to chip in much more than they might have anticipated. The key will be to further define: "much more" in a way that works for all parties....." Thanks.

Abe

Arbiz, Steve M.

From: Priscilla Sackner [Priscilla.Sackner@dot.state.nj.us]
Sent: Thursday, April 26, 2007 11:05 AM
To: pcaton@cchnj.com; jonathan.epstein@dbr.com; Courtenay.Mercer@dca.state.nj.us; russel.like@dca.state.nj.us; Adam Zellner; Ross.MacDonald@dep.state.nj.us; Abe Rezaeian; Charles Miller; Constance Myers; Danielle Graves; Gary Toth; Jim Lewis; Karen Rittenhouse; Richard Dube; Theresa Hatchett; Thomas Carbone; Thomas Saylor; Blake Drury; TRuss@glatting.com; tom@hesterstudio.com; cbudzinski@lawrencetwp.com; clerk@lawrencetwp.com; Rkrawczun@lawrencetwp.com; glenaz@lenazassociates.com; dlewis@mercercounty.com; awatson@mercercounty.org; dlewis@mercercounty.org; gfallat@mercercounty.org; Chris Strum; ghawkins@njfuture.org; J.kanarek@njtransit.com; Jim Marchwinski; Jim Schwarzwalder; Mike Viscardi; Vivian Baker; Chris.Carew@OEG.State.nj.us; DSzabo@Pennoni.com; apark@simon.com; jalbrigh@simon.com; jstallsm@simon.com; sgiggs@simon.com; cholt@trcsolutions.com; Ken Mackiewicz; Dave Cox; Erica Rush; wpmcgarrigel@urbanengineers.com; jparvesse@westwindsortwp.com; mayor@westwindsortwp.com; w.Patricia Ward
Cc: Joseph Fatatis; Lewis Branin
Subject: Confirmation - Rt. 1/QBM Workshop

Attachments: Rt. 1-QBM Workshop#2 invitees.doc

Rt. 1-QBM orkshop#2 invitees.

Invitation to Workshop Participants--Good morning, NJDOT has confirmed the next Route 1/QBM workshop scheduled for May 2, 3 & 4.

Day 1: Wednesday, May 2, 2007, 10:00 AM - 5:00 PM at the West Windsor Municipal Bldg., 271 Clarksville Rd., West Windsor (lunch provided by NJDOT consultant) - Meeting with West Windsor Twp., General Growth Properties, state & county reps.

Day 2: Thursday, May 3, 2007, 10:00 AM - 5:00 PM at the Law Offices of Drinker Biddle & Reath, 105 College Rd. East, Plainsboro (lunch provided by NJDOT consultant) - Meeting with Lawrence Twp., Simon Group, state & county reps.

Day 3: Friday, May 4, 2007, 9:00 AM - Noon at the Law Offices of Drinker Biddle & Reath, 105 College Rd. East, Plainsboro (lunch provided by NJDOT consultant) - Meeting with Lawrence & West Windsor Twps., General Growth, Simon Group, state & county reps.

An agenda for each day of the workshop will be provided in a follow-up email early next week.

The attendance of representatives from the following state agencies and the county for these meetings is also requested:
NJDOT
NJ TRANSIT
OEG and NJ Future
DEP
OSG/DCA
Mercer County

A complete list of participants is attached. Please update the information, if necessary.

Agencies--please provide a list of staff that will attending the workshop/meetings. Email the info. to Priscilla Sackner, Priscilla.Sackner@dot.state.nj.us. Due to the challenge of scheduling a workshop of this size and duration, we realize that staff may not be available to attend all of these meetings so we ask that agencies inform and send alternate reps., if necessary.

Priscilla Sackner
Executive Secretarial Assistant
Office of Systems Planning & Research
609/530-6147 (Voice)

Priscilla.Sackner@dot.state.nj.us

Updated 4/26/07

ROUTE 1/QBM WORKSHOP
May 2, 3 & 4, 2007

ATTENDANCE/SIGN-IN SHEET

ORGANIZATION	UNIT	PERSON	Email Address & Phone No.	Sign-in
NJDOT	Assistant Commissioner	Mark Stout	Mark.Stout@dot.state.nj.us **609-530-3855**	
	DPPD (3)	Gary Toth	**Gary.Toth@dot.state.nj.us 609-530-5262 Ext. 8071**	
		Tom Saylor	Thomas.Saylor@dot.state.nj.us **609-530-2739**	
		Abe Rezaeian	Abe.Rezaeian@dot.state.nj.us **609-530-2503**	
	Planning (3)	Brent Barnes	Brent.Barnes@dot.state.nj.us **609-530-2866**	
		Jim Lewis	Jim.Lewis@dot.state.nj.us **609-530-2884**	
		Danielle Graves	Danielle.Graves@dot.state.nj.us **609-530-2487**	
	OCR (1)	Lewis Branin	Lewis.Branin@dot.state.nj.us **609-530-4555**	
	Traffic Signal & Safety (1)	Joe Fatatis	Joseph.Fatatis@dot.state.nj.us **609-530-2640**	
	Access (1)	Charlie Miller	Charles.Miller@dot.state.nj.us **609-530-3677**	
NJ TRANSIT (4)	Project Development	Jack Kanarek	JKanarek@njtransit.com **973-491-7815**	
	Project Development	Jim Schwarzwalder	JSchwarzwaler@njtransit.com **973-491-7809**	
	Project Planning	Tom Marchwinski	TMarchwinski@njtransit.com **973-491-7551**	
	Project Development	Mike Viscardi	MViscardi@transit.com **973-491-7183**	

Updated 4/26/07

ROUTE 1/QBM WORKSHOP
FEBRUARY 5, 6 & 7
INVITEES

ORGANIZATION	UNIT	PERSON	Email Address & Phone No.	Sign-in
OEG (1)		Chris Carew	Chris.Carew@oeg.state.nj.us **609-292-2486**	
OSG (2)		Courtney Mercer	Courtenay.Mercer@dca.state.nj.us **609-943-9938**	
		Russel Like	Russel.Like@dca.state.nj.us **609-292-6350**	
DEP (1)		Adam Zellner	Adam.Zellner@dep.state.nj.us **609-292-0432**	
NJ Future (1)		George Hawkins	ghawkins@njfuture.org **609-393-0008 Ext. 104**	
Mercer County (3)		Aaron Watson	awatson@mercercounty.org **609-989-6629**	
		Donna Lewis	dlewis@mercercounty.org **609-989-6545**	
		George Fallat	gfallat@mercercounty.org **609-989-6642**	
Urban Engineers (2)	Consultant	Bill McGarrigel	wpmcgarrigel@urbanengineers.com **856-663-5550 ext. 2626**	
		Dave Cox	decox@urbanengineers.com **856-663-5550 ext. 1654**	
		Erika Rush	elrush@urbanengineers.com **856-663-5550 ext. 1347**	
Glatting Jackson (3)		Troy Russ	truss@glatting.com **407-843-6552**	
		Blake Drury	bdrury@glatting.com **407-843-6552**	
		Tom Hester	tom@hesterstudio.com **407-843-6552**	
Parsons Brinkerhoff	(1)	Pete Kremer	Kremer@pbworld.com **609-734-7039**	

Updated 4/26/07

ROUTE 1/QBM WORKSHOP
FEBRUARY 5, 6 & 7
INVITEES

ORGANIZATION	UNIT	PERSON	Email Address & Phone No.	Sign-in
Lawrence Twp.	(4)	Mayor Greg Puluti	Clerk@lawrencetwp.com **609-844-7000**	
		Richard Krawczum	Rkrawczun@lawrencetwp.com **609-844-7005**	
		Chris Budzinski	cbudzinski@lawrencetwp.com **609-844-7087**	
		Phil Caton	pcaton@cchnj.com **609-883-8383**	
Simon Property Group	(6)	Jonathan Epstein, Esq.	Jonathan.Epstein@dbr.com **609-716-6532**	
		John Albright, Simon Group V.P.	jalbrigh@simon.com **317-263-8137**	
		Simon Group (Civil Engineers)	jstallsm@simon.com **317-263-7958**	
		Pennoni Assoc. (Site Designer)	dseabo@pennoni.com **856-547-0505**	
		Raymond Keyes (Traffic Consultant)	kmackiewicz@trcsolutions.com	
West Windsor Twp.		Mayor Shing-Fu Hsueh	**609-799-2400**	
		W.Patricia Ward	Pward@westwindsortwp.com **609-799-9396**	
		Joe Pica	pica@westwindpolice.com **609-799-1222**	
General Growth Properties				

File name: Rt. 1-QBM Workshop invitees-9.doc

TOWNSHIP OF LAWRENCE

P.O BOX 6006

LAWRENCEVILLE, NEW JERSEY 08648

Office of Township Manager
609.844.7005
E-mail: manager@lawrencetwp.com

1 August 2007

Lewis Branin
Regional Manager Community Involvement
NJ Department of Transportation
P.O. Box 600
Trenton NJ 08625

Re: Route One SB & QBM, NPB to I95/295 Safety

Dear Lew:

For well over a year, Lawrence Township Officials have participated in meetings and workshops with New Jersey Department of Transportation Personnel and associated consultants discussing Route 1 southbound safety improvements. The project has been identified to include three phases with the boundaries beginning at the Route 1 southbound entrance to Nassau Park and continuing south to the entrance of Route I95/295.

During the exchanges with New Jersey Department of Transportation representatives we have always encountered a working partner who has listed to the concerns of local officials. The spirit of these meetings could be described best as being collaborative.

I am writing to you to express our willingness to continue this dialogue of collaboration so that the common goal of highway safety on Route 1 southbound in Lawrence Township may be achieved. Lawrence Township concurs with NJDOT's concerns and their proposals to improve safety along Route 1 in the vicinity of Mercer Mall, including consideration of consolidation of existing driveways to reduce traffic conflict points. We had expected the next phase of this effort to come in the form of a stakeholders meeting including each of our respective offices and all property owners that would be directly impacted by the project. Just as you have listened to us we feel the same positive outcomes will result from engaging all affected property owners and businesses. In addition, the safety improvements will not only benefit specific properties but will have a positive impact for the wider region. Safety is everyone's concern.

RECEIVED
AUG 07 2007
COMMUNITY RELATIONS

Lawrence Township officials eagerly anticipate hearing from your office so that the stakeholders meeting may proceed. Please feel free to contact my office at your earliest convenience in order to plan such an event or to discuss any specific concerns that may remain.

Thank you for your anticipated cooperation.

Sincerely,

Richard S. Krawczun, CMFO
Township Manager

RSK/gle

c/ Township Council
Philip Caton, Clarke Caton Hintz

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NEWARK
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December 3, 2007

Tom Carbone
Project Manager
State of New Jersey, Department of Transportation
Division of Project Planning and Development
Engineering & Operations Bldg.
P.O. Box 600
Trenton, New Jersey 08625-0600

Re: Route 1 Southbound safety Improvements from Nassau Park Boulevard to I-95/295 Interchange
Lawrence Township, West Windsor Township, Mercer County

Dear Mr. Carbone:

On behalf of my client, Makefield L.P., I'd like to thank you and the other individuals from the Department and Parsons Brinckerhoff, for taking the time Tuesday to speak with us at the Stakeholders Meeting in Lawrence. We were impressed by your presentation, and were encouraged by willingness of the State and PB to consider our suggestions, which we believe will result in a safer and more efficient design of the proposed highway improvements. Please accept this letter as written confirmation of our conversations.

As we indicated, the property identified as the "New York Golf" and "Tweeter" building on the exhibits at the meeting is owned by Makefield L.P., of which Bruce Herring is a member. When this building was built, the Township required the existing Route 1 ingress/egress driveway to the Property in Question (PQ) to be constructed on the property immediately to the north. From an engineering standpoint the existing driveway is of sufficient design to support traffic to our tenants' businesses; however, from an operational standpoint, the driveway has always been a problem. It has been our experience that many motorists wishing to shop at our stores do not expect our driveway to be located on our neighbor's property, so they go past it. When they realize their mistake, it is usually too late to turn into our property. In addition to the lost sales opportunities this represents, our tenants have also witnessed a disturbing number of rear end collisions on Route 1 involving persons who slammed on their brakes after realizing they had past our driveway.

It is our understanding that the proposed highway improvements will eliminate direct Route 1 egress from the PQ, but will maintain ingress to the PQ from Route 1 in essentially the same location as the existing driveway. While we are not happy about losing our egress driveway, we are prepared to support Concept B2's successful balancing of safety and access concerns, and we believe the alternative egress proposed will be acceptable to our tenants, provided the State provides adequate on site signage to direct motorists back to Route 1.

Perhaps more important, however, is that the State take this opportunity to shift the ingress driveway in a southerly direction, towards the PQ. If the alignment of the existing egress driveway is used, this can be done without causing any onsite impacts to the PQ. Moreover, the new ingress driveway will gain an increased turning radius.

The benefits of this proposed ingress driveway will inure to all motorists, and will make traveling on this section of Route 1 safer. With our driveway closer to our building, drivers should not be confused about where to turn into the PQ and, as a result, there should be fewer near accidents, and rear end collisions on the highway. In addition, widening our driveway to the south of the existing driveway location will increase spacing between our driveway and the Mercer Mall driveway. Since the Mercer Mall driveway will allow egress from that property, widening our driveway in a southerly direction will increase the weaving area for traffic leaving the Mall and traffic entering the PQ.

We would appreciate being notified as this project moves forward, so we can review our proposal with whomever the Department selects to prepare design plans, in order to confirm the extent to which our concerns can be addressed. As the owner of a commercial property, Mr. Herring is very concerned about the impact this project will have on the ability of his tenants to do businesses. We are grateful for the opportunity you have afforded us to engage in a meaningful dialogue about the State's plans. If you have any questions concerning our proposed modifications to the Concept 2B plans presented at the meeting this week, please call or write me.

Very truly yours,

Drew K. Kapur

DKK/jlp
cc: Abe Rezaeian
Manolo F. Capilli, P.E.
Alfred W. Kotchi, Jr., P.E.
Steven M. Arbiz, P.E.
Bruce Herring

Total of 14 pages

Abe Rezaeian - Fwd: Re: Route 1 Southbound Safety Improvements

From: Manolo Capili
To: Abe Rezaeian
Date: 1/7/2008 4:04 PM
Subject: Fwd: Re: Route 1 Southbound Safety Improvements

Abe,

The concept 2B presented to the stakeholders proposes a roadway widening that will provide a third Route 1 SB express lane which calls for acquiring a strip of land along the properties facing Route 1 southbound. Acquiring this strip of land for roadway improvement is the State's exercise of eminent domain.

As per the access process, closing the Rte. 1 SB exit driveway at Patio World is classified as the Revocation of Egress. For any driveway to be revoked, a reasonable alternative access must be provided. As proposed in the concept, a reasonable alternative connection to the Mercer Mall network is considered at the rear of the property which will utilize a private easement to the adjacent property(New York Golf) for connection to Mercer Mall. All construction item cost necessary to build the alternative driveway connection will be part of the project cost as per the Access Code.

Manolo Capili
Project Engineer
Office of Access Design

>>> Abe Rezaeian 12/3/2007 9:44 AM >>>
Manolo,
See attached. Mercer mall representative has a valid point. We think this is a typical concern expressed by Mall owner & it seems their concern mainly relate to the Patio World connection to Mercer Mall network. We believe a study will be required to identify the extent of impact in Design phase as part of Access/ROW process and that is most likely the Mall owner is looking for to be assured.

As you know concept 2B presented to stakeholders proposes to close four (4) egress at Houlihan's, Olive Garden, New York Golf/Tweeter, Patio World and also closes one (1) ingress at Danny's.

What would be our option, if for any reason a share access agreement for Patio World can not be implemented?
Therefore, since share access agreement for Patio World is not critical for construction of Rte 1, can State endorse through eminent domains?

Thanks
Abe

TOWNSHIP OF LAWRENCE

P.O BOX 6006

LAWRENCEVILLE, NEW JERSEY 08648

Office of Township Manager
609.844.7005
E-mail: manager@lawrencetwp.com

1 August 2007

Lewis Branin
Regional Manager Community Involvement
NJ Department of Transportation
P.O. Box 600
Trenton NJ 08625

Re: Route One SB & QBM, NPB to I95/295 Safety

Dear Lew:

For well over a year, Lawrence Township Officials have participated in meetings and workshops with New Jersey Department of Transportation Personnel and associated consultants discussing Route 1 southbound safety improvements. The project has been identified to include three phases with the boundaries beginning at the Route 1 southbound entrance to Nassau Park and continuing south to the entrance of Route 195/295.

During the exchanges with New Jersey Department of Transportation representatives we have always encountered a working partner who has listed to the concerns of local officials. The spirit of these meetings could be described best as being collaborative.

I am writing to you to express our willingness to continue this dialogue of collaboration so that the common goal of highway safety on Route 1 southbound in Lawrence Township may be achieved. Lawrence Township concurs with NJDOT's concerns and their proposals to improve safety along Route 1 in the vicinity of Mercer Mall, including consideration of consolidation of existing driveways to reduce traffic conflict points. We had expected the next phase of this effort to come in the form of a stakeholders meeting including each of our respective offices and all property owners that would be directly impacted by the project. Just as you have listened to us we feel the same positive outcomes will result from engaging all affected property owners and businesses. In addition, the safety improvements will not only benefit specific properties but will have a positive impact for the wider region. Safety is everyone's concern.

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COMMUNITY RELATIONS

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Thank you for your anticipated cooperation.

Sincerely,

Richard S. Krawczun, CMFO
Township Manager

RSK/gle

c/ Township Council
Philip Caton, Clarke Caton Hintz

VIA FACSIMILE and REGULAR MAIL

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TOWNSHIP OF LAWRENCE

P.O BOX 6006

LAWRENCEVILLE, NEW JERSEY 08648

Office of Township Manager
609.844.7005
E-mail: Geggert@lawrencetwp.com

20 April 2007

Lewis Branin
Regional Manager Community Involvement
NJ Department of Transportation
P.O. Box 600
Trenton NJ 08625

Dear Lew:

For well over a year, Lawrence Township Officials have participated in meetings and workshops with New Jersey Department of Transportation personnel and associated consultants discussing Route 1 southbound safety improvements. The project has been identified to include three phases with the boundaries beginning at the Route 1 southbound entrance to Nassau Park and continuing south to the entrance of Route 95/295.

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COMMUNITY RELATIONS

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Thank you for your anticipated cooperation.

Sincerely,

Richard S. Krawczun, CMFO
Township Manager

RSK/gle

Via facsimile and regular mail

c/ Township Council
Philip Caton, Clarke Caton Hintz

H:\Manager\Letters\ltr dube-dot.doc

Bruce Herring
Makefield Limited Partnership
510 Wheatfield Lane
Newtown, PA 18940
(215) 901-7850

September 23, 2004

Mr. Abe Rezaeian
Division of Project Planning and Development
Department of Transportation, Engineering and Operations Bldg.
P.O. Box 600
Trenton, NJ 08625-0600

Dear Mr. Rezaeian,

Thank you for yesterday's presentation of three concepts to improve traffic conditions on Route 1, South, between Nassau Park and Quakerbridge Mall. As a local business owner (of the "Tweeters" building) I appreciated both the thoughtful nature of your proposals and the concerned responses your entire team afforded to those of us in attendance at the Lawrence Township building.

I urge the Department and its consultants to consider the three proposals you prepared *as logical stages of a single plan*. I believe you could move expeditiously on your "baseline alternative" (Concept 2), which is a cost-effective method of most quickly alleviating some of our traffic concerns, involving no environmental issues. At the same time, the longer range, more invasive enhancements to the baseline plan (Concept 3) could remain in the planning pipeline, preparing for that day when the improved conditions resulting from implementing Concept 2 are no longer adequate, and the costs of the additional enhancements could be justified.

I commend all of the members of your team for their dedication and creativity in the effort to improve our traffic conditions, and I thank you for the sensitivity you have demonstrated in balancing the sometimes conflicting objectives inherent in such a project.

Sincerely,

Bruce Herring

cc: Mr. Tom Carbone, Supervising Engineer
Mr. William Guhl, Lawrence Township
Mr. Drew Kapur, Esq.

From: Abe Rezaeian
To: Capili, Manolo
CC: Akpu, Victor; Branin, Lewis; Carbone, Thomas; Patel, Snehal
Date: 12/3/2007 9:44 AM
Subject: Fwd: Re: Route 1 Southbound Safety Improvements
Attachments: Re: Route 1 Southbound Safety Improvements

Manolo,
See attached. Mercer mall representative has a valid point. We think this is a typical concern expressed by Mall owner & it seems their concern mainly relate to the Patio World connection to Mercer Mall network. We believe a study will be required to identify the extent of impact in Design phase as part of Access/ROW process and that is most likely the Mall owner is looking for to be assured.

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Therefore, since share access agreement for Patio World is not critical for construction of Rte 1, can State endorse through eminent domains?

Thanks
Abe

State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O. Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, ESQ.
Commissioner

December 17, 2007

Dunn's

To: Bird, LLC
P.O. Box 260888
Plano, Texas 75026 - 0888

Subject: Route 1 Southbound, Nassau Park Blvd to I-95/295 Safety Improvements, Lawrence & West Windsor Townships, Mercer County, NJ

To Whom It May Concern:

The New Jersey Department of Transportation (NJDOT) and Lawrence Township hosted a productive stakeholder meeting on November 27, 2007, concerning the proposed project referenced above. A representative from your business, as well as all other affected property owners, including Mercer County officials was invited. A representative from the Mercer Mall was present, however, no representative from your business attended. As part of NJDOT's continuing outreach to all stakeholders, we are providing you with an additional opportunity to send us your comments to the proposed plan, enclosed.

The proposed project is still in its early planning stages within this Department. Your comments are very important to us to help properly develop this project as part of our state roads safety improvement process.

Please provide us your comments in the given form NO LATER THAN THE CLOSE OF BUSINESS on January 21, 2008.

Sincerely,

Tom Carbone
Project Manager

Enclosed: 3 Graphics; A hand out describing the project; a comment Form

cc: Richard Karwczun, Lawrence Twp Manager
Lew Branin
Abe Rezaeian

From: "Gail Eggert" <geggert@lawrencepc.com>
To: <lewis.branin@dot.state.nj.us>
Subject:
Received: Thu, 13 Dec 2007 14:05:13 -0500

Hi Lew, here are the addresses you needed (property owners from our Assessor's files):

(for Houlihan's & Olive Garden)
Emily Groome, Development Manager
Federal Realty Investment Trust
1626 E. Jefferson Street
Rockville MD 20852

(for Denny's)
Bird, LLC
P.O. Box 260888
Plano TX 75026-0888

(for Tweeter)
Makefield Limited Partnership
510 Wheatfield Lane
Newtown PA 18940

Gail

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December 3, 2007

Tom Carbone
Project Manager
State of New Jersey, Department of Transportation
Division of Project Planning and Development
Engineering & Operations Bldg.
P.O. Box 600
Trenton, New Jersey 08625-0600

Re: Route 1 Southbound safety Improvements from Nassau Park Boulevard to I-95/295 Interchange
Lawrence Township, West Windsor Township, Mercer County

Dear Mr. Carbone:

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Perhaps more important, however, is that the State take this opportunity to shift the ingress driveway in a southerly direction, towards the PQ. If the alignment of the existing egress driveway is used, this can be done without causing any onsite impacts to the PQ. Moreover, the new ingress driveway will gain an increased turning radius.

The benefits of this proposed ingress driveway will inure to all motorists, and will make traveling on this section of Route 1 safer. With our driveway closer to our building, drivers should not be confused about where to turn into the PQ and, as a result, there should be fewer near accidents, and rear end collisions on the highway. In addition, widening our driveway to the south of the existing driveway location will increase spacing between our driveway and the Mercer Mall driveway. Since the Mercer Mall driveway will allow egress from that property, widening our driveway in a southerly direction will increase the weaving area for traffic leaving the Mall and traffic entering the PQ.

We would appreciate being notified as this project moves forward, so we can review our proposal with whomever the Department selects to prepare design plans, in order to confirm the extent to which our concerns can be addressed. As the owner of a commercial property, Mr. Herring is very concerned about the impact this project will have on the ability of his tenants to do businesses. We are grateful for the opportunity you have afforded us to engage in a meaningful dialogue about the State's plans. If you have any questions concerning our proposed modifications to the Concept 2B plans presented at the meeting this week, please call or write me.

Very truly yours,

Drew K. Kapur

DKK/jlp
cc: Abe Rezacian
Manolo F. Capilli, P.E.
Alfred W. Kotchi, Jr., P.E.
Steven M. Arbiz, P.E.
Bruce Herring

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Wednesday, February 13, 2008 1:37 PM
To: William Hoffman
Cc: John Campi; Thomas Carbone; William Beans; Daniel Mott
Subject: Rte 1 SB, NPB to I-95/295 Interchange Improvements

Hi Bill,
The subject project falls in the Safety corridor identified by NJDOT-Safety Programs. Please let me if this could be programed for safety fund. If so, what steps are necessary to take assuring FHWA participation for safety fund?

The project currently in DPPD in feasibility Assessment phase & we plan to 'break out" a safety improvement alternative (2B) limits from QB Mall Ramp to Nassau Park Blvd (NPB). This improvement proposes to modify the existing collector distributor road and modify access driveways in the Mercer Mall area along Rte 1 southbound & its construction cost is estimate $4.5M (ROW not included). If you need further assistance or like to meet with us, please let me know. Thanks

Abe

Arbiz, Steve M.

From: Zeller, Matthew [Matthew.Zeller@fhwa.dot.gov]
Sent: Wednesday, February 13, 2008 3:41 PM
To: Abe.Rezaeian@dot.state.nj.us
Cc: William.Beans@dot.state.nj.us; Hoffman, William; Cullari, Lawrence
Subject: RE: Rte 1 SB, NPB to I-95/295 Interchange Improvements

Abe,

I am responding to a project related email that was sent to Bill Hoffman. To utilize safety funding, the first eligibility criteria is that the project must stem from the Safety Management System. The safe corridors program would qualify. Secondly, a benefit/cost analysis must be performed and the (B/C) greater than 1. Finally, the project should be in the capital program (STIP) showing the safety funds category. I would suggest that you coordinate with Bill Beans as they are working with various CPM projects. If you have any further questions please feel free to contact me.

Thanks

Matt

Matthew B. Zeller
Area Engineer
FHWA - NJ Division
840 Bear Tavern Road, Suite 310
West Trenton, NJ 08628
Phone: 609-637-4237
Fax: 609-538-4913
matthew.zeller@fhwa.dot.gov

-----Original Message-----
From: Abe Rezaeian [mailto:Abe.Rezaeian@dot.state.nj.us]
Sent: Wednesday, February 13, 2008 1:37 PM
To: Hoffman, William
Cc: John Campi; Thomas Carbone; William Beans; Mott, Daniel
Subject: Rte 1 SB, NPB to I-95/295 Interchange Improvements

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The subject project falls in the Safety corridor identified by NJDOT-Safety Programs. Please let me if this could be programed for safety fund. If so, what steps are necessary to take assuring FHWA participation for safety fund?

The project currently in DPPD in feasibility Assessment phase & we plan to 'break out" a safety improvement alternative (2B) limits from QB Mall Ramp to Nassau Park Blvd (NPB). This improvement proposes to modify the existing collector distributor road and modify access driveways in the Mercer Mall area along Rte 1 southbound & its construction cost is estimate $4.5M (ROW not included). If you need further assistance or like to meet with us, please let me know. Thanks

Township of Lawrence
County of Mercer

Resolution No. 379-09

RESOLUTION OF THE LAWRENCE TOWNSHIP COUNCIL SUPPORTING THE PROJECT GOALS OF THE NEW JERSEY DEPARTMENT OF TRANSPORTATION FOR THE ROUTE 1 SOUTHBOUND IMPROVEMENTS

WHEREAS, the New Jersey Department of Transportation has informed the Township of Lawrence of the roadway safety improvements for Route 1 Southbound from Nassau Park Boulevard to the I-95/295 Interchange; and

WHEREAS, the Township of Lawrence agrees that there are several traffic congestion and safety concerns along Route 1 Southbound; and,

WHEREAS, the New Jersey Department of Transportation has developed plans to construct an additional lane along Route 1 and modify and enhance the existing collector/ distributor lanes; and,

WHEREAS, the proposed improvements will further direct local traffic and improve safety; and,

WHEREAS, the New Jersey Department of Transportation has attempted to minimize the impact on adjoining property owners and continues to work with owners to develop shared access points which further enhance traffic safety;

NOW, THEREFORE, BE IT RESOLVED by the Township Council of the Township of Lawrence, County of Mercer, State of New Jersey that the Route 1 southbound safety improvements proposed by the New Jersey Department of Transportation are hereby supported for implementation.

Adopted: **October 6, 2009**

CERTIFIED TO BE A TRUE COPY OF

Resolution No. 379-09

Adopted on October 6, 2009

Tonya D. Carter, Deputy Clerk

Date: October 13, 2009

RECORD OF VOTE

COUNCIL	AYE	NAY	PRESENT	ABSENT	ABSTAIN	MOVE	SECOND
Mr. Bostock	x					x	
Mr. Miller				x			
Mr. Powers	x						x
Mr. Puliti	x						
Mayor Mount	x						

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Wednesday, February 03, 2010 8:48 AM
To: Amutha Vijayakumar; Paul Schneider; Robert Abitz; Thomas Carbone; Thomas Saylor
Cc: Lynn Rich
Subject: Rte 1 SB, NPB to QB Mall overpass project & Rte 1B Project--DE assurance

A meeting was held on 1/26/10 to discuss DE for the subject two projects. Attendees were Schneider, Paul; Abitz, Robert; Vijayakumar, Amutha; Tom Carbone; Tom Saylor and Abe Rezaeian. It was concluded as follows:

1. For Rte 1 SB, NPB to Quaker Bridge Mall overpass project, for stop control exit ramp entering Rte 1 SB from Quaker Bridge Road, a DE is required for lack of acceleration lane and there is reasonable assurance to grant a DE in Design phase once a 3 dimension mapping is completed.

2. For Rte 1B: There is need for DE for lack of shldr along Rte 1 NB and DE for 11' lane+4'shldr (combine shared) as proposed. There is reasonable assurance to grant DE in Design phase once a 3 dimension mapping is completed.
Thanks!

Abe

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Friday, March 26, 2010 3:07 PM
To: stuart.dember@bipc.com
Cc: Meredith Hammond; Thomas Carbone; Thomas Saylor; Arbiz, Steve M.
Subject: Rte1SB, NPB to QBM Ramp Overpass Project--Information Requested per Meeting with NY Deli's Tenant on 3-15-2010
Attachments: Lawr Twp, March 26, 2010.pdf

Hello,
Attached is information you requested in our 3-15-210 meeting. Among all meetings held since 2003 with Twp officials and stakeholders regarding the subject project, the attached is more related to stakeholders invited at Mercer mall vicinity.

The package include a minute of meeting held 11-27-2010 & its attendance sheet; follow up letter by NJDOT-DPD dated 12-17-2007 Bird, LLC with verification of Birds mailing address received from Lawrence Twp (the tenant was Denny's restaurant at the time); Invitation letter distributed by NJDOT Community Relations dated 12-12-2010 to all stakeholders that includes project description, list of businesses and property owners. Thanks!

Abe

APPENDIX G

ENVIRONMENTAL SCREENING & CED

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CATEGORICAL EXCLUSION DOCUMENTATION

CED Form Updated May 27, 2009

I. GENERAL INFORMATION

DOT Job Code No.		**Federal Project No.**	
Project Management Team		**UPC No.**	
Route & Section	U.S. 1 SEC. 2 AND SEC. 2G	**Structure No.**	
Local Road Name	U.S. 1 (Brunswick Pike)		
Municipality(ies)	Lawrence and West Windsor Townships	**County(ies)**	Mercer
Type of Project	Widening and Safety Improvements	**Length**	1.08 MILES
From Milepost	7.61	**To Milepost**	8.69
Congressional District	District 12 (NJ)	**Legislative District**	District 14 (West Windsor) District 15 (Lawrence)
ROW Cost	$8.5 Million	**Construction Cost**	$8.3 Million

EXISTING FACILITY				
ROW Width	The existing ROW width varies from 110 feet minimum to 158 feet maximum and varies at the interchange.			
No. Lanes & Width	Northbound Three 12-foot lanes. Southbound Two 12-foot express lanes. Two 12-foot CD Road lanes. Additional 12-foot CD Road lane at Quaker Bridge Road Interchange.			
Shoulder Width	15' NB 0' SB	**Median**	8.5' CD 17'	
Overall Roadway Width	95 feet minimum and varies			

PROPOSED FACILITY			
ROW Width	The proposed ROW width is 133 feet minimum to 167 feet maximum and varies at the interchange. Widening is on the Southbound side only and the width of widening also varies based on the proposed roadway geometry.		
No. Lanes & Width	Northbound Three 12-foot lanes. (No work on the NB side) Southbound Three 12-foot express lanes. Two 12-foot CD Road lanes. Additional 12-foot CD Road lane at Quaker Bridge Road Interchange.		
Shoulder Width	15'NB 0' SB	**Median**	8.5' CD 15'
Overall Roadway Width	110 feet minimum and varies		

II. PROJECT DESCRIPTION (attach location map; USGS map suggested)

A. Project Need (briefly explain why the project is needed):
The New Jersey Department of Transportation – Division of Project Planning and Development (NJDOT-DPPD) has identified this segment of Route 1 Southbound as needing safety, capacity, and roadway deficiency improvements.

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Safety - Along the existing collector-distributor road of Route 1 Southbound, there is a history of rear-end and side-swipe accidents, which FHWA and NJDOT (as part of a Safety Study) have determined are directly related to the number of access points from the local businesses.

Capacity – Approximately 2/3 of the project area along Route 1 Southbound has a roadway section with 2 Express Lanes. To the north and south of this area, there are three Express Lanes. Major traffic delays and heavy congestion on Route 1 Southbound are a daily occurrence during the weekday PM peak period, as commuters from the large office parks and retail centers along Route 1 access I-95/I-295 to destinations outside of the study area. During times of heavy congestion, vehicles often use the Collector-Distributor road, when they cannot merge with the Express Lanes.

Roadway Deficiency – Pavement in the Route 1 Southbound project limits has cracks and rutting, and is in need of resurfacing.

B. Proposed Improvements (provide a brief description of proposed improvements):
Improvements on Route 1 Southbound consist of roadway widening and 3" milling / resurfacing, access modifications, drainage, and utility relocations.

Widening of 1 lane width (12 feet) would occur along Route 1 Southbound, from Nassau Park Boulevard (MP 8.69) to the Quaker Bridge Mall Overpass Ramp (MP 7.55). The new typical section would consist of 3 Express Lanes, a 10-foot shoulder, a 2-foot wided sloped curb, a 3-foot shoulder and either 1, 3, or 2 Collector-Distributor Lanes (depending on the location: 1 CD Lane plus 10-foot shoulder north of the Quaker Bridge Road interchange, 3 – 12-foot CD Lanes between the loop ramps of the Quaker Bridge Road interchange, and 2 – 15-foot CD Lanes south of the interchange). The proposed berm area would consist of 4"reveal vertical curb and a 10-foot section, which may include sidewalk if warranted.

Along the frontage of the Collector-Distributor Lanes, 5 access points would be eliminated (Houlihan's exit, Olive Garden exit, Denny's entrance, NY Golf exit, and Patio World exit) and alternate access would be provided either through existing agreements among the business owners or through proposed shared access agreements.

A new drainage system would be constructed in this area to accommodate the widened pavement, and utilize the available area within the interchange for proposed basins to address stormwater management issues.

Utilities would need to be relocated, consisting of: aerial electric, telephone, and cable; gas, water, and sanitary sewer.

C. Right-of-Way Taking

Total area needed: 0.69 acres	Est. No. parcels:	in fee-9	easements-2
Est. No. relocations:	residences-0	businesses-0	parking spaces-17
Community Facilities Affected: 0			
Area of public recreation land taken: 0 (acres)		Out of a total area of: 0 (acres)	
☐ Green Acres/State-owned Land Involvement			
☐ Federally Owned/Federally Funded Land Involvement			

Comments:

III. ENVIRONMENTAL CONSIDERATIONS

A. Noise

☒	Sensitive receptors exist within 200 feet for two lanes or 400 feet for four lanes.
☐	Project substantially changes the vertical or horizontal alignment of the roadway.
☐	Traffic volumes or speeds substantially increase.

Conclusion:

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☒	Noise study not required. No significant impact anticipated.
☐	Potential noise impacts were studied and are discussed in comments. Project still meets CE criteria.

Comments: The project area has a land use which is all commercial. No significant increase in traffic noise levels are expected with the completion of the project. The land use in the area is all commercial and therefore no traffic noise mitigation is proposed

B. Air Quality: CONFORMITY WITH THE CLEAN AIR ACT AMENDMENTS (CAAA) OF 1990

Section 1: Regional Emissions Analysis (STIP or MPO's conforming transportation plan)

☒	Project is included in the FY 2010 - 2019 State Transportation Improvement Plan (STIP).
☐	Project is not listed in the FY 20_ - 20_ approved STIP but is included in the MPO's conforming transportation plan.
☐	Project is not included in either the approved STIP or the MPO's conforming transportation plan.

Section 2: Based on its scope, the project is categorized by the Transportation Conformity Rule (TCR) as:

☒	A project type listed in **Table 2** of the TCR, i.e., **Exempt** from the conformity requirements of the CAAA (i.e., exempt from regional emissions analysis, Carbon Monoxide (CO) analysis, and Particulate Matter PM2.5 and PM10 analyses requirements) and may proceed towards implementation even in the absence of a conforming transportation plan and TIP.
☐	A project listed in **Table 3** of the TCR, i.e., **Exempt** from regional emissions analysis requirement, but local effects of this project with respect to CO, PM2.5 and PM10 concentrations must be considered to determine if a hot-spot analysis is required. *Complete Section 2a below.*
☐	A project type **not listed in Table 2 or Table 3** of the TCR, i.e., must be part of a conforming STIP and/or a MPO's conforming transportation plan and requires CO, PM2.5 and PM10 hot-spot analyses. *Complete Section 2a below.*

Section 2a(1): Project type listed in Table 3 of the TCR for CO analysis
Project type not listed in either Table 2 or Table 3 of the TCR for CO analysis

☐	Project located in **CO Attainment Area.** CO analysis not required. Project may proceed to the project development process.
☐	The total eight-hour Carbon Monoxide levels are expected to be reasonably below the NAAQS of 9 ppm. This is based on LOS data for the intersection(s) and the total highest traffic volumes at this (those) intersection(s) and the distance of the sensitive receptors to the roadway. No quantitative analysis is required. Project may proceed to the project development process even in the absence of a conforming transportation plan and TIP.
☐	Project located in a Carbon Monoxide **Non-Attainment/Maintenance Area** and requires a Carbon Monoxide hot-spot analysis. A CO Analysis was completed at the following intersection(s): _____ And the results are:

Section 2a(2): Project type listed in Table 3 of the TCR for PM2.5 analysis
Project type not listed in Table 2 or Table 3 of the TCR for PM2.5 analysis

☐	The project is located in PM2.5 **Attainment Area.** PM2.5 hot-spot analysis is not required. Project may proceed to the project development process.
☐	The project is located in a PM2.5 **Non-Attainment/Maintenance Area** and the project is **not an air quality concern** under 40CFR 93.123(b) (1). Quantitative/qualitative analysis is not required. Project may proceed to the project development process.
☐	The project is located in a PM2.5 **Non-Attainment/Maintenance Area** and the project **is an air**

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	quality concern under 40CFR 93.123(b) (1). A PM2.5 hot-spot analysis was completed at the following location(s): _____ And the results are: _____

Section 2a(3): Project type listed in Table 3 of the TCR for PM10 analysis Project type not listed in Table 2 or Table 3 of the TCR for PM10 analysis	
☐	The project is located in PM10 **Attainment Area.** PM10 hot-spot analysis is not required. Project may proceed to the project development process.
☐	The project is located in a PM10 **Non-Attainment/Maintenance Area** and the project is **not an air quality concern** under 40CFR 93.123(b) (1). Quantitative/qualitative analysis is not required. Project may proceed to the project development process.
☐	The project is located in a PM10 **Non-Attainment/Maintenance Area** and the project **is an air quality concern** under 40CFR 93.123(b) (1). A PM10 hot-spot analysis was completed at the following location(s): _____ And the results are: _____
Comments (include LOS, if appropriate): The project is listed in the 2010-2019 approved State Transportation Improvement Plan (db#01330A). The diesel truck volumes on Route 1 are below the May 2006 Guidelines for PM 2.5 and PM 10 and therefore this project is not an air quality concern.	

C. Potential Ecological Constraints (check those that apply)			
☐	Floodplains	☐	Shellfish Habitat
☒	Wetlands	☐	Acid Producing Soils
☐	Vernal Pools	☐	Submerged Aquatic Vegetation
☐	Waterbody: ☐ Category One ☐ Trout Production ☐ Trout Maintenance ☐ Non-Trout	☐	Sole Source Aquifer
		☐	Forested Areas
		☒	Threatened and Endangered Species: ☐ State-listed species ☒ Federally listed species
☐	Wild and Scenic River	☐	Other (specify):
☐	Essential Fish Habitat		

Federally Listed Threatened & Endangered Species Checklist:		
(Please see http://www.fws.gov/northeast/njfieldoffice/Endangered/consultation.html for guidance on the current US Fish and Wildlife Service (USFWS) Consultation Procedures. County/municipal species lists are only valid for 90 days.)		
☐	The proposed project is **not** located in a municipality with extant, historic, or potential occurrence of a federally listed species. The municipality list was checked within the last 90 days and documentation of this determination is included in the project file. No further action is required under the Endangered Species Act (ESA).	
☒	The proposed project **is** located in a municipality with extant, historic, or potential occurrence of a federally listed species. Habitat requirements for each of the species have been reviewed and the project's impact area (*i.e., action area) was assessed to determine whether it contains potentially suitable habitat. *Based on existing information or field surveys, the results revealed:*	
	☒	The project's impact area (i.e., action area) does not contain potentially suitable habitat for a federally listed species. Documentation of this determination is in the project file. No further action is required under the ESA. Concurrence from the USFWS is not required.
	☐	The project's impact area (i.e., action area) does or may contain potentially suitable habitat

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			for a federally listed species. *The assessment and all relevant project information:*
		☐	Have been submitted to the US Fish and Wildlife Service's NJ Field Office for ESA **Section 7 consultation.** Correspondence is attached. See comments below.
		☐	Will be submitted to the New Jersey Division of Land Use Regulation Program during the **permitting process.** Project requires authorization under the NJ Freshwater Wetlands Protection Act. See comments below.

*Action Area: The action area is defined by regulation as all areas to be affected **directly or indirectly** by the Federal action and **not merely the immediate area involved in the action** (50 CFR §402.02). This analysis is not limited to the "footprint" of the action nor is it limited by the Federal agency's authority. Rather, it is a biological determination of the reach of the proposed action on listed species. Subsequent analyses of the environmental baseline, effects of the action, and levels of incidental take are based upon the action area.

Conclusion:

☒	No significant impact anticipated
☐	Further studies are needed to obtain permits. Project still satisfies CE criteria.

Comments (briefly describe *all* potential ecological constraints): According to the United States Fish & Wildlife Service (USFWS), there are three species that are listed as having potential to occur within the vicinity of the Lawrence and West Windsor Townships. However, due to the limited nature of the proposed project, no impacts to these species or their habitats are anticipated. If there are changes to the proposed activities, consultantion with the USFWS may be required.

D. Anticipated Environmental Permits/Approvals/Coordination (check those that apply)

☐	US Coast Guard	☐	NJDEP Pollutant Discharge
☐	USACOE Section 10 (Navigable Waters)	☐	NJDEP Dam Safety
☐	USACOE Section 404 (Nationwide)	☐	NJDEP Flood Hazard Approval
☐	USACOE Section 404 (Individual)	☐	NJDEP Tidelands Conveyance
☐	USEPA Sole Source Aquifer	☐	EO 11990 Wetlands
☒	NJDEP Freshwater Wetlands—GP	☐	EO 11988 Floodplains
☐	NJDEP Freshwater Wetlands—IP	☐	NJDEP Highlands Preservation Area:
☐	NJDEP Transition Area Waiver		☐ Exempt
☐	NJDEP Coastal Wetlands		☐ Highlands Applicability Determination
☐	NJDEP Waterfront Development		☐ Highlands Preservation Area Approval
☐	NJDEP CAFRA	☐	USDA-Farmland Conversion (Form AD 1006)
☐	NJDEP Flood Hazard Area Permit—GP	☐	NJ Agriculture Development Area
☐	NJDEP Flood Hazard Area Permit—IP	☐	NJDEP Green Acres Program/State House Comm.
☒	NJDEP Stormwater Management:	☐	National Marine Fisheries Service
	☒ ≥ 0.25 acre impervious surface	☐	NJDEP Parks & Forestry (PL 2001 Chapter 10 Reforestation)
	☐ ≥ 1.0 acre disturbance	☐	D&R Canal Commission
	☐ Unknown at this time	☐	Meadowlands Commission
	☐ Approval through NJDEP LURP Permit (or)	☐	Pinelands Commission
	☒ NJDOT self-certification	☐	Endangered Species Act Section 7 Consultation
☒	NJPDES Construction Activity Stormwater GP (RFA)	☐	NJDEP Threatened & Endangered Species Coordination
☒	NJDEP Water Quality Certificate	☐	Other (specify):

Comments: Preliminary analysis of the roadway widening and stormwater basins and pipes estimate approximately 4,528 sq. ft. of Transition Area Impact and 544 sq. ft. of open water impact. The transition area was estimated to be 50 ft in width, assigned adjacent to wetlands A and B. The impact to the transition area is attributed to the roadway widening and should be permitted under a Freshwater Wetland

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General Permit 10A - Very minor road crossing.

The 544 sq. ft. open water impact is attributed to the grading of the basin found along wetland lines (State Open Water) C and D. The interior of the basin was not included in this assessment because the water found there is attributed to existing stormwater conveyance and not a natural waterway. Also, no transition area was assigned. The 544 sq. ft. should be permitted under a Freshwater Wetland General Permit 11 - Outfalls and Intake Structures.

E. Cultural Resources	
	Technical Findings:
☐	Project is not an undertaking for Section 106 purposes; concurrence has been received from FHWA.
☐	No Effect per DOT/SHPO Agreement of 05/14/09; subject to conditions identified in the Agreement.
☐	No Section 106 Consultation per 5/25/01 SHPO concurrence with *Section 106 Compliance Procedures, Federally Funded Drainage Improvement Programs* subject to conditions identified in the Agreement.
☐	No Effect to significant properties if they exist in APE per 36CFR800.3(a)(1) with SHPO concurrence. (Because the Section 106 regulations allow for a level of effort for conducting and evaluating cultural resources to be commensurate with the undertaking, this category of finding was developed to be used for certain projects when no cultural resources survey has been conducted; and self-imposed conditions, if applicable, are presented as part of the undertaking, e.g., Pipeline 3 or other small-scale projects.)
☐	No National Register (NR) listed or eligible properties in APE (Section 106 Findings = No Historic Properties Affected).
☐	National Register listed/eligible properties exist within APE (*see consultation summary below*).

Archaeology	**Architectural**				**Section 106 Finding**
	Bridge	Building	District	Other	
					NR listed/eligible property(ies)—No Historic Properties Affected
					NR listed/eligible property(ies)—No Adverse Effect (NAE)
					NR listed/eligible property(ies)—NAE with conditions
					NR listed/eligible property(ies)—Adverse Effect

	Section 106 Consultation Summary	**Date**
☐	FHWA concurred with Adverse Effect Finding	
☐	SHPO provided Section 106 consultation comments	
☐	FHWA concurred with No Adverse Effect with Conditions	
☐	ACHP notified of Adverse Effect	
☐	ACHP responded to notification (check one/enter date): ☐ ACHP will participate in consultation ☐ ACHP declined to participate in consultation	
☐	MOA executed by FHWA (check one/enter date): ☐ MOA filed with ACHP ☐ ACHP accepted/signed MOA	
	Comments (include MOA stipulations or other conditions, if applicable) :	

F. Section 4(f) Involvement
Section 1: Historic Sites

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☒	No Section 4(f) Involvement
☐	Project results in a "constructive use" of Section 4(f) property.
☐	Project results in a use of Historic site(s) on or eligible for the National Register of Historic Places (check one below):
☐	Section 4(f) Involvement. Project is covered under ***de minimis*** **Evaluation of Impacts** and all applicability criteria have been met, including concurrence *first* by the FHWA that the project meets the applicability criteria, and *then* concurrence by SHPO with the "No Effect" or "No Adverse Effect" determination *after* they are notified of the intent to use a *de minimis* finding.
☐	Section 4(f) Involvement. Project is covered under the **Nationwide Section 4(f) Programmatic Evaluation for minor involvement** and all applicability criteria have been met, including concurrence by the SHPO (or ACHP) with the "No Effect" or "No Adverse Effect" determination.
☐	Section 4(f) Involvement. Project is covered under the **Nationwide Section 4(f) Programmatic Evaluation for Net Benefits** and all applicability criteria have been met, including notification to and concurrence by the FHWA with the determination.
☐	Section 4(f) Involvement. Project has an "Adverse Effect" determination. **Individual Section 4(f)** was prepared.
Comments:	

Section 2: Historic Bridges	
☒	No Section 4(f) Involvement
☐	Section 4(f) Involvement. Project is covered under the **Nationwide Section 4(f) Programmatic Evaluation for Historic Bridges.**
Comments:	

Section 3: Publicly Owned Park, Recreation Area, Wildlife or Waterfowl Refuge	
☒	No Section 4(f) Involvement
☐	Project results in a "Constructive Use" of Section 4(f) property (fill out Site Information below)
☐	Project requires acquisition from publicly owned recreation land (fill out Site Information below):
☐	Section 4(f) Involvement. Project is covered under ***de minimis*** **Evaluation of Impacts** and all applicability criteria and conditions have been met, including concurrence *first* by the FHWA that the project meets the applicability criteria, and *then* notification to the officials with jurisdiction of the intent to use a *de minimis* finding.
☐	Section 4(f) Involvement. Project is covered under **Nationwide Section 4(f) Programmatic Evaluation for minor involvement** and all applicability criteria and conditions have been met, including concurrence by the officials having jurisdiction over the property.
☐	Section 4(f) Involvement. Project is covered under the **Nationwide Section 4(f) Programmatic Evaluation for Net Benefits** and all applicability criteria have been met, including notification to and concurrence by the FHWA with the determination.
☐	Section 4(f) Involvement. Nationwide Section 4(f) Programmatic applicability criteria were not met; **Individual Section 4(f) Evaluation** was prepared.
Site Information (for projects involving "Constructive Use" or acquisition from publicly owned recreation land, wildlife or waterfowl refuge): **Name of Site** (use local name): _____ **Lot and Block**: _____ **Total acreage of site**: _____ **Acreage of site affected** (acquisition and permanent easements): _____	
☐	Federal encumbrances involved (e.g., Wild and Scenic Rivers Act, Land and Water Conservation

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	Fund Act, Rivers and Harbors Act).
Comments:	

Section 4: Independent Walkway & Bikeway Construction Projects	
☒	No Section 4(f) Involvement
☐	Section 4(f) Involvement. Project is covered under the **Nationwide Section 4(f) Programmatic Evaluation**. Project requires use of recreation and park areas established and maintained primarily for active recreation, open space, or similar purposes. All applicability criteria have been met, including approval in writing by the official with jurisdiction over the property that the project is acceptable and consistent with the designated use of the property and that all possible planning to minimize harm has been accomplished in the location and design of the bikeway or walkway facility.
Comments:	

G. Hazardous Materials and Landfills	
☐	Involvement with known or suspected contaminated site.
☒	Involvement with underground storage tanks.
Conclusion:	
☐	Low potential for involvement with contamination; no further investigation required.
☒	Further investigation and/or sampling required to determine extent of involvement with contamination. Project still meets FHWA criteria for a CE.
Comments: A review of the project revealed that there are 2 underground storage tanks (UST) sites located outside the proposed project, but within the 250' study corridor. Once more detailed plans become available a re-evaluation will be required to determine what impact the 2 UST sites will have on the proposed project.	

H. Socioeconomics	
☒	The project will **not** result in any significant socioeconomic impacts.
Comments:	

I. Environmental Justice	
☒	Project will have **no** disproportionately high or adverse effects on low income and/or minority communities.
☐	Project will have disproportionately high and adverse effects on low income and/or minority communities.
Conclusion:	
☒	Project is in compliance with the goals of Executive Order 12898 and the requirements of the Civil Rights Act of 1964.
☐	Project is in compliance with the goals of Executive Order 12898 and the requirements of the Civil Rights Act of 1964, through the identification of measures to address disproportionate effects, including actions to avoid or mitigate them. Project satisfies CE criteria.
Comments:	

J. Public Reaction (briefly describe input from the Office of Community Relations or current status of public reaction):
The following meetings were held with the Project Stakeholders to provide status of project and updates to the schemes. Issues related to accidents, access locations, and elimination of some access locations

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were discussed.

•September 22, 2004 – Project Stakeholders (Local Officials/Business Owners/Property Owners) Meeting & Workshop with representatives from Lawrence Township and West Windsor Township to discuss all concepts. (NJDOT DPPD, PB, Local Officials, Property Owners). Property owners were given descriptions of various alternatives for safety improvements to Route 1 SB within the project limits. General comments were that the community was looking for improvements as quick as possible. The idea of staging improvements incrementally (low impact scheme, then mid-range impact scheme) was supported by meeting attendees.

•December 13, 2005 - Local Officials Meeting - PB, NJDOT DPPD, NJDOT Community Relations, Lawrence Twp, West Windsor Twp, Mercer County.

•January 19, 2006 - Coordination meeting with Mercer County - PB, NJDOT DPPD, NJDOT Community Relations, Mercer County.

•September 11, 2006 - Local Officials Meeting – Safety Improvements - PB, NJ Transit, Mercer County, Lawrence Twp, West Windsor Twp, NJDOT – DPPD, Community Relations.

•December 11, 2006 - Lawrence Township Coordination Meeting regarding medium-term concepts - PB, NJDOT-DPPD, Community Relations, Lawrence Twp.

•August 1, 2007 – Lawrence Township submits a letter of support for the project.

•November 27, 2007 - Stakeholders Meeting - PB, NJDOT – DPPD, Community Relations, Access Design, Lawrence Twp, West Windsor, Midas Auto Service, NY Golf Center, Mercer Mall, Quaker Bridge Mall, Patio World, Makefield LP.

K. Environmental Commitments (refer to MOA stipulations or other conditions noted in Section D, if applicable; permit conditions, etc.)

•Proposed new inlets, reconstructed inlets, and existing inlets that come into contact with resurfacing/repaving, repaving (except individual pothole repair), reconstruction or alterations must meet the New Jersey Pollutant Discharge Elimination System (NJPDES) requirements.

•Standard construction noise and soil erosion control measures will be implemented throughout the duration of this project. In addition, any commitments/conditions established as part of the environmental permit review process will also be adhered to during construction.

In addition to the measures required to comply with the NJPDES stormwater requirements proposed as part of the project, the following must be done:

•Environmentally sensitive areas exist along the project corridor. If the contractor wishes to store materials or equipment, or access these areas for any reason, BEPR must be advised of this by the Local Aid project manager. It will then be the contractor's responsibility to obtain the appropriate permits/approvals to use any of these areas.

•Utilize Best Management Practices (such as inlet protection and periodic clean out of debris) to prevent sediment and debris from entering the stormwater inlets.

•The proposed project site is located within the migratory range of the federally listed (endangered) Indiana bat (Myotis sodalis). In order to avoid adverse effects to this species, tree clearing activities are prohibited between April 1 and September 30.

•If tree clearing is proposed, a construction schedule must be forwarded to the USFWS for review. If tree clearing is proposed during the restricted season, consultation pursuant to Section 7 of the Endangered Species Act will be required.

•If there are any changes (regardless of how minor) to the proposed activities, the changes must be reevaluated by BEPR to determine the need for additional regulatory compliance (which may include consultation with USFWS and coordination with NJDEP).

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DETERMINATION OF CATEGORICAL EXCLUSION

Project name and location: Route 1 Section 2 and Section 2G, Lawrence and West Windsor Townships, Mercer County

CE #: 23 CFR 771.117 (d)(1)-Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing)

The proposed project satisfies the Categorical Exclusion definition outlined in 23 CFR 771.117 (a) and will not result in significant environmental impacts.

Project Manager, Div. of Local Aid and Econ. Dev. — Date

Recommended by: Environmental Supervisor — Date

Certified ☐
(or)
Approved ☒

Manager, Bureau of Environmental Program Resources — Date

Concurrence
(non-self certified CEs) Division Administrator, Federal Highway Administration — Date

enclosures (please include any correspondence referenced in the CED):

- ☐ Project Location Map
- ☐ NJ Natural Heritage Program letter
- ☐ USFWS coordination letter(s)
- ☐ NMFS coordination letter
- ☐ SHPO Eligibility & Effects concurrence letter
- ☐ Signed MOA
- ☐ Final Nationwide Section 4(f) Programmatic Evaluation for:
  - ☐ Minor Involvement with Historic Sites
  - ☐ Use of Historic Bridges
  - ☐ Minor Involvement with Publicly Owned Park, Recreation Area, Wildlife or Waterfowl Refuge
  - ☐ Independent Walkway and Bikeway Construction Projects
  - ☐ Net Benefits
  - ☐ *De minimis* Evaluation of Impacts documentation (i.e., notice to SHPO, *de minimis* template)
- ☐ Final Individual Section 4(f)
- ☐ Resolution of Support from Municipality/County
- ☐ Other (specify): _____

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NEW JERSEY DEPARTMENT OF TRANSPORTATION
MEMORANDUM

TO: Abe Rezaeian
DPPD

FROM: Joseph Sweger
Division of Environmental Resources
Environmental Team 1

DATE: October 25, 2006

SUBJECT: Route 1 SB, Nassau Park Blvd to I-95
Lawrence Twp., West Windsor, Mercer County
Environmental Screening

PHONE: 5-4901

The screening for the Feasibility Assessment Study for the subject project has been completed by E-team 1 and is attached herewith for your use.

If you have any questions, please call Brendan Brock at 5-4901. Thank you.

NEW JERSEY DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL SCREENING

Date:	October 25, 2006
Request for this screening made by:	Division of Project Planning and Development (DPPD) Central Bureau Abe Rezaeian
Project Name:	Route 1 SB, Nassau Park Blvd to I-95
Project Description:	Safety Improvements
County and Municipality:	Lawrence Twp., West Windsor Twp

ENVIRONMENTAL CONSTRAINTS/OPPORTUNITIES:

Cultural Resources	**Yes / No**
Are there any 50+ year old structures in the project study area?	No
Are there known buildings or structures on or eligible for the State and /or National Register of Historic Places in the project study area?	No
Is there involvement with a historic bridge or culvert?	No
Is the project located in a known or potential Historic District?	No
Are there any undisturbed areas, old foundations or building rubble in the project study area?	No
Are there any known archaeological sites or potential underground cultural resources within the project study area?	No
Enhancement Opportunities:	
Comments: The project lies next to the Delaware and Raritan Canal, a registered historic District.	

Section 4(f) Properties	**Yes / No**
Are there any recreational facilities within the project study area?	No
Is there publicly owned open space in the project study area?	No
Is there a Wildlife Refuge or Wildlife Management Area in the project study area?	No
Is there a school or school athletic fields in the project study area?	No
Is there a community park or parkland within the project study area?	No
Enhancement Opportunities:	
Comments: The project lies within the jurisdiction of the Delaware and Raritan Canal Commission, but does not impact the parkland.	

Air/Noise	**Yes / No**
Are there any sensitive receptors (i.e. residences, schools, hospitals, and churches) within 300 feet of the project?	Yes
Will the project change the vertical or horizontal alignment of the roadway?	No
Does the project provide for a significant increase in vehicle operating speeds of roadway capacity?	No
Is an intersection Carbon Monoxide Analysis required?	No
Is the project in a non-attainment area?	No
Mitigation Opportunities:	
Comments: Since the project involves the removal of the signalized intersection at Rt. 1/Nassau Park Blvd. and minor improvements to roadways within the project limits, no significant impacts on the Air or Noise environments are anticipated.	

Ecology	**Yes / No**
Are there any wetlands, floodplains, sole source aquifer, stream crossings or wildlife habitat in the project study area?	Yes
Are there any Category 1 waters or Wild and Scenic rivers in the project study area?	No
Are there any potential or know vernal pool habitats with the project study area?	No
Are there any trout maintenance or trout production streams within the project study area?	No
Is there any potential for rare, threatened or endangered species or their habitats within the project study area?	No
Are there any environmentally-sensitive areas that are possible project design constraints?	No
Are there any potential stormwater management mitigation areas in project area or upstream of project area?	Yes
Describe ecology in the project study area: See comments below.	
The following environmental permits and interagency coordination may be necessary:	

U.S. Coast Guard (Bridge)		NJDEP Freshwater Wetlands	X
USACOE Section 404		P.L. 2001 Chapter 10 Reforestation	X
USACOE Section 10 (Navigable Waters)		NJDEP Waterfront Development	
CAFRA		NJDEP Stream Encroachment	
NJPDES Construction Stormwater		NJDEP Riparian	
NJDEP Coastal Wetlands		USEPA-Sole Source Aquifer	
NJDEP Water Quality Certificate	X	Essential Fish Habitat	
Pinelands Commission		Category One waters	
D & R Canal Commission		NJDEP Stormwater Management Rules	X
Meadowlands Commission		Delaware River Bridge Commission	

Comments: A forested wetland exists behind the Patio World Business and the Tweeter Business parking lots. The low ground of this area, consist mostly of wetland vegetation backed by tall stands of deciduous trees. It appears that the forested wetland will be impacted by the current project design. A NJDEP Freshwater Wetlands Permit will be required for work in and around the wetland area. A wetland delineation/classification will also be needed along with more detailed plans to determine the proposed impacts to the referenced wetland.

In addition, a detention basin exists behind the Tweeter Business parking lot. Currently, it is not clear how much of the detention basin will be impacted. Further study will be needed along with more detailed plans to determine the level of impact to this location.

Socioeconomics	**Yes / No**
Will the project affect farmland or community facilities?	No
Based on the proposed improvements for this project, will there be possible displacement of businesses or residences?	No
Will the project affect access to community facilities, bus stop shelters, playgrounds or parks or gardens?	No
Are there any observable safety issues or concerns in the project study area?	No
Does project have potential for Environmental Justice involvement?	No
Comments: Parking may be temporarily impacted by this project. Access will be maintained at all times. No other socioeconomic impacts are anticipated.	

Hazardous Waste	**Yes / No**
Are there any known or suspected hazardous waste sites (UST, landfills, known NJDEP Case, ECRA Case), within the project study area?	Yes
Are there active or abandoned industries, service stations or repair shops within the project study area?	Yes
Is there evidence of potential contamination (monitoring wells, stained soils, etc.)?	No
Are railroads or railyards located in the project study area?	No
Enhancement Opportunities:	
Comments: Based on the Hazardous Waste Group Scoping input dated 9/15/03, this project has a potential for involvement with hazardous waste or contaminated sites. Once more detailed plans become avilable a reevaluation will be required to determine if sampling may be required.	

Environmental Screening Summary: The environmental screening searched for potential environmental problems associated with the proposed project. The screening found no potential major impacts.

Prepared & Recommended By:

Brendan K Brock	October 25, 2006	5-4901
E-Team Screening Coordinator	Date	Phone

Joseph Sweger	October 25, 2006	5-2985
Environmental Team Leader	Date	Phone

Appendix D

Wetland Delineation Plans

WETLAND DELINEATION REPORT

For

Route 1 Southbound from Nassau Park Boulevard to the Quaker Bridge Mall Overpass

Lawrence Township
Mercer County, New Jersey

April 21, 2009

PREPARED FOR:
NJ Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

PREPAREDBY:
PB Americas, Inc.
506 Carnegie Center, 2nd Floor
Princeton, NJ 08540

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APPENDIX A: Project Location Map
APPENDIX B: Sampling Station Data Sheets
APPENDIX C: Site Photographs
APPENDIX D: Wetland Delineation Plans

INTRODUCTION

PB Americas, Inc. (PB) performed wetlands delineation in support of Categorical Exclusion (CE) for the New Jersey Department of Transportation (NJDOT) within the Route 1 southbound/Providence Line Road and southbound/Quakerbridge Road loop ramps located in Lawrence Township, Mercer County, New Jersey. This report summarizes the results of the wetlands investigation and the evaluation of environmentally sensitive areas.

SITE DESCRIPTION

The project area is located along Route 1 in the vicinity of the Quaker Bridge Mall and Nassau Park Blvd, Lawrenceville, New Jersey (see Appendix A), from mileposts 7.61 to 8.69. Adjoining land use in the vicinity of the project site is primarily commercial with some residential areas.

The project is located within two subwatersheds, Duck Pond Run to the northeast of Quakerbridge Road (County Route 533), and Shipetaukin Creek to the southwest. The main waterbodies within these two watersheds are the Stony Brook, Duck Pond Creek, and the Delaware and Raritan Canal. These three streams have a surface water quality classification of freshwater, non-trout, Category 2 (FW2-NT) waters, as designated by the New Jersey Department of Environmental Protection (NJDEP).

WETLANDS INVESTIGATION

Prior to field reconnaissance, existing published information was evaluated to determine the approximate extent of wetlands on the site and adjacent properties. To determine boundaries and extent, as well as physical characteristics of on and near-site wetlands, a field delineation was performed by Darren Stanker and Amanda Mendoza of PB on November 26, 2008. Vegetation, soils and hydrology were examined for evidence of wetland characteristics according to methodologies outlined in the Federal Manual for Identifying and Delineating Jurisdictional Wetlands (Federal Interagency Committee on Wetland Delineation, 1989).

Emergent wetland communities and State open water were identified within the project area. Delineated wetlands and open water, which are shown on the wetlands delineation map and described as follows:

Wetlands Description (Vegetation, Soils and Hydrology)

Delineated wetlands within the Route 1 southbound/Providence Line Road loop ramp are defined by wetland lines A1 through A12 and B1 through B31. This area along Route 1 southbound is determined to be emergent wetlands dominated by soft rush (*Juncus effusus,* OBL), common reed (*Phragmites australis,* FACW), and narrowleaf cattail (*Typha angustifolia,* OBL), and is surrounded by forest dominated by sweetgum (*Liquidambar styraciflua*, FAC) and Eastern red cedar (*Juniperus virginiana*, FACU).

Soil samples were taken using a handheld auger to a depth of 18 inches. Hydric soils characterized by a low chroma matrix on the Munsell Soil Color Chart were observed in this

wetland area on the site. From the surface to a depth of 8 inches, the matrix color was 10 YR 4/2 and soils from 8 to 18 inches the color was 10 YR 4/4. Water was observed filling up the auger hole to 8 inches from the surface. The matrix color of the upland soils were 10 YR 4/3 from the surface to a depth of 12 inches with some 10 YR 5/6 mottles, and 10 YR 5/6 from 12 inches to 18 inches deep with no mottles. Hydrologic indicators observed at this site included saturation within the upper 12 inches of the soil profile.

Delineated State open water within the Route 1 southbound/Quakerbridge Road loop ramp are defined by lines C1 through C14 and D1 through D15. These delineated areas do not exhibit hydrophytic vegetation as these areas contain no fringe wetlands. Upland vegetation consists of manicured lawn. Upland soils associated with State open water line C exhibited a high chroma matrix with few mottles. From the surface to a depth of 7 inches the soil matrix color was 10 YR 4/3, and from 7 to 18 inches the color was 10 YR 5/3 with few 10 YR 4/4 mottles. Soils associated with State open water line D exhibited similar matrix colors (10 YR 4/4 throughout the profile) with no mottles.

Lines E1 through E8, F1 through F6, and G1 through G7 along the Route 1 southbound/Quaker Bridge Mall exit ramp are also delineated State open waters fringed by upland vegetation consisting of multiflora rose (*Rosa multiflora*, FACU), red oak (*Quercus rubra*, FACU-), and green briar (*Smilax rotundifolia*, FAC). Soils associated with State open water lines E, F, and G exhibited a low chroma matrix with bright mottles. Form the surface to a depth of 9 inches the soil matrix color was 10 YR 4/2 with few 10 YR 6/1 mottles, and from 9 inches to 18 inches the soil color was 10 YR 7/1 with many bright 10 YR 5/8 mottles.

THREATENED AND ENDANGERED SPECIES

In addition to performing the wetland delineation, PB also researched published information regarding the environmentally sensitive aspects of the project area. The New Jersey Landscape Project was reviewed and shows no forest, forested wetland, emergent, or grassland habitat for threatened or endangered species along the project corridor.

WETLANDS RESOURCE VALUE CLASSIFICATION

Given the nature of the surrounding land use, lack of threatened and endangered species, or category one waterways, it is anticipated that wetlands within the project corridor would be assigned a resource classification of intermediate value, and be assigned a 50-foot wetland transition area by the NJDEP.

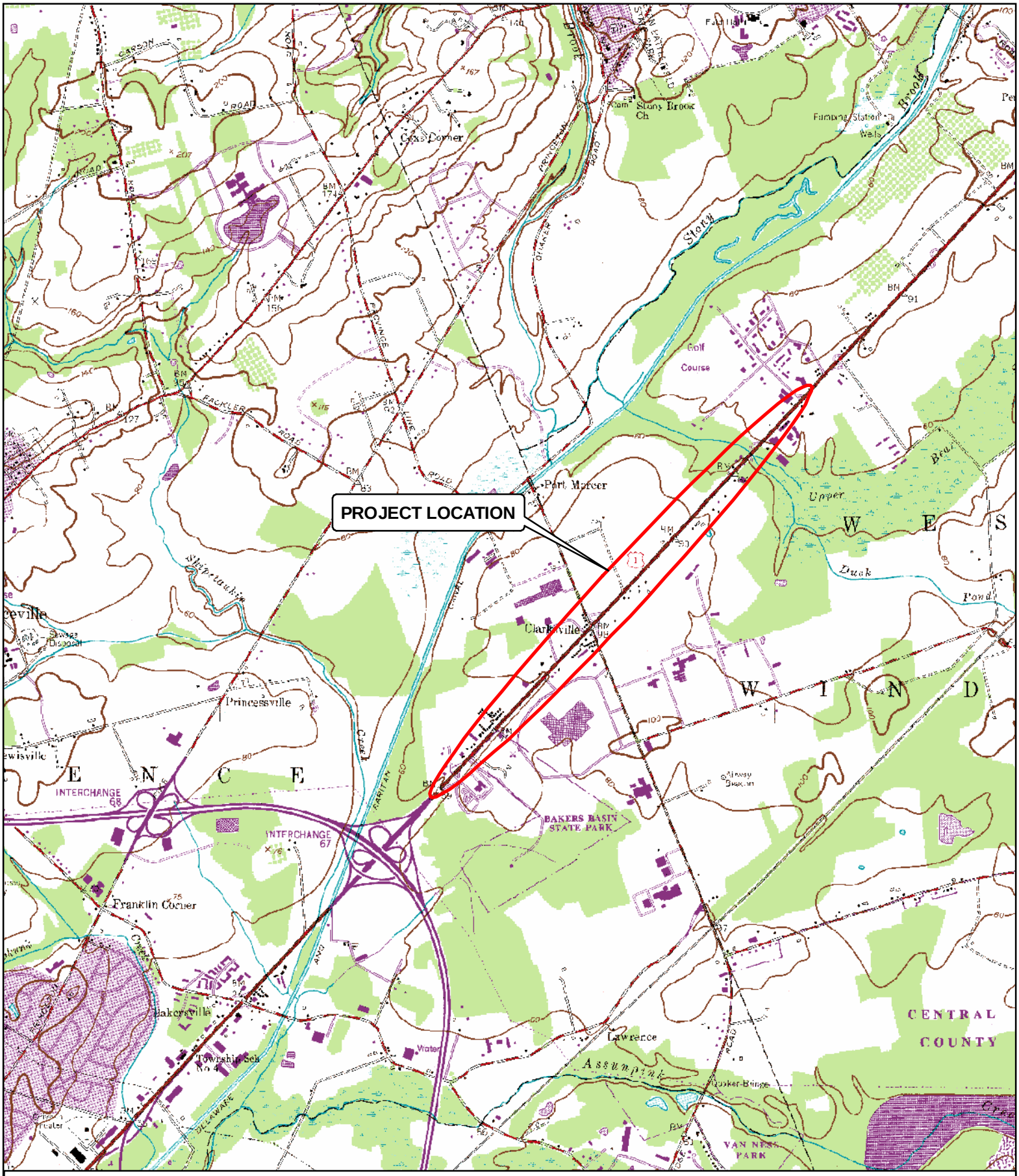
RIPARIAN ZONES

The Flood Hazard Area Control Act Rules (N.J.A.C. 7:13) have established a riparian zone encompassing land and vegetation within and adjacent to regulated waters. Certain activities, including the removal of vegetation, are regulated within this riparian zone. The width of the riparian zone is based upon several variables including the presence of Category 1 waters, trout production waters, trout maintenance waters, threatened and endangered species, and/or acid producing soils.

Because no Category one waters exist along the project area, or one mile upstream of the project area, and no threatened and endangered species are dependent upon the waterbodies along the project corridor, it is anticipated that 50-foot riparian areas would exist from the top of bank of any waterway within the project area.

Appendix A

Project Location Map



N
W E
S

0 2,000 4,000
Feet

SOURCE:
USGS Topographic Map, Princeton, NJ Quadrangle

FIGURE 1
PROJECT LOCATION MAP

Route 1 Southbound
Milepost 7.24 - 8.69

Appendix B

Sampling Station Data Sheets

DATA FORM
ROUTINE WETLAND DETERMINATION

Project/Site:	Route 1 SB and Quakerbridge Road	**Date:**	11-26-2008
Applicant/Owner:	New Jersey Department of Transportation	**County:**	Mercer County
Investigator(s):	Darren Stanker and Amanda Mendoza	**State:**	NJ

Do normal conditions exist on the site?	☒ Yes	☐ No	Community ID:	Wetland
Is the site significantly disturbed (atypical situation)?	☐ Yes	☒ No	Transect ID:	
Is the area a potential problem area? (If needed explain on reverse)	☐ Yes	☒ No	Plot ID:	B6

VEGETATION

	Dominant Plant Species	Stratum	Indicator		Dominant Plant Species	Stratum	Indicator
1.	*Phragmites australis*	herb	FACW	9.			
2.	*Typha angustifolia*	herb	OBL	10.			
3.	*Juncus effusus*	herb	OBL	11.			
4.				12.			
5.		.		13			
6.				14.			
7.				15.			
8.				16.			

Percent of dominant species that are OBL, FACW, and/or FAC (not including FAC-): 100 %

Remarks:

HYDROLOGY

☐ Recorded Data (describe in remarks)

- ☐ Stream, Lake, or Tide Gauge
- ☐ Aerial Photographs
- ☐ Other

☒ No Recorded Data Available

Field Observations:

- Depth of Surface Water: --- inches
- Depth of Free Water in Pit: --- inches
- Depth to Saturated Soil: --- inches

Wetland Hydrology Indicators:

- ☐ Inundated
- ☒ Saturation in Upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns in Wetlands

Secondary Wetland Indicators

- ☐ Oxidized Root Channels in Upper 12 inches
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other (Explain in Remarks)

Remarks:

SOILS

Map Unit and Series Name:

GKAWOB – Glassboro and Woodstown sandy loam

Drainage Class:

Taxonomy (subgroup):

Field Observations
Confirmed Map Type? ☐ Yes ☐ No

Profile Description

Depth (inches)	Horizon	Matrix Color (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/ Contrast	Texture, Concretions, Structure, etc.
0-8		10 YR 4/2	10 YR 4/5	few	
8-18+		10 YR 4/4	----		

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Aquic Moisture Regime
- ☐ Reducing Conditions
- ☐ Gleyed or Low Chroma Matrix
- ☐ Concretions
- ☐ High Organic Content in Surface Layer in Sandy Soils
- ☐ Organic Streaking in Sandy Soils
- ☐ Listed on Local Hydric Soils List
- ☐ Listed on National Hydric Soils List
- ☐ Other (Explain in Remarks)

Remarks:

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	☒ Yes ☐ No
Wetland Hydrology Present?	☒ Yes ☐ No
Hydric Soils Present?	☒ Yes ☐ No
Is Sampling Location within a Wetland?	☒ Yes ☐ No

Remarks:
This upland data point also serves as the wetland data point for wetland line A.

DATA FORM
ROUTINE WETLAND DETERMINATION

Project/Site:	Route 1 SB and Quakerbridge Road	**Date:**	11-26-2008
Applicant/Owner:	New Jersey Department of Transportation	**County:**	Mercer County
Investigator(s):	Darren Stanker and Amanda Mendoza	**State:**	NJ

Do normal conditions exist on the site?	☒ Yes	☐ No	Community ID:	Upland
Is the site significantly disturbed (atypical situation)?	☐ Yes	☒ No	Transect ID:	
Is the area a potential problem area? (If needed explain on reverse)	☐ Yes	☒ No	Plot ID:	B17

VEGETATION

	Dominant Plant Species	Stratum	Indicator		Dominant Plant Species	Stratum	Indicator
1.	*Liquidambar styraciflua*	sapling/shrub	FAC	9.			
2.	*Juniperus virginiana*	shrub	FACU	10.			
3.				11.			
4.				12.			
5.		.		13			
6.				14.			
7.				15.			
8.				16.			

Percent of dominant species that are OBL, FACW, and/or FAC (not including FAC-): 50 %

Remarks:

HYDROLOGY

☐ Recorded Data (describe in remarks)

- ☐ Stream, Lake, or Tide Gauge
- ☐ Aerial Photographs
- ☐ Other

☒ No Recorded Data Available

Field Observations:

- Depth of Surface Water: --- inches
- Depth of Free Water in Pit: --- inches
- Depth to Saturated Soil: --- inches

Wetland Hydrology Indicators:

- ☐ Inundated
- ☐ Saturation in Upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns in Wetlands

Secondary Wetland Indicators

- ☐ Oxidized Root Channels in Upper 12 inches
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other (Explain in Remarks)

Remarks:

SOILS

Map Unit and Series Name:

GKAWOB – Glassboro and Woodstown sandy loam

Drainage Class:

Taxonomy (subgroup):

Field Observations
Confirmed Map Type? ☐ Yes ☐ No

Profile Description

Depth (inches)	Horizon	Matrix Color (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/ Contrast	Texture, Concretions, Structure, etc.
0-12	A	10 YR 4/3	10 YR 5/6	----	
12-18+	B	10 YR 5/6			

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Aquic Moisture Regime
- ☐ Reducing Conditions
- ☐ Gleyed or Low Chroma Matrix
- ☐ Concretions
- ☐ High Organic Content in Surface Layer in Sandy Soils
- ☐ Organic Streaking in Sandy Soils
- ☐ Listed on Local Hydric Soils List
- ☐ Listed on National Hydric Soils List
- ☐ Other (Explain in Remarks)

Remarks:

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	☒ Yes	☐ No
Wetland Hydrology Present?	☐ Yes	☒ No
Hydric Soils Present?	☐ Yes	☒ No
Is Sampling Location within a Wetland?	☐ Yes	☒ No

Remarks:
This upland data point also serves as the upland data point for wetland line A.

DATA FORM
ROUTINE WETLAND DETERMINATION

Project/Site:	Route 1 SB and Quakerbridge Road	**Date:**	11-26-2008
Applicant/Owner:	New Jersey Department of Transportation	**County:**	Mercer County
Investigator(s):	Darren Stanker and Amanda Mendoza	**State:**	NJ

Do normal conditions exist on the site?	☒ Yes	☐ No	Community ID:	Wetland
Is the site significantly disturbed (atypical situation)?	☐ Yes	☒ No	Transect ID:	
Is the area a potential problem area? (If needed explain on reverse)	☐ Yes	☒ No	Plot ID:	B17

VEGETATION

	Dominant Plant Species	Stratum	Indicator		Dominant Plant Species	Stratum	Indicator
1.	*Phragmites australis*	herb	FACW	9.			
2.	*Juncus effusus*	herb	OBL	10.			
3.				11.			
4.				12.			
5.		.		13			
6.				14.			
7.				15.			
8.				16.			

Percent of dominant species that are OBL, FACW, and/or FAC (not including FAC-): 100 %

Remarks:

HYDROLOGY

☐ Recorded Data (describe in remarks)

- ☐ Stream, Lake, or Tide Gauge
- ☐ Aerial Photographs
- ☐ Other

☒ No Recorded Data Available

Field Observations:

- Depth of Surface Water: --- inches
- Depth of Free Water in Pit: --- inches
- Depth to Saturated Soil: inches

Wetland Hydrology Indicators:

- ☐ Inundated
- ☒ Saturation in Upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns in Wetlands

Secondary Wetland Indicators

- ☐ Oxidized Root Channels in Upper 12 inches
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other (Explain in Remarks)

Remarks: Pockets of standing water.

SOILS

Map Unit and Series Name:

GKAWOB – Glassboro and Woodstown sandy loam

Drainage Class:

Taxonomy (subgroup):

Field Observations
Confirmed Map Type? ☐ Yes ☐ No

Profile Description

Depth (inches)	Horizon	Matrix Color (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/ Contrast	Texture, Concretions, Structure, etc.
0-8		10 YR 4/2			
8-18+		10 YR 4/4			

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Aquic Moisture Regime
- ☐ Reducing Conditions
- ☐ Gleyed or Low Chroma Matrix
- ☐ Concretions
- ☐ High Organic Content in Surface Layer in Sandy Soils
- ☐ Organic Streaking in Sandy Soils
- ☐ Listed on Local Hydric Soils List
- ☐ Listed on National Hydric Soils List
- ☐ Other (Explain in Remarks)

Remarks:

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	☒ Yes ☐ No
Wetland Hydrology Present?	☒ Yes ☐ No
Hydric Soils Present?	☒ Yes ☐ No
Is Sampling Location within a Wetland?	☒ Yes ☐ No

Remarks:
This upland data point also serves as the wetland data point for wetland line A.

DATA FORM
ROUTINE WETLAND DETERMINATION

Project/Site:	Route 1 SB and Quakerbridge Road	**Date:**	11-26-2008
Applicant/Owner:	New Jersey Department of Transportation	**County:**	Mercer County
Investigator(s):	Darren Stanker and Amanda Mendoza	**State:**	NJ

Do normal conditions exist on the site?	☒ Yes	☐ No	Community ID:	Upland
Is the site significantly disturbed (atypical situation)?	☐ Yes	☒ No	Transect ID:	
Is the area a potential problem area? (If needed explain on reverse)	☐ Yes	☒ No	Plot ID:	C4

VEGETATION

	Dominant Plant Species	Stratum	Indicator		Dominant Plant Species	Stratum	Indicator
1.	lawn	--	n/a	9.			
2.				10.			
3.				11.			
4.				12.			
5.		.		13			
6.				14.			
7.				15.			
8.				16.			

Percent of dominant species that are OBL, FACW, and/or FAC (not including FAC-): ____%

Remarks:

HYDROLOGY

☐ Recorded Data (describe in remarks)

- ☐ Stream, Lake, or Tide Gauge
- ☐ Aerial Photographs
- ☐ Other

☒ No Recorded Data Available

Field Observations:

- Depth of Surface Water: --- inches
- Depth of Free Water in Pit: --- inches
- Depth to Saturated Soil: --- inches

Wetland Hydrology Indicators:

- ☐ Inundated
- ☐ Saturation in Upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns in Wetlands

Secondary Wetland Indicators

- ☐ Oxidized Root Channels in Upper 12 inches
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other (Explain in Remarks)

Remarks:

SOILS

Map Unit and Series Name:

SacA – Sassafras sandy loam

Drainage Class:

Taxonomy (subgroup):

Field Observations
Confirmed Map Type? ☐ Yes ☐ No

Profile Description

Depth (inches)	Horizon	Matrix Color (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/ Contrast	Texture, Concretions, Structure, etc.
0-7		10 YR 4/3		----	
7-18+		10 YR 5/3	10 YR 4/4		

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Aquic Moisture Regime
- ☐ Reducing Conditions
- ☐ Gleyed or Low Chroma Matrix
- ☐ Concretions
- ☐ High Organic Content in Surface Layer in Sandy Soils
- ☐ Organic Streaking in Sandy Soils
- ☐ Listed on Local Hydric Soils List
- ☐ Listed on National Hydric Soils List
- ☐ Other (Explain in Remarks)

Remarks:

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	☐ Yes ☐ No
Wetland Hydrology Present?	☐ Yes ☐ No
Hydric Soils Present?	☐ Yes ☐ No
Is Sampling Location within a Wetland?	☐ Yes ☐ No

Remarks:

DATA FORM
ROUTINE WETLAND DETERMINATION

Project/Site:	Route 1 SB and Quakerbridge Road	**Date:**	11-26-2008
Applicant/Owner:	New Jersey Department of Transportation	**County:**	Mercer County
Investigator(s):	Darren Stanker and Amanda Mendoza	**State:**	NJ

Do normal conditions exist on the site?	☒ Yes	☐ No	Community ID:	Wetland/Open Water
Is the site significantly disturbed (atypical situation)?	☐ Yes	☒ No	Transect ID:	
Is the area a potential problem area? (If needed explain on reverse)	☐ Yes	☒ No	Plot ID:	C4/D4

VEGETATION

	Dominant Plant Species	Stratum	Indicator		Dominant Plant Species	Stratum	Indicator
1.				9.			
2.				10.			
3.				11.			
4.				12.			
5.		.		13			
6.				14.			
7.				15.			
8.				16.			

Percent of dominant species that are OBL, FACW, and/or FAC (not including FAC-): ____%

Remarks: within water

HYDROLOGY

☐ Recorded Data (describe in remarks)

- ☐ Stream, Lake, or Tide Gauge
- ☐ Aerial Photographs
- ☐ Other

☒ No Recorded Data Available

Field Observations:

- Depth of Surface Water: 6-8 inches
- Depth of Free Water in Pit: --- inches
- Depth to Saturated Soil: --- inches

Wetland Hydrology Indicators:

- ☒ Inundated
- ☐ Saturation in Upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns in Wetlands

Secondary Wetland Indicators

- ☐ Oxidized Root Channels in Upper 12 inches
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other (Explain in Remarks)

Remarks: Delineated as State Open Water. Water present from stormwater runoff from Route 1.

SOILS

Map Unit and Series Name:

SacA – Sassafras sandy loam

Drainage Class:

Taxonomy (subgroup):

Field Observations
Confirmed Map Type? ☐ Yes ☐ No

Profile Description

Depth (inches)	Horizon	Matrix Color (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/ Contrast	Texture, Concretions, Structure, etc.

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Aquic Moisture Regime
- ☐ Reducing Conditions
- ☐ Gleyed or Low Chroma Matrix
- ☐ Concretions
- ☐ High Organic Content in Surface Layer in Sandy Soils
- ☐ Organic Streaking in Sandy Soils
- ☐ Listed on Local Hydric Soils List
- ☐ Listed on National Hydric Soils List
- ☐ Other (Explain in Remarks)

Remarks:

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	☐ Yes ☐ No
Wetland Hydrology Present?	☐ Yes ☐ No
Hydric Soils Present?	☐ Yes ☐ No
Is Sampling Location within a Wetland?	☐ Yes ☐ No

Remarks: Delineated as State Open Water

DATA FORM
ROUTINE WETLAND DETERMINATION

Project/Site:	Route 1 SB and Quakerbridge Road	**Date:**	11-26-2008
Applicant/Owner:	New Jersey Department of Transportation	**County:**	Mercer County
Investigator(s):	Darren Stanker and Amanda Mendoza	**State:**	NJ

Do normal conditions exist on the site?	☒ Yes	☐ No	Community ID:	Upland
Is the site significantly disturbed (atypical situation)?	☐ Yes	☒ No	Transect ID:	
Is the area a potential problem area? (If needed explain on reverse)	☐ Yes	☒ No	Plot ID:	D4

VEGETATION

	Dominant Plant Species	Stratum	Indicator		Dominant Plant Species	Stratum	Indicator
1.	lawn		n/a	9.			
2.				10.			
3.				11.			
4.				12.			
5.		.		13			
6.				14.			
7.				15.			
8.				16.			

Percent of dominant species that are OBL, FACW, and/or FAC (not including FAC-): ____%

Remarks:

HYDROLOGY

☐ Recorded Data (describe in remarks)

- ☐ Stream, Lake, or Tide Gauge
- ☐ Aerial Photographs
- ☐ Other

☒ No Recorded Data Available

Field Observations:

- Depth of Surface Water: --- inches
- Depth of Free Water in Pit: --- inches
- Depth to Saturated Soil: --- inches

Wetland Hydrology Indicators:

- ☐ Inundated
- ☐ Saturation in Upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns in Wetlands

Secondary Wetland Indicators

- ☐ Oxidized Root Channels in Upper 12 inches
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other (Explain in Remarks)

Remarks:

SOILS

Map Unit and Series Name:

SacA – Sassafras sandy loam

Drainage Class:

Taxonomy (subgroup):

Field Observations
Confirmed Map Type? ☐ Yes ☐ No

Profile Description

Depth (inches)	Horizon	Matrix Color (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/ Contrast	Texture, Concretions, Structure, etc.
0-18+		10 YR 4/4		----	

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Aquic Moisture Regime
- ☐ Reducing Conditions
- ☐ Gleyed or Low Chroma Matrix
- ☐ Concretions
- ☐ High Organic Content in Surface Layer in Sandy Soils
- ☐ Organic Streaking in Sandy Soils
- ☐ Listed on Local Hydric Soils List
- ☐ Listed on National Hydric Soils List
- ☐ Other (Explain in Remarks)

Remarks:

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	☐ Yes ☐ No
Wetland Hydrology Present?	☐ Yes ☐ No
Hydric Soils Present?	☐ Yes ☐ No
Is Sampling Location within a Wetland?	☐ Yes ☐ No

Remarks:

DATA FORM
ROUTINE WETLAND DETERMINATION

Project/Site:	Route 1 SB and Quakerbridge Mall loop ramp	**Date:**	12-3-2008
Applicant/Owner:	New Jersey Department of Transportation	**County:**	Mercer County
Investigator(s):	Darren Stanker and Amanda Mendoza	**State:**	NJ

Do normal conditions exist on the site?	☒ Yes	☐ No	Community ID:	Upland
Is the site significantly disturbed (atypical situation)?	☐ Yes	☒ No	Transect ID:	
Is the area a potential problem area? (If needed explain on reverse)	☐ Yes	☒ No	Plot ID:	E2

VEGETATION

	Dominant Plant Species	Stratum	Indicator		Dominant Plant Species	Stratum	Indicator
1.	*Rosa multiflora*	herb	FACU	9.			
2.	*Quercus rubra*	tree	FACU-	10.			
3.	*Simlax rotundifolia*	herb	FAC	11.			
4.				12.			
5.		.		13			
6.				14.			
7.				15.			
8.				16.			

Percent of dominant species that are OBL, FACW, and/or FAC (not including FAC-): 33 %

Remarks:

HYDROLOGY

☐ Recorded Data (describe in remarks)

- ☐ Stream, Lake, or Tide Gauge
- ☐ Aerial Photographs
- ☐ Other

☒ No Recorded Data Available

Field Observations:

- Depth of Surface Water: --- inches
- Depth of Free Water in Pit: --- inches
- Depth to Saturated Soil: --- inches

Wetland Hydrology Indicators:

- ☐ Inundated
- ☐ Saturation in Upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns in Wetlands

Secondary Wetland Indicators

- ☐ Oxidized Root Channels in Upper 12 inches
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other (Explain in Remarks)

Remarks:

SOILS

Map Unit and Series Name:

SacA – Sassafras sandy loam

Drainage Class:

Taxonomy (subgroup):

Field Observations
Confirmed Map Type? ☐ Yes ☐ No

Profile Description

Depth (inches)	Horizon	Matrix Color (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/ Contrast	Texture, Concretions, Structure, etc.
0-9	A	10 YR 4/2	10 YR 6/1	few	
9-18+	B	10 YR 7/1	10 YR 5/8	many	

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Aquic Moisture Regime
- ☐ Reducing Conditions
- ☐ Gleyed or Low Chroma Matrix
- ☐ Concretions
- ☐ High Organic Content in Surface Layer in Sandy Soils
- ☐ Organic Streaking in Sandy Soils
- ☐ Listed on Local Hydric Soils List
- ☐ Listed on National Hydric Soils List
- ☐ Other (Explain in Remarks)

Remarks:

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	☐ Yes	☒ No
Wetland Hydrology Present?	☐ Yes	☒ No
Hydric Soils Present?	☒ Yes	☐ No
Is Sampling Location within a Wetland?	☐ Yes	☒ No

Remarks:
This upland data point also serves as the data point for wetland line G.
Upland data points adjacent to Wetland Line F were within an area of fill associated with the loop ramp and contained similar vegetation as this data point.

DATA FORM
ROUTINE WETLAND DETERMINATION

Project/Site:	Route 1 SB and Quakerbridge Mall loop ramp	**Date:**	12-3-2008
Applicant/Owner:	New Jersey Department of Transportation	**County:**	Mercer County
Investigator(s):	Darren Stanker and Amanda Mendoza	**State:**	NJ

Do normal conditions exist on the site?	☒ Yes	☐ No	Community ID:	Open Water
Is the site significantly disturbed (atypical situation)?	☐ Yes	☒ No	Transect ID:	
Is the area a potential problem area? (If needed explain on reverse)	☐ Yes	☒ No	Plot ID:	E6/G5

VEGETATION

	Dominant Plant Species	Stratum	Indicator		Dominant Plant Species	Stratum	Indicator
1.				9.			
2.				10.			
3.				11.			
4.				12.			
5.		.		13			
6.				14.			
7.				15.			
8.				16.			

Percent of dominant species that are OBL, FACW, and/or FAC (not including FAC-): ____%

Remarks: within water

HYDROLOGY

☐ Recorded Data (describe in remarks)

- ☐ Stream, Lake, or Tide Gauge
- ☐ Aerial Photographs
- ☐ Other

☒ No Recorded Data Available

Field Observations:

- Depth of Surface Water: 10 inches
- Depth of Free Water in Pit: --- inches
- Depth to Saturated Soil: --- inches

Wetland Hydrology Indicators:

- ☒ Inundated
- ☐ Saturation in Upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns in Wetlands

Secondary Wetland Indicators

- ☐ Oxidized Root Channels in Upper 12 inches
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other (Explain in Remarks)

Remarks:

SOILS

Map Unit and Series Name:

SacA – Sassafras sandy loam

Drainage Class:

Taxonomy (subgroup):

Field Observations
Confirmed Map Type? ☐ Yes ☐ No

Profile Description

Depth (inches)	Horizon	Matrix Color (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/ Contrast	Texture, Concretions, Structure, etc.

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Aquic Moisture Regime
- ☐ Reducing Conditions
- ☐ Gleyed or Low Chroma Matrix
- ☐ Concretions
- ☐ High Organic Content in Surface Layer in Sandy Soils
- ☐ Organic Streaking in Sandy Soils
- ☐ Listed on Local Hydric Soils List
- ☐ Listed on National Hydric Soils List
- ☐ Other (Explain in Remarks)

Remarks:

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	☐ Yes	☒ No
Wetland Hydrology Present?	☐ Yes	☒ No
Hydric Soils Present?	☒ Yes	☐ No
Is Sampling Location within a Wetland?	☐ Yes	☒ No

Remarks: State Open Water was delineated between Wetland lines E, F, and G

Appendix C

Site Photographs

Photo 1: Looking west at two pipes discharging into the Route 1 southbound/ Providence Line Road basin, located near flag B1, within the loop ramp adjacent to Route 1 southbound.

Photo 2: Looking south at wetland flag B21 within the Route 1 southbound/Providence Line Road loop ramp.

Photo 3: Looking northwest at wetland flags B12, B13, B14, and pipe discharging into the Route 1 southbound/Providence Line Road loop ramp.

Photo 4: Looking southeast at the discharge from pipe, located in Photo 3, running down the slope into the wetland.

Photo 5: Looking east at wetland flag B31 and pipe adjacent to Route 1 southbound.

Photo 6: Looking northeast toward wetland flags B25, B26, and pipe within the Route 1 southbound/Providence Line Road loop ramp, located adjacent to the Route 1 on-ramp from Providence Line Road.

Photo 7: Looking west at maintained lawn area within the Route 1 southbound/Quakerbridge Road loop ramp.

Photo 8: Looking east at maintained lawn area and drainage ditch (wetland line D) within the Route 1 southbound/Quakerbridge Road loop ramp.

Photo 9: Looking southwest at wetland flag C5 and utility box located adjacent to drainage ditch within the Route 1 southbound/Quakerbridge Road loop ramp.

Photo 10: Looking west at maintained lawn, wetland flag C14 and drainage ditch within the Route 1 southbound/Quakerbridge Road loop ramp.

Photo 11: Looking southeast at wetland flags C4, D4, and D5 within the Route 1 southbound/ Quakerbridge Road loop ramp

Photo 12: Looking northeast at pipe underneath wetland flag C5, draining into the ditch within the Route 1 southbound/ Quakerbridge Road loop ramp

Photo 13: Looking south at wetland flag D11 and pipe draining into the ditch within the Route 1 southbound/ Quakerbridge Road loop ramp

Photo 14: Looking southeast at state open water (wetland lines G and F) adjacent to the Quakerbridge Mall loop ramp.

Photo 15: Looking southwest at wetland flag E4 and outfall located within the state open water adjacent to the Quakerbridge Mall loop ramp.

Photo 16: View of the upland area and residential community to the northwest of wetland line G.

Photo 17: Looking northwest at state open water/wetland line G.

LEGEND

WETLAND LINE
PHOTOGRAPH LOCATION
DATA POINT

B-1 B-2 B-3 B-4 B-5 B-6 B-7 B-8 B-9 B-10 B-11 B-12 B-13 B-14 B-15 B-16 B-17 B-18 B-19 B-20 B-21 B-22 B-23 B-24 B-25 B-26 B-27 B-28 B-29 B-30 B-31 B-32

A-1 A-2 A-3 A-4 A-5 A-6 A-7 A-8 A-9 A-10 A-11 A-12

B17-UP
B17-WET
B6-WET

Obscured Area
Obscured Area
Obscured Area

Edge
Edge
Edge

LEGEND

WETLAND LINE
PHOTOGRAPH LOCATION
DATA POINT

D4-UP
C4-UP
C4 /D5-WET

Obscured Area

NO PARKING FIRE LANE

SCALE IN FEET
25' 12.5' 0 25' 50'

ROUTE 1 SOUTHBOUND WETLAND DELINEATION

06-APR-2009 11:35
t:\52040-15_Route_1_Sb\hwy\z_jmr_env02.cgn

LEGEND

- WETLAND LINE
- PHOTOGRAPH LOCATION
- DATA POINT

Obscured Area

G-1 G-2 G-3 G-4 G-5 G-6 G-7 G-8

E6 /G5-WET

E-1 E-2 E-3 E-4 E-5 E-6 E-7 E-8

F-1 F-2 F-3 F-4 F-5 F-6

E2-UP

Pool

Elec

SCALE IN FEET

25' 12.5' 0 25' 50'

ROUTE 1 SOUTHBOUND WETLAND DELINEATION

NEW JERSEY DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: Abe Rezaeian
Project Engineer
Project Planning and Development

FROM: James B. Lewis
Manager
Bureau of Statewide Planning

DATE: June 30, 2004

PHONE: 5-2884

SUBJECT: Route 1 Southbound Quaker Bridge Mall – Concept Development - State Development and Redevelopment Plan (SDRP) Guidance

In response to your request, I am transmitting SDRP guidance for the Route 1 Southbound Quaker Bridge Mall Concept Development in Lawrence and West Windsor Townships, Mercer County.

Please contact Susan Weber of my staff at 5-3658 if you have any questions.

Attachment

c: T. Saylor
S. Weber

ROUTE 1 SOUTHBOUND QUAKER BRIDGE MALL (MP 6.76 – 8.5)
LAWRENCE AND WEST WINDSOR TOWNSHIPS, MERCER COUNTY
CONCEPT DEVELOPMENT INVESTIGATION

STATE DEVELOPMENT AND REDEVELOPMENT PLAN (SDRP) GUIDANCE

The Division of Project Planning and Development has initiated a Concept Development Investigation for improvements along Route 1 southbound between I-95/295 in Lawrence Township and Nassau Park Boulevard in Lawrence and West Windsor Townships. Several large office parks and retail centers, such as Quaker Bridge Mall, Mercer Mall and Nassau Park lie along Route 1 in this area. These centers of activity are major trip generators. Major traffic delays and heavy congestion occur daily during the weekday PM peak period as commuters from the large office parks and retail centers along Route 1 access I-95/295 to destinations outside of the study area. The roadway segment has been identified as needing safety, potential access and capacity improvements. The critical concerns include efficiency in the separation of "through" and local traffic, safety of weaving and merging operations along the collector-distributor (CD) road, density of roadside access and associated vehicular conflicts, and lack of acceleration/deceleration lanes at the Quaker Bridge Mall ramp. Short-term, medium-term and long-term potential solutions were identified to address safety and operational problems by providing auxiliary lanes, acceleration/deceleration lanes where needed, and shifting the CD barrier to the west to create smoother traffic flow. Short-term and medium-term solutions would involve some right-of-way acquisition and utility impacts along Route 1 southbound, while long-term solutions might call for additional right-of-way acquisition and entail environmental impacts behind the shopping centers.

The concept would fall within the project category of Congestion Management in the Capital Program, which corresponds to the third goal in the Capital Investment Strategy of relieving congestion and expanding mobility through carefully selected treatments that protect the environment, respect community values, and promote the State Plan. As such, the concept appears consistent with the SDRP according to the following policies:

SDRP STATEWIDE POLICIES

Statewide Public Investment Priorities Policies

To the extent that the proposed improvements would address safety problems, Statewide Public Investment Priorities Policy 1 advocates highest priority for projects that mitigate threats to public health and safety, regardless of location.

Statewide Transportation Policies

Statewide Transportation Policy 14 urges efficient management of the existing transportation network, employing the latest available technology and design techniques where they can efficiently increase capacity or reduce costs of all forms of existing and planned transportation infrastructure and services.

SDRP PLANNING AREA INTENT AND POLICY OBJECTIVES

Planning Area 2 - Suburban

The intersection is located in an area delineated on the State Plan Policy Map as Planning Area 2 – Suburban, and Planning Area 5 – Environmentally Sensitive. The intent of Planning Area 2 consists of providing for much of the state's future development, promoting growth in Centers and other compact forms, protecting the character of existing stable communities, protecting natural resources, redesigning areas of sprawl, reversing the current trend toward further sprawl, and revitalizing cities and towns. Policy objectives for Planning Area 2 include guiding development and redevelopment into more compact forms; and maintaining and enhancing a transportation system that links Centers and existing large single-use areas to each other, to Metropolitan Planning Areas and to major highway and transit corridors. The intent of Planning Area 5 consists of protecting environmental resources, accommodating growth in Centers, protecting the character of existing stable communities, and revitalizing cities and towns. Policy objectives for Planning Area 5 - Environmentally Sensitive, include protecting natural systems and environmentally sensitive features by guiding development and redevelopment into Centers and establishing buffers and greenbelts around Center boundaries.

The SDRP Policies cited above emerge from the list of relevant transportation-related policies extracted from the SDRP as part of an NJDOT Implementation of Smart Growth study conducted for the Bureau of Statewide Planning in 2002.

The consistency of the concept with SDRP would be strengthened, where applicable, by consideration of such issues as preservation of scenic quality, aesthetic treatment, bicycle, pedestrian and transit access, and context sensitive design. The project also can furnish the opportunity to work with the community on regional and county planning efforts. In addition, the Concept Development for this project should consider and coordinate with the Route 1 Smart Growth Assessment Study underway in Statewide Planning.

APPENDIX H

NJDOT MEETING MINUTES

New Jersey Department of Transportation

Memorandum

TO: Memorandum of Record

FROM: Danielle Graves

PHONE: 5-2487

DATE: 8/23/04

SUBJECT: Summary of NJT Meeting with Lawrence Township on the BRT Study

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NJT staff and NJDOT meet with Lawrence Township officials on Tuesday, August 23, 2005 to discuss the latest proposed alignment and service plan for the BRT.

Attendees included, from Lawrence Township - Mayor Pam Mount, Richard Krawczun-Municipal Manager, Phillip Caton (CCH)-Township Planner, NJ Transit -Jack Kanarek, Jim Schwarzwalader, Tom Clark, Allan Miller, STV rep. and Danielle Graves-NJDOT.

Jack provided an overview of the study with special emphasis on the southern end of the proposed alignment, park-n-ride facilities, feeder routes and the hub of the system, station located at Quakerbridge Mall. Lawrence Twp. expressed a need to service the community in Lawrence Twp. a few miles to the south of the system with bus service and stations along business Route 1, where there is presently an effort underway to change this segment of the highway into an urban boulevard, a redevelopment effort is in the works for land uses and CSD roadway treatments to support the concept. The project is in the NJDOT project pipeline in DPPD. Mayor Mount indicated that the township is presently involved in a sustainability initiative in order to make Lawrence a sustainable, greener community that offers to maintain an attractive affordable community to its residents.

The township then proceeded to ask questions about the BRT system with regard to feeder services and the station located at QBM. Presently approx. 150 buses per day service QBM. NJT noted that there is quite a bit of service proposed to service the township south of the BRT's mainline through the Route 1 corridor and that it is not apparent from the diagrams they presented at the meeting (NJT to enhance the diagram to adequately show these details). NJT also indicated that they would prefer the hub station be located in the mall versus on mall property or the site adjacent to the mall (near the motor vehicle services site). By having the station in the mall where it is already a pedestrian friendly environment would be the ideal location which would also serve as a service to the mall in terms of providing a convenient transportation option to their customers and particularly their employees—increase the malls accessibility.

NJT asked for details of the proposed QBM expansion. Lawrence indicated that they have had several informal discussions with the mall owners and they anticipate the owners to enter into formal discussions with them in the fall (Sept./Oct.). The township indicated that QBM owners would like to see a regional mall at the site that would attract customers from Burlington Co. and Bucks Co. (perhaps an upscale anchor store such as Nordstroms). Proposal to include substantial intensification, FAR of .4 to .5 (max out capacity at site) – property consists of seven parcels, plans to include parking structures, primarily all retail space – no mixed use plans. NJT asked if the township would consider mixed use at the site. Township indicated that the area around the mall will be fairly built-out with residential units and that there have been past attempts to provide some connections via roads to link the mall with these residential areas but no success (environmental constraints). NJT reiterated that a mixed use site would be ideal but township said that QBM owners would want retail space and that it would be a hard sell to persuade them on a mixed use site.

Lawrence then ask for specific details on the BRT—the amount of space required for station, # of bus bays, the capacity needs. Suggested NJT provide them with comparisons to other comparable stations at mall locations (visuals and capacity needs). The township stated that the timing is probably the critical element, in that QBM owners may be ready to proceed with plans once they receive approvals from township but the BRT still has a ways to go. NJT suggested that perhaps township could have mall owners make provisions to their plans for a BRT station at some point in the future but township manager and planner seemed reluctant on this idea. Township manager began questioning what benefits would the BRT offer to Lawrence Twp. resident-- BRT would benefit folks who are not residents that would be traveling through the town – township doesn't like being dumped on because they have the facilities—roads, mall, etc. NJT stated that this needs to viewed as an opportunity to be taken advantage of, not in a negative sense.

Mayor Mount had to leave the meeting before we wrapped up but stated that she is in support of the effort and suggested that NJT convince her staff before she left. She also suggested that NJT make the BRT presentation before a joint meeting of the town council and planning board (upcoming agenda on the master plan-circulation plan) and present the benefits.

NJDOT mentioned that this discussion is also critical to the RT1RGS and mentioned the next meeting for the effort is scheduled for Sept. 20. NJDOT also stated that there are several projects in the NJDOT pipeline that are underway in the vicinity of QBM and Mercer Mall along Route 1 and the mall expansion would have an impact—access management requirements.

At conclusion of meeting NJT & NJDOT staff had a debriefing about the meeting. NJT stated that they need to work on the ridership estimates for the QMB station for the near-term and 2025 scenarios so that they can provide them to Lawrence for their discussions with QBM. It was also noted that the use of the term "transfer" station should be revised to just "station or hub" since the word transfer suggests a station such as Penn Station NYC, where there are masses of people boarding/departing vehicles that originate/terminate at the station but actually the BRT will just make a stop and then proceed up through the corridor. Jack also suggested that they located several proposed stops for the feeder services along Route 1 Business (requested by the Mayor). NJDOT provided a copy of the Rt.1 SB lanes, Nassau Park Blvd. to I-95/295 CD Report to NJT and offered to provide the status and information on the Rt. 1 Bus. study to NJT.

NJDOT DIVISION OF PROJECT PLANNING AND DEVELOPMENT
STATEWIDE TASK ORDER SCOPING AGREEMENT (#2002PM18)

FEASIBILITY ASSESSMENT FOR ROUTE 1 SOUTHBOUND FROM NASSAU PARK BOULEVARD TO I-295 INTERCHANGE

MEETING MINUTES

Date: June 15, 2005, 9:30 AM

Location: New Jersey Department of Transportation, Conference Room 3A

Attendees:

Thomas Carbone, NJDOT_DPPD
Abe Rezaeian, NJDOT_DPPD
Steve Arbiz, PB

Subject: Project Kick-off Meeting

Discussion:

Current Project-Related Activities:
Abe opened the meeting and spoke about events that have taken place since the Concept Development Submission.

A Draft Public Involvement Action Plan (PIAP) was developed in May, 2005 that defined the project, its goals, and plan to meet with the project stakeholders.

The Route 1 NB Project is nearing completion, as the remaining barrier and sloped curb construction is underway and should be completed in July or August.

Project Schedule:
Steve Arbiz presented a draft project schedule that incorporated the Stakeholders Meetings and Project's Scope of Work items. Some of the key schedule items were discussed:

Traffic Counts – PB is recommending that Traffic Counts begin after Labor Day in September, to get a more accurate account of existing traffic volumes. School break and vacations tend to reduce the traffic during the summer months. Steve mentioned that the traffic counts are a critical path item in the schedule, since the data is required for updating the alternatives, which would be presented at upcoming Stakeholder's Meetings.

Stakeholder's Meetings – Meetings were selected as described in the PIAP, consisting of Local Officials / Business Owner Meetings and Public Workshops. A Public Information Center is scheduled to occur at the end of FA. The first Stakeholder's Meeting is tentatively scheduled for mid-November, after local elections and after the traffic data has been analyzed and incorporated into the alternatives. In the event that Workshops are required, they would take place shortly after the Stakeholders Meetings (approximately 1 to 2 weeks).

NJ Transit BRT Coordination – Abe mentioned that a coordination meeting should be held with NJ Transit, after the traffic analysis has been performed, in order to advise NJT of any changes to the concepts.

NJDOT concurred with traffic counts beginning after Labor Day 2005.

Other Project Issues:
Steve suggested a status meeting with Danielle Graves during the summer, as she is involved with the BRT Project. Abe will check with Danielle.

The topic of Smart Growth was discussed at the meeting, and if there might be any possibilities to incorporate Smart Growth into the design. It was discussed that there may be some opportunities with the residential neighborhood to the west of the Quaker Bridge Mall Bridge. Steve asked if Lawrence Township could be contacted over the summer to see if there has been any local discussion on connecting the neighborhood to the proposed improvements.

Abe will make a request for accident data/reports. Steve mentioned that he would talk to Beth DeAngelo (PB Traffic) to see what specific info was needed.

Project Notification Letters – Abe will prepare the in-house (shotgun) letters to notify the subject matter experts that the Route 1 SB Project is now in the FA phase and that a Scope Team Meeting will be occurring in November 2005.

Meeting adjourned at 11:15 AM.

Cc: Attendees
File

NJDOT DIVISION OF PROJECT PLANNING AND DEVELOPMENT
STATEWIDE TASK ORDER SCOPING AGREEMENT (#2002PM18)

FEASIBILITY ASSESSMENT FOR ROUTE 1 SOUTHBOUND FROM NASSAU PARK BOULEVARD TO I-295 INTERCHANGE

MEETING MINUTES

Date: August 10, 2005, 1:30 PM

Location: New Jersey Department of Transportation, Conference Room 5A

Attendees:

Abe Rezaeian, NJDOT-DPPD	609-530-2503
Danielle Graves, NJDOT-Bureau of Statewide Planning	609-530-2487
Swati Gandhi, NJDOT-Bureau of Statewide Planning	609-530-6146
Steve Arbiz, Parsons Brinckerhoff, Quade & Douglas (PB)	609-734-7014

Subject: Coordination Meeting with Bureau of Statewide Planning

Discussion:
The meeting was called to discuss the status of the Route 1 SB Project, and its relation to the Route 1 Regional Growth Strategy and NJ Transit BRT Study.

Both Rte 1 Regional Growth Strategy (RGS) and NJ Transit BRT studies are assisted by NJDOT-Statewide Planning Unit. NJ Transit BRT study is in Concept development (CD) phase anticipated to complete in Summer/Fall of year 2006. The RGS is more of a land use type of study and it is anticipated to complete by the end of year 2006.

Project Description:
Abe Rezaeian opened the meeting with introductions and spoke about the Route 1 SB Project. The project originated as a Tier 2 Study in 2003 to address safety concerns along the stretch of Route 1 SB, from Nassau Park Boulevard to the I-295 Interchange. As the project evolved, short-term, mid-term & long-term concepts were created at various impact levels, ranging from minor to high-level impacts. During Concept Development, two short-term solutions were identified and broken out and put into the NJDOT Pipeline: a Value Engineering Concept at the CD Road of the I-295 Interchange, and the addition of an acceleration lane from the Quaker Bridge Mall Bridge to the Red Roof Inn (known as Concept 1). The remaining mid-term(Concept 2) and long-term (Concept 3) alternatives are currently in the Feasibility Assessment Phase and will require additional coordination, including with NJDOT Bureau of Statewide Planning to ensure that designs are consistent with the goals of the Route 1 Regional Growth Strategy and future plans of the NJ Transit BRT Study.

Route 1 Regional Growth Strategy
Danielle Graves spoke about the Route 1 Regional Growth Strategy. The Strategy, which focuses on the Route 1 corridor from Mercer County through Somerset County, is focused on performing technical analyses and collaborating with state, regional, county and municipal agencies and associations in order to promote economic growth and establish transportation priorities through strategic land use. While NJDOT will provide the guidance materials and assistance, ultimately it will require a consensus and commitment of the municipalities to implement the agreed-upon strategy. Danielle further explained that so far, we have been meeting with municipalities that are broken into 4 regions and each region includes several municipalities and in the future we may need to go to one-to-one conversations. She added that we are trying to assist municipalities and developers to think regionally. Some of the developments considered in this corridor are Princeton Station at South Brunswick, Princeton

Junction Center expansion/transit development orientation-like bus facilities, Princeton Medical Center (along Route 1 – perhaps the Penns Neck area), and Capitol Health System (around Franklin Corner Road). Land use built-out assessment was done by NJDOT and it shows if everything they build the way is said, we will be in major problem through Rte 1. She also mentioned that DEP is a member of the team, but not has too much of involvement yet.

One of the major themes of the Smart Growth scenarios proposed is to provide more mixed use properties throughout the region, which would reduce the amount of traffic that goes through the area.

Danielle provided Steve Arbiz a copy of the Corridor Working Group Briefing Note #1, and will look to get a copy for Abe.

NJ Transit BRT Study

Danielle Graves spoke about the NJ Transit BRT (Bus Rapid Transit) Study. The study will evaluate route alternatives, including use of existing roads with improvements and new alignments, station locations, ridership, potential for coordination with private sector development, municipal plans and cost effectiveness. Potential park-and-ride lots are identified for PA and NJ. The NJT alignment alternatives propose exclusive BRT lanes that pass in the vicinity of the Route 1 Southbound Project. These alternative alignments (mostly set back from Route 1 lanes) pass behind business facilities along both northbound and southbound sides. The BRT exclusive lanes cross Route 1 at locations such as the Quakerbridge Mall ramp, Carnegie Center intersection, and at some areas, an alternate alignment alternative run adjacent to Route 1 lanes along the southbound direction.

Currently, NJ Transit is reaching out to FTA and FHWA to team with for moving their study forward.

Steve Arbiz mentioned that both the BRT and Concept 3 of the Route 1 SB Project show crossings in the vicinity of the Quaker Bridge Mall ramp. It appears that the recommended improvements of Concept 2 would not impact the BRT, since its focus is primarily along and within the Route 1 roadway. The meeting attendees agreed that the two projects should keep coordinating as they further develop.

Danielle mentioned that additional information could be found on the project website: www.route1brt.com.

Danielle also mentioned that Mayor Pam Mount of Lawrence Township has spoken in their meeting regarding the bus stop locations along Route 1 (business route)and NJ transit plans to identify number and locations of bus stop needs.

Summary

Results of the Regional Growth Strategy and BRT Study could potentially affect the design of Concept 3 of the Route 1 SB Project, currently in Feasibility Assessment. Continual coordination will be required to ensure that all projects can meet their desired goals.

Action Items

1. Danielle Graves will provide additional information to Abe Rezaeian, regarding the Regional Growth Strategy and BRT Study.
2. Attendees to maintain contact throughout the term of the three projects/studies.

Meeting adjourned at 3:15 PM.

Cc: Attendees
File 20161X2-3.0 Minutes

From: Danielle Graves
To: Beetle, William
Date: 8/22/2005 3:05:17 PM
Subject: RE: Another round of NJ Transit Public Meetings for the BRT

Bill--FYI--sorry for the lengthy email but I wanted to get you a summary of today's meeting--issues to keep in mind for our RT1RGS effort.

I attended NJT's meeting with Princeton this morning on the BRT. Mayor Marchand, Lee Solow, Marvin Reed and another gentleman from the planning board were in attendance along w/Transit staff, Jack Kanarek, Tom Clark, Jim Schwarzwalader and Rich Amodei of STV.

Rich reviewed the proposed alignment and service options for the BRT and the following comments were made:

-Princeton has efforts underway to densify their downtown with approx. 500 residential units currently proposed. Their original conditions to support BRT were that 1) extend BRT/Dinky to downtown if using vehicle other than rail 2) increase frequency of BRT/Dinky service. NJT stated that they would need turnaround locations. Several locations suggested: Witherspoon St. (municipal complex), University Place and Nassau Street/Palmer Square. Other proposed BRT service extension locations included the Princeton Shopping Center, existing site of the Princeton Medical Center to be rezoned for primarily residential use (proposed redevelopment of approx. 300 residential units). The medical center generates 500,000 patient visits/year. Anticipate a decision by the medical center on their new site in Sept./Oct. They anticipate in 10-15 yrs. condos and particularly senior housing in the township (proposed Hovnanian development).

-Marvin stated the need for more frequent service on 605 & 606 service routes which are incorporated into the BRT service plan.

-The mayor expressed request she had received from students trying to get to MCCC in West Windsor--presently a 2-hour trip by transit with transfers at Quakerbridge Mall--any way to resolve?

-BRT proposes to extend Cananl Point Blvd. from the residential community to Nassau Park development as a facility dedicated to the BRT only. Princeton indicated that they and the county are all for it but that West Windsor does not want road extended--potential to become alternate access for auto traffic too.

-Princeton suggested NJT have discussion with the University--their development plans seem to be evolving, expansion of University Place to accommodate faculty/graduate housing, realignment of road--elbow by McCarter Theater which would also include changes in land use and the university shuttle--potential for expansion to municipal system (Township exploring the incorporation of zoning changes that substitute shuttle service for parking.

-NJT requested that Princeton provide some zoning provisions for development projects to include BRT--ROW, etc. Princeton was hesitant since their isn't a commitment to do the project yet and stated that their opportunities are limited since the don't have the development potential that the neighbor towns

have (West Windsor, Plainsboro, etc.). Their development potential is more likely to occur in the township around CR 518 where there is less likely potential (density) to support transit. The also stated that they are and have already incorporated such provisions for transit in the zoning/master plan.

-Princeton noticed the lack of E-W access in the BRT plans. Also stated a need for connections from Montgomery, Hillsborough, Rocky Hill since there are currently only two crossings over the ridge and suggested a need for a Princeton Bypass--Bellmead and/or Elm Rd to I-287, particularly to relieve truck traffic (previously proposed I-95). NJT ask which options relate to BRT and they stated the previously state-owned property at North Princeton Developmental Center as a potential park-n-ride facility to the Dinky and two locations that are abandoned RR ROWs (B&O and Province Line Rd railroad bridge).

In conclusion NJT stated that perhaps Princeton would be a good location to start with the BRT implementation since the densities already exist there with potential for even more, in addition to existing ROW with the Dinky facility--more likely to take a chance here. Service could then be expanded to other parts of the region--Carnegie Ctr., Forrestal Ctr., etc.

After wrapping up meeting, NJT staff had a briefing on the meeting and concluded that a joint meeting between Princeton, West Windsor, Princeton U. and Mercer County would be necessary to discuss potential issues with Canal Point Blvd. and Alexander Rd. extensions, shuttle services, Dinky and the potential Princeton Jct. TOD.

In anticipation of the next meeting w/Lawrence Twp., potential issues included the proposed expansion of Quakerbridge Mall--zoning approval anticipated next year (currentlly all retail--we'll need to encourage Lawrence to have developer provide mixed use development--incorporate housing since this is the proposed hub of the BRT system). Also several DOT projects on the horizon: Rt. 1 SB lanes, Mercer Mall to I-95/295--FA that will begin in Sept. to install an auxilary lane from the Bridge over Rt. 1 to QBM to the I-95/295 interchange (fast track effort) along with intermediate and long-term circulation/access issues to address at Mercer Mall and businesses along Rt.1 SB in that vicinity and the project at the interchange--safety project in project management to delinate Rt1. from I-95/295 traffic.

Upcoming municipal meetings for BRT:
-Lawrence Twp., Tuesday, 8/23, 9:00 - 11:00 AM, Municipal Bldg.
-Plainsboro, 8/23 Tuesday, 8/23, 1:00 - 2:30 PM, Town Hall
-West Windsor, Thursday, 8/25, 10:00 - 11:30 AM, Town Hall
-South Brunswick, Monday, 8/29, time ?, municipal complex

Danielle

>>> "Beetle, William" <William.Beetle@dmjmharris.com> 8/22/2005 9:57 AM >>>
Jon - can you cover the Sop Brunswick when it happens?

Bill

-----Original Message-----
From: Danielle Graves [mailto:Danielle.Graves@dot.state.nj.us]
Sent: Wednesday, August 17, 2005 2:03 PM
To: Gimbel, Gail; Hess, James; Beetle, William; carnegie@rci.rutgers.edu
Cc: Jim Lewis
Subject: Another round of NJ Transit Public Meetings for the BRT

I got a call from Jim Schwarzwalder regarding NJT's upcoming round of public meetings for the BRT. They are planning to hold outreach meetings again to present their latest alignment and ridership projections (presentation given to the BRT subcommittee & Forum).

Jim said that he and Jack thought it would be a good idea to notify me of the meetings so it would also give NJDOT a chance to update folks on RT1RGS or perhaps address specific concerns. I got to thinking after the call that perhaps this is a way to facilitate some of the discussions we are looking to hold w/individual towns to find out if the RT1RGS messages are filtering back as we discussed at our June 24 meeting (w/Bill & Jon). Although the BRT study only covers several of the towns in our study area, one of the key towns is South Brunswick.

I told Jim that I will attempt to attend whenever possible although my schedule is pretty full, particularly in late August and September due to vacation/LPR efforts.

I think we should inform him that we would definitely like to attend the meeting w/South Brunswick. I'll attend the other meetings when possible or perhaps someone from the team (Jon) would able to attend. I'll forward you all the meeting notices as I get them.

Attached are several meetings that are occurring next week. I may be able to attend meetings on 8/22 (Princeton Twp.) & 8/23 (Plainsboro) but 8/25 (West Windsor) begins my vacation.

Danielle

CC: Barnes, Brent; "carnegie@rci.rutgers.edu".SMTP INET.NJDOT Primary Domain; Carbone, Thomas; Etz, Monica; Gimbel, Gail; Hess, James; Keck, Dennis; Lewis, Jim; Longfield, Neil; Rezaeian, Abe; Weber, Susan

NJDOT DIVISION OF PROJECT PLANNING AND DEVELOPMENT
STATEWIDE TASK ORDER SCOPING AGREEMENT (#2002PM18)

FEASIBILITY ASSESSMENT FOR ROUTE 1 SOUTHBOUND FROM NASSAU PARK BOULEVARD TO I-295 INTERCHANGE

MEETING MINUTES

Date: January 12, 2006, 10:00 AM

Location: NJDOT Conference Room 4B

Attendees:

Abe Rezaeian, NJDOT-DPPD	609-530-2503
Tom Carbone, NJDOT-DPPD	609-530-2728
Lewis Branin, NJDOT-Office of Community Relations	609-530-4555
Charles Bassano, NJDOT-Bureau of Bridge/Maint. Eng.	609-243-9201
Al Kotchi, Parsons Brinckerhoff, Quade & Douglas (PB)	609-734-7055
Steve Arbiz, Parsons Brinckerhoff, Quade & Douglas (PB)	609-734-7014

Subject: Meeting with NJDOT-Resident Engineer (Rte 1 NB project)
Feasibility Assessment (FA) for Rte 1 SB, NPB to I-95/295, Safety Improvement
Lawrence Twp., West Windsor Twp., Mercer Co.

Discussion:
The purpose of the meeting was to coordinate with the Resident Engineer of the Route 1 NB Improvements to discuss issues related to the Route 1 SB Project. This is a follow up meeting to collect information regarding NPB signal removal that County raised concern in the local official meeting held on 1-13-05.

Status of Route 1 SB Project
Abe opened the meeting with a status of the Route 1 SB projects. A Value Engineering Scheme at the I-95 Interchange is scheduled to go out to bid in Fall 2006. A short-term improvement along Route 1 south of the Quaker Bridge Mall Overpass is scheduled to begin Design Development and is anticipated to go to construction in approximately 2 years. Currently, DPPD is performing a Feasibility Assessment on 2 concepts for mid- to high-level improvements on Route 1 SB, from Nassau Park Boulevard to the I-95 Interchange.

Issues presented by Mercer County and West Windsor at December 2005 Local Officials Meeting
At the local officials meeting, officials from Mercer County and West Windsor Twp. inquired about what would be done under the Route 1 SB improvements to alleviate problems caused by the removal of the signal at Nassau Park Boulevard. Abe had replied that he would investigate by first reaching out the Route 1 NB Project Team and then would coordinate with Mercer County to discuss in greater detail.

According to Mercer County's traffic engineers, when the signal was removed at Nassau Park Boulevard, backups began to form at the intersection of Province Line Road with the entrance to Mercer Mall, and also the intersection of Quaker Bridge Road with Clarksville Road. They also mentioned that there needs to be another EW connection across Route 1, to the north of Quaker Bridge Road.

Work performed under the Route 1 NB Project
Charles mentioned that for the Route 1 NB Project, the primary focus was to alleviate safety problems along Route 1 NB by eliminating the signal at Nassau Park Blvd. He added that this was a temporary signal, which had originally been designated to be removed when the Quaker

Bridge Road Interchange was constructed. The traffic studies performed were to analyze movements through the interchange as a result of the signal removal.

Charles stressed the following Improvement: During construction, as extra items of work, NJDOT worked with Mercer County to improve the signals at the entrance to Mercer Mall and Nassau Park. NJDOT adjusted the traffic signal/timing to allow more green time for traffic entering the Shop-Rite entrance of Mercer Mall on Province Line Road. At the entrance to Nassau Park Boulevard (NPB) from Province Line Road, NJDOT added a right-turn lane, lengthened the left turn slot on Nassau Park Blvd. exiting onto Province Line Road, and made adjustments to the traffic signal/timing.

Steve asked if improvements to Clarksville Road were discussed during the Route 1 NB Project. Charles said that it was not part of the NB project. Charles added that NPB's signal removal neither affected the intersection of QBR at QB mall entrance nor the Clarksville Rd intersections. He said that the left-turn slot at Clarksville road intersection is too short and that the County could fix it by cutting back into the existing island.

Steve asked about why the concrete island was used at the CD Road. Charles replied that island pavement was utilized as a median separator as opposed to barrier curb for the new NB CD Road, since it provides a safer means of separating traffic (no Quadguard is required to protect a fixed object).

Charles also noted that the 1st entrance to Mercer Mall from Rte 1 SB is the major problem. DPPD also expressed concern regarding the Mercer mall entrance & access driveways, but noted that the 1st entrance reconfiguration is rather difficult & impossible due to specific of the project & constraints.

Charles also said that Kevin Conover of NJDOT traffic unit worked with the County officials (Greg Sanduski & George Fallat) during Rte 1 NB project phase.

General discussion on project moving forward

Steve asked if Charles had any recommendations on what could be done to improve the signals along Quaker Bridge Road and Province Line Road. Charles replied that the first signal inside Nassau Park is currently not coordinated with the 2 signalized intersections on Province Line Road. Coordinating these 3 signals may move traffic through more effectively. Also, the left turn queue on Province Line Road heading into Mercer Mall could be extended back, which would free up some space on the through lanes.

Tom asked about the feasibility of providing either a forward or reverse jug handle to accommodate left turns from WB Province Line Rd into the Mercer Mall/ Shop-Rite location. If possible, this could give an alternative access to the Mall instead of using the Route 1 driveways.

Upcoming Meeting with Mercer County

Abe concluded the meeting, stating that a meeting would be set up with Mercer County to gain a better understanding of the traffic problems they spoke about at the Local Officials Meeting, and to see if potential improvements could be included with the Route 1 SB project, or if separate Problem Statements were required.

Meeting adjourned at 11:30 AM.

Minutes prepared by S. Arbiz - Parsons Brinckerhoff.

These minutes of meeting are issued for review by all attendees. The preparers of these minutes believe them to be an accurate record of the meeting. Please provide any comments or corrections to the preparers within five working days of receipt. If required, comments and corrections will be incorporated for distribution of final minutes to all parties.

Cc: Attendees, File 20161X2-3.0 Minutes

Route 1 SB Safety Improvements

Sign In Sheet

1/24/06 10 AM CR 3C

Name	Representing	Phone
Steve Arbiz	Parsons Brinckerhoff	609 734-7014
Al Kotchi	PB	609 734-7055
Tom Carbone	DPPD- South	609 530-2728
Dharmesh Patel	NJDOT- TSSE	609-530-5664
Chiman Antala	Design Services.	5-2455
Amutha Vijayakumar	"	5-2580
WAYNE MATHIS	TRAFFIC ENGINEERING & INVESTIGATIONS	5-4696
TINA DENG	Traffic " "	5-8147
ABE REZAEIAN	DPPD	5-2503
Charles Guenzel	MAP	5-6579

At a partial Scope Team meeting held on 1/24/06, including members from Design Services, TSSE, Traffic Engineering/Investigations, and Major Access Permits, several concepts were recommended to meet the project need of providing safer access to the business along Route 1 SB in the vicinity of Nassau Park and Mercer Mall.

In particular, the meeting attendees focused on the Route 1 SB CD Road along the frontage of the Mercer Mall businesses, and the weaving that currently occurs between traffic entering the CD Road from Province Line Road (stop condition) and traffic on the CD Road destined for Mercer Mall. It was agreed that due to the limited space available for improvements (without substantial impacts) and sensitive nature of the project, an unconventional solution may be required. Note that under the 2 concepts being reviewed, a third express lane will be provided along Route 1 SB.

Suggestions from the attendees included eliminating the number of access points, providing shared access (requires ROW impacts), and/or providing a signal along the CD road (where the ramp from Province Line Road meets the CD Road) to eliminate the existing weaving condition and also provide some metering of traffic to improve ingress and egress from the driveways.

With an understanding that driveway revocations and modifications could be an extensive process, the meeting attendees agreed that further investigation should be made into providing a signal along the CD Road. This concept would not require ROW, and could be provided with little to no changes to the existing driveway configurations, yet still result in improved safety. PB was asked to review the location to see if a proposed traffic signal would be warranted.

NJDOT DIVISION OF PROJECT PLANNING AND DEVELOPMENT
STATEWIDE TASK ORDER SCOPING AGREEMENT (#2002PM18)

FEASIBILITY ASSESSMENT FOR ROUTE 1 SOUTHBOUND FROM NASSAU PARK BOULEVARD TO I-295 INTERCHANGE

MEETING MINUTES

Date: February 3, 2006, 10:00 AM

Location: NJDOT E&O Building, Conference Room 3C

Attendees:

Abe Rezaeian, NJDOT-DPPD	609-530-2503
Joseph Fatatis, NJDOT-TSSE	609-530-2640
John Jones, NJDOT-Access Design	609-530-3638
Monolo Capili, NJDOT-Access Design	609-530-5524
Charles Guenzel, NJDOT-Bureau of Major Access Permits	609-530-6579
Pete Amin, NJDOT-ITS	609-530-8133
Al Kotchi, Parsons Brinckerhoff, Quade & Douglas (PB)	609-734-7055
Steve Arbiz, Parsons Brinckerhoff, Quade & Douglas (PB)	609-734-7014

Subject: **Meeting with Selected Members of the NJDOT Scope Team**
Feasibility Assessment (FA) for Rte 1 SB, NPB to I-95/295, Safety Improvement
Lawrence Twp., West Windsor Twp., Mercer Co.

Discussion:

Status of Project – Prior Meetings

Abe Rezaeian opened the meeting indicating that the goal of this meeting is to follow up, share and discuss ideas and collect input regarding the two schemes that best could be utilized. He explained that the project consists of safety improvements and its limits extend along Route 1 Southbound, from Nassau Park Boulevard to the I-95/I-295 Interchange.

Abe mentioned that the project team had met with the Local Officials (Mercer County, Lawrence Twp., and West Windsor Twp.) on 12/13/05. He also mentioned that a follow up meeting was held in January 2006 with County engineers and another one with the DOT's Resident Engineer to collect input regarding any County concerns and the extent of improvements covered under the former signal elimination project at Nassau Park Boulevard (NPB).

At last meeting held with Scope Team members on 1/24/06, including members from Design Services, TSSE, Traffic Engineering/Investigations, and Major Access Permits, several concepts were recommended to meet the project need of providing safer access to the business along Route 1 SB in the vicinity of Nassau Park and Mercer Mall. In particular, the meeting attendees focused on the Route 1 SB CD Road along the frontage of the Mercer Mall businesses, and the weaving that currently occurs between traffic entering the CD Road from Province Line Road (stop condition) and traffic on the CD Road destined for Mercer Mall. It was agreed that due to the limited space available for improvements (without substantial impacts) and sensitive nature of the project, an unconventional solution may be required. Note that under the 2 concepts being reviewed, a third express lane will be provided along Route 1 SB.

Suggestions from the attendees included eliminating the number of access points, providing shared access (requires ROW impacts), and/or providing a signal along the CD road (where the ramp from Province Line Road meets the CD Road) to eliminate the existing weaving condition and also provide some metering of traffic to improve ingress and egress from the driveways.

With an understanding that driveway revocations and modifications could be an extensive process, the meeting attendees agreed that further investigation should be made into providing a signal along the CD Road. This concept would not require ROW, and could be provided with little to no changes to the existing driveway configurations, yet still result in improved safety. PB was asked to review the location to see if a proposed traffic signal would be warranted.

General Discussion
NJDOT TS&SE and Access representatives both stated that utilizing a signal along the CD road is not an acceptable option, and they emphasized that the safety issues are access-related; thus, alternatives should focus on modifications to the access points.

The meeting attendees reviewed a sketch of the accidents along the CD Road, prior to November 2004 (collected data reflect prior to signal removal at Nassau Park Boulevard). Although there are records of accidents at various locations along the CD Road, there was no apparent individual location that showed an excessive amount of accidents.

Suggestion 1:
One of the potential alternatives discussed involved providing one centralized main entrance into Mercer Mall, at a location between its two current access points. It was understood that this would be a higher-level impact, since it would require ROW impacts, parking space losses, and a shared access agreement between all tenants on along the CD Road. The benefits would be an improved weave area along the CD Road (where traffic is entering from Province Line Road), and a reduction of access locations, thus minimizing potential conflict points.

Suggestion 2:
Another alternative reviewed involves providing 2 lanes along the CD Road between the north and south entrances of Mercer Mall, with the second lane terminating at the south entrance driveway. This would provide additional space for traffic entering and exiting the driveways along the CD Road, while provide a lane that is heading to merge with Route 1 SB. Impacts would require ROW and parking spaces along the widened area, with a possible elimination of the entrance driveway to Denny's (pending the geometric layout). It was noted that the impacts are significantly lower than the suggestion 1 alternative.

Suggestion 3:
A third suggestion discussed is possibility of providing acceleration and deceleration lanes along Rte 1 SB at Mercer Mall entrance for QB Road and QB Mall ramps respectively. This suggestion will involve most severe R.O.W impacts to the businesses frontage & parking lots. This will also cut into the bridge concrete slope protection at QB Road Bridge. Note that providing an acceleration lane for traffic entering from QBR ramp will create unsafe weaving condition between possible through lane traffic attempt to enter Mercer mall & QBR ramp traffic trying to speed into the main lanes knowing a short distance exist between two ramps. In addition revoking the driveways along the deceleration lane to the Quaker Bridge Mall bridge entrance could not be enforced by NJDOT Access, since it is not a State Highway Ramp (it is a driveway). Due to the lack of supporting design standards, the STM concluded that this alternative should not be recommended to the Local Officials.

Meeting attendees favored providing 2 lanes along the CD Road as the recommended alternative, but agreed that the Local Officials should be presented Suggestion 1 (on centralized driveway into the Mercer Mall area) as a means of reducing the number of access points, with the understanding that all properties would need to be in agreement to for a single shared access location.

ITS

Abe asked Pete Amin if there were any ITS concerns with Concepts 2 or 3. Pete replied that NJDOT's ITS system runs along the NB side of the corridor and would not be affected by the proposed SB improvements.

The ITS representative suggested that we may look for crash data from town / police reflecting the crash data occurred after NPB signal removal. DPPD responded we surely do and added that were told by NJDOT-Safety Bureau that a full year crash data will be available in summer of 2006 and if it becomes critical, we may also request DOT-Safety Unit for a 6-9 months crash data.

Action Items

PB will incorporate the 2-lane CD Road layout into the Concept 2 Scheme (Suggestion 2) and will prepare a separate sketch displaying a centralized driveway location at Mercer Mall (Suggestion 1).

Meeting adjourned at 11:30 AM.

Minutes prepared by S. Arbiz - Parsons Brinckerhoff.

These minutes of meeting are issued for review by all attendees. The preparers of these minutes believe them to be an accurate record of the meeting. Please provide any comments or corrections to the preparers within five working days of receipt. If required, comments and corrections will be incorporated for distribution of final minutes to all parties.

Cc: Attendees
File 20161X2-3.0 Minutes

MEETING ATTENDANCE SHEET

DATE: February 3, 2006

FEASIBILITY ASSESSMENT FOR ROUTE 1 SOUTHBOUND
FROM NASSAU PARK BOULEVARD TO I-295 INTERCHANGE
COORDINATION MEETING
NJDOT CONFERENCE ROOM 3C

NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS
1. Steve Arbiz	Parsons Brinckerhoff	609 734-7014	arbiz@pbworld.com
2. Ali Katchi	PB	(609) 734-7055	katchi@pbworld.com
3. ABE REZAEIAN	DPPD	5-2503	
4. Joseph Fatatis	TSSE, Traffic	530-2640	Joseph.Fatatis@dot.state.nj.us
5. John Jones	Access Design	530-3638	John.jones@DOT.state.nj.us
6. Pete Amin	ITS	530-8133	padmanabha.amin@dot.state.nj.us
7. MANOLO CAPILI	ACCESS DES.	530-5524	manolo.capili@dot.state.nj.us
8. Charles Guenzel	Major Access	5-6579	charlie.Guenzel@dot.state.nj.us
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NJDOT DIVISION OF PROJECT PLANNING AND DEVELOPMENT
STATEWIDE TASK ORDER SCOPING AGREEMENT (#2002PM18)

FEASIBILITY ASSESSMENT FOR ROUTE 1 SOUTHBOUND FROM NASSAU PARK BOULEVARD TO I-295 INTERCHANGE

MEETING MINUTES

Date: April 28, 2006, 10:00 AM

Location: NJDOT E&O Building, Conference Room 4A

Attendees:

Abe Rezaeian, NJDOT-DPPD	609-530-2503
Joseph Powell, NJDOT-Bicycle & Pedestrian Programs	609-530-5290
William Kafer, NJDOT-BTEI	609-530-2634
Noel Barbosa, NJDOT-BTEI	609-530-4552
David Ahdout, NJDOT-DER	609-530-2283
John Campi, NJDOT-CPM	609-530-5689
Polina Knaster, NJDOT-ROW	732-308-4037
Roger Lall, FHWA	609-637-4238
Tom Kondash, NJDOT-Construction Engineering	609-530-4947
Bihn Vo, NJDOT-Value Engineering	609-530-3632
Charles Guenzel, NJDOT-Bureau of Major Access Permits	609-530-6579
Joseph Fatatis, NJDOT-TSSE	609-530-2640
Bakula Patel, NJDOT-Design Services	609-530-5652
Chiman Antala, NJDOT-Design Services	609-530-2455
Amutha Vijayakumar, NJDOT- Design Services	609-530-2503
Frank Stewart, NJDOT-Central Region Construction	732-409-3270
Lenore Strathern, NJDOT-Division of Environ. Resources	609-530-2173
Al Kotchi, Parsons Brinckerhoff, Quade & Douglas (PB)	609-734-7055
Steve Arbiz, (PB)	609-734-7014

Subject: **Core Group Meeting**
Feasibility Assessment (FA) for Rte 1 SB, NPB to I-95/295, Safety Improvement
Lawrence Twp., West Windsor Twp., Mercer Co.

Discussion:

Introduction/Project Overview
Abe Rezaeian opened the meeting and introductions were made. The project is currently in the Feasibility Assessment Phase.

Existing Roadway and Surrounding Area
Within the study area, Route 1 is divided by a center concrete median jersey barrier. Between MP 6.76 and MP 8.50, Route 1 Southbound has a posted speed limit of 55 MPH. The project area begins at the signalized intersection with Nassau Park Boulevard at MP 8.50. To the south of the signalized intersection, Route 1 divides into a two-lane mainline and a two-lane CD road, separated by a CD barrier. The CD road provides access to Quaker Bridge Road via a grade-separated interchange. The CD road also provides access to the main entrance to Mercer Mall as well as other retail establishments. The CD road merges with the Route 1 Southbound mainline near MP 8.0, south of Quaker Bridge Road, where the mainline becomes a three-lane roadway. There is a grade-separated entrance to Quaker Bridge Mall at MP 7.55, which includes a right-in/right-out ramp at Route 1 Southbound with no deceleration lane and a short acceleration lane. Route 1 Southbound continues as a three-lane roadway to the I-95/I-295

interchange (MP 6.76), where it then divides into two lanes for Route 1 Southbound and two lanes for access to I-95/I-295.

The Route 1 SB mainline has 10 foot wide outer shoulders that extend from the intersection at Nassau Park Boulevard to the terminus of the CD road in front of Mercer Mall. Heading south, there are no shoulders along Route 1 Southbound until the CD road begins at the I-95/I-295 interchange.

Problem Statement
Abe discussed the problem statement, mentioning that there are several traffic congestion and safety issues within the Route 1 Southbound project area that have been documented in the Tier II Screening Report as needing attention. These issues include:

- The queuing of traffic at the Quaker Bridge Mall exit as the result of a lack of acceleration lane onto Route 1 Southbound. There is also a safety concern at this location. (This is being addressed under a project currently in Preliminary Design).
- The queuing of traffic at the terminus of the Route 1 Southbound CD road as a result of traffic entering and exiting the retail establishments along this stretch of Route 1 Southbound. There is a significant amount of driveways at this location and one method of alleviating some of the safety concerns at this location is to minimize the amount of driveways at this location.
- The weaving of traffic between the CD road terminus and the Quaker Bridge Mall entrance and the weave between the Quaker Bridge Mall exit and the I-95/I-295 Interchange are concerns from a traffic flow and safety standpoint.
- The CD barrier that exists between the Route 1 Southbound Mainline and the CD road is a concern. The concern is to whether the CD barrier needs to be extended further to the north and/or south, should the barrier be moved to the west, increasing the capacity along Route 1 Southbound Mainline, or should the barrier be eliminated completely.

The concepts fall within the project category of Congestion Management in the Capital Program, which corresponds to the third goal in the Capital Investment Strategy of relieving congestion and expanding mobility through carefully selected treatments that protect the environment, respect community values, and promote the State Plan. As such, the concepts appear consistent with the State Development and Redevelopment Plan (SDRP).

Description of Concepts
Abe introduced Steve Arbiz of PB to speak about the concepts.

Medium Impact (Concepts 2B)
Concept 2B maintains the Mercer Mall 1st main entrance along Route 1 SB. It is a medium-impact solution, which addresses some congestion issues that occur between Nassau Park Boulevard and the Quaker Bridge Mall loop ramp. This concept includes input from select members of the NJDOT Core Group for this project and supersedes Concept 2, which was presented to Local Officials in December 2005.

The improvements consist of shifting the existing Route 1 SB CD barrier 12 feet to the west, in order to provide three express (through) lanes throughout the concept length, thus reducing the amount of traffic utilizing the CD road at the Quaker Bridge Mall Interchange, and improving access to and from the Mercer Mall.

At the former Nassau Park intersection, the CD road barrier will be extended to the north, to eliminate any possible movements from the Nassau Park driveway to the Route 1 SB express (through) lanes, where traffic would be crossing over two lanes of live traffic.

The CD road would consist of two lanes across the frontage of Mercer Mall, with the left lane destined for Route 1 SB, and the right lane serving as an access/egress lane for the mall and

businesses. The right lane of the CD road would terminate as the southern entrance to Mercer Mall. The southern end of the CD road would form a fourth (auxiliary) lane, which would extend into the exit ramp for the Quaker Bridge Mall Bridge, providing a lane to merge into Route 1.

Under Concept 2B, there are ROW and utility impacts, along with a reduction of one access point to the CD road (Denny's entrance driveway), along Route 1 SB throughout the project limits.

Medium Impact (Concepts 2C)
Concept 2C relocates the physical location of the Mercer mall 1st entrance to a new location in the vicinity of Olive Garden restaurant. It is a medium-impact solution providing one centralized main entrance into Mercer Mall, at a location between its two current access points. It was understood that this would be more impacts than Concept 2B, since it would require more ROW impacts, parking space losses, and a shared access agreement between the tenants along the CD Road. Since this scheme reduces the number of Mercer Mall driveways, it is anticipated that this scheme will receive opposition from the mall (based on prior feedback from Local Officials meetings).

The main benefits of this concept would be an improved weave area along the CD Road (where traffic is entering from Province Line Road), and a reduction of access locations, thus minimizing potential conflict points.

High Impact (Concept 3)
Concept 3 is a high-impact solution that also addresses congestion issues that occur between Nassau Park Boulevard and the Quaker Bridge Mall loop ramp.

The improvements consist of shifting the existing Route 1 SB CD barrier 12 feet to the west, in order to provide three express (through) lanes throughout the concept length, thus reducing the amount of traffic utilizing the CD road at the Quaker Bridge Mall Interchange, and improving access to and from the Mercer Mall.

At the former Nassau Park intersection, the CD road barrier will be extended to the north, to eliminate movements from the Nassau Park driveway to the Route 1 SB express lanes, where traffic would need to cross over 2 lanes of live traffic. As shown under Concept 2, in the vicinity of Mercer Mall the CD road would maintain 2 lanes of traffic, with the outer lane ending into the mall entrance by the Denny's restaurant. However, for Concept 3, the only driveway locations to remain (between the Quaker Bridge Mall Ramp and Quaker Bridge Road Interchange) would be the 2 main access driveways for Mercer Mall.

In addition to the roadway improvements to Route 1 SB, Concept 3 includes the construction of a rear access road (local road) and proposed signalized intersection, providing a connection between Mercer Mall, the properties to the south of the Quaker Bridge Mall Bridge, and Quaker Bridge Mall. An optional loop ramp at Quaker Bridge Mall could provide Route 1 NB access, which was not previously available to the properties south of the mall bridge.

Under Concept 3, there are ROW and utility impacts, along with a reduction of several access points to the CD road, along Route 1 SB throughout the project limits. Note that there are significant wetland impacts under Concept 3 for constructing the access road behind the businesses.

Traffic Analysis
Al Kotchi spoke about the traffic analysis for the project. Traffic counts were performed in September 2005 throughout the project area, including at the driveways. It was found that adding a third express lane (part of all concepts considered) shifts approximately 1000 vehicles in the peak hour out of the CD Road at the Quaker Bridge Road Interchange. Further study revealed that projected volumes require maintaining a 2-lane CD road and a 3-lane section between the loop ramps to and from Quaker Bridge Road. Thus, the Route 1 SB section would be widened by

a lane for all concepts considered.

Crash Summary
PB provided sketches of the Crash Summary in the vicinity of Mercer Mall, for the year 2005 (after removal of the signal at Nassau Park Boulevard). While there were no access locations with a significant number of crashes, there are a high amount of crashes, collectively, between Quaker Bridge Road and the Quaker Bridge Road Bridge (near BP/Amoco Gas Station).

Community Involvement

December 2005 Local Officials Meeting
The project team met with the Local Officials (Mercer County, Lawrence Twp., and West Windsor Twp.) on 12/13/05.

- Lawrence Township supports the Route 1 SB safety improvements and requested that NJDOT consider the Quaker Bridge Mall expansion in their traffic projections. The Quaker Bridge Mall expansion is currently being coordinated through NJDOT Major Access Permits.

- West Windsor Township supports the Route 1 SB safety improvements and asked that NJDOT look at ways to improve Quaker Bridge Road / Province Line Road traffic signals, which now have more traffic due to the elimination of the Nassau Park Boulevard signal.

At the meeting, future expansion in the area was also discussed:

- Quaker Bridge Mall Expansion - The owner of the Quaker Bridge Mall site is requesting to expand another 600,000SF within its site. The Lawrence Township Planning Board will be reviewing the request this year. Charles Guenzel commented that NJDOT has not received an access application yet, and that no new plans have come in regarding the expansion.

- Re-development of Cyanamid Site - West Windsor mentioned that the Cyanamid site will be re-developed and a Concept Plan would be available in 2006. The Township is limiting the amount of development on that property to no more than 2% above what the property is currently approved for. NJDOT-Major Access Permit noted that they have not received plans.

January 2006 Meeting with Route 1 NB Project Resident Engineer
On 1/12/06 a meeting was held with Charles Bassano (NJDOT Resident Engineer for the Route 1 NB improvements and elimination of the Nassau Park Boulevard signal) to discuss the extent of the improvements under that project as well as the concerns of Mercer County during construction. As a result of the discussion, it was determined that minor improvements could be done along Province Line Road, such as modifications to the signal timing for the 2 intersections and slight lengthening of the left turning lanes.

January 2006 Mercer County Traffic Meeting
On 1/19/06 a meeting was held with the Mercer County traffic engineers to clarify the concerns of the County. Mercer County's comments coincide with West Windsor Township's. The County recommended another split-grade intersection at Nassau Park Boulevard as a solution. NJDOT DPPD explained that this issue is not related to the Route 1 SB Safety Improvements, and that a separate Problem Statement should be submitted to NJDOT for a new split-grade interchange.

Discussion/Comments by SME Units
Polina Knaster commented that for Concepts 2B and 2C, it will need to be determined whether or not the parking impacts to either Denny's or the Olive Garden property affect if the properties can still meet the Lawrence Township zoning requirements. If they fail to meet the zoning

requirements (and a waiver cannot be obtained), the properties may need to be taken into entirety, which may severely impact the concept from being considered. PB will contact Lawrence Township and perform a zoning evaluation so that an adequate ROW assessment can be made. Polina added that a modeling of the proposed concepts would aid in obtaining concurrence from the Local Officials and business owners.

Frank Stewart suggested eliminating the southbound driveway at Olive Garden and modifying the driveway at the future Champps Restaurant to an inbound only for Concept 2B. In this case, the concept would be consisted with what was recommended for Concept 3 (inbound access at the frontage with rear egress to a major driveway location). PB noted that Champps had just received approval from NJDOT Access within the past 1-2 years on the driveway layout.

Joseph Powell asked about prior coordination with the NJDOT Bicycle & Pedestrian Unit on any of the concepts. Abe mentioned that this unit had been made aware of the project throughout Tier 2 Screening, Concept Development, and Feasibility Assessment, but no comments had been received. PB mentioned that sidewalk could be provided in the schemes along the berm area; however, there is no room for sidewalk under the Quaker Bridge Road Bridge.

Summary/Next Steps
Abe asked for comments from the Core Group Team members. He also gave the CG members a head start of the need for signed SOW by each unit once a more assurance is given toward a selected alternative. Being in FA phase, once an alternative is assured more favorable, the SOW will be completed by DPPD & its consultant that requires CG member's comments and their unit manager's signature. He added that a meeting would be set up with Local Officials to discuss the recent findings, followed by a Public Workshop to meet with the business owners.

Next steps would be to break out the Medium-Impact Scheme (Concept 2B or 2C) by Summer 2006 and than continuing focus on the High-Impact Scheme (Concept 3) and completing FA at about June 2007. Over the next year, further coordination will be made with Danielle Graves' group, who are handling the Regional Growth Strategy and NJ Transit BRT.

Meeting adjourned at 11:45 AM.

Minutes prepared by S. Arbiz - Parsons Brinckerhoff.

These minutes of meeting are issued for review by all attendees. The preparers of these minutes believe them to be an accurate record of the meeting. Please provide any comments or corrections to the preparers within five working days of receipt. If required, comments and corrections will be incorporated for distribution of final minutes to all parties.

Cc: Attendees
Jay K. Patel (Major Access Permit)
File 20161X2-3.0 Minutes

MEETING ATTENDANCE SHEET

FEASIBILITY ASSESSMENT FOR ROUTE 1 SOUTHBOUND
FROM NASSAU PARK BOULEVARD TO I-295 INTERCHANGE
CORE GROUP MEETING
NJDOT CONFERENCE ROOM 4A

Friday, April 28, 2006 10:00 AM

NAME	REPRESENTING	PHONE NO.
1. Joseph Powell	NJDOT Office of Bicycle & Ped Programs	530-5290
2. William Kafer	NJDOT BTEI	530-2634
3. Noel Barbosa	NJDOT BTEI	530-4662
4. David Athdout	NJDOT-DER	530-2283
5. John Campi	NJDOT - CPM	530 5689
6. Polina Knaster	NJDOT - ROW	732-308-4037
7. Roger Law	FHWA	609-637-4238
8. Tom Kondash	NJDOT-Construction Eng.	609 530-4947
9. Binh Vo	NJDOT- VE	(609) 530-3632
10. Charles Guenzel	DOT-MAP	(609) 530-6579
11. Joseph Fatatis	NJDOT-TSSE, Traffic	(609) 530-2645
12. Bakula Patel	DOT. Design Service	609-530-5652
13. Chiman Antala	11	5-2455
14. Amutha Vijayakumar		(609) 530-2580
15. Frank Stewart	NJDOT - Central Region Construction	732-409-3270
16. dl Katchi	Parsons Brinckerhoff	609 734-7055
17. Lenore Strathern	Div. Environ. Resources	609-530-2173
18. Steve Arbiz	Parsons Brinckerhoff	609-734-7014
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Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Tuesday, February 19, 2008 10:53 AM
To: Lewis Branin
Cc: John Campi; Thomas Carbone; Thomas Saylor
Subject: Rte 1 Pavement Improvement Project, MP 7.48-8.5 SB & MP 7.48-7.9 NB

Hi Lew
DPPD & PM held a meeting on Friday 2/15/08 regarding the subject project. We are planning to add the pavement improvement project to current Rte 1 Safety project. You may want to bring this to Lawrence attention in your March meeting. Since Simon is to design & construct concept 1 (John's project-where auxiliary lane proposed by gas station), we need to have Lawrence/Simon buy-in & commitment to add pavement improvement portion south of QB Mall Ramp & NB pavement into the Rte 1 SB concept 1 project. We believe it is beneficial to town/developer especially where QB Mall has several driveways along Rte 1 NB. But the pavement improvement for Concept 2B (covering north of QB Mall Ramp to NPB) could be done as part of DPPD's continuing effort to advance this concept. Thanks

Abe

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Friday, February 29, 2008 4:02 PM
To: Thomas Saylor
Cc: Evans Marcellus; Jamie Smith; Jody Barankin; Lauralee Rappleye; Lewis Branin; Lynn Rich; Thomas Carbone
Subject: Fwd: Rte 1 Pavement Improvement Project, MP 7.48-8.5 SB & MP7.48- 7.9 NB

Attachments: Rte 1 Pavement Improvement Project, MP 7.48-8.5 SB & MP 7.48-7.9 NB

Rte 1 Pavement Improvement Pro...

Tom,

A follow up meeting was held tody to discuss combining pavement project to the Rte 1 Safety project. John Campi, Lew Branin, Tom carbone & I were in attendance. John brought up an important issue regarding to adding part of the pavement project to the Rte 1 QBM safety project. The issue refers the legality aspects adding it to John's project (Rte 1 SB Auxiliary lane extension by QBM Ramp/gas station--- a joint partnership where ROW, Utility & env. doc. is expected by NJDOT & Design/construction by Developer with anticipate construction completion Spring 2011) where NJDOT can not "fund a private sector improving public road".

We concluded that, one option may be to add the pavement project (SB & NB) to DPPD-concept 2B SB project that we anticipate construction year Summer 2011. John also suggested the pavement project CED could be added to the Safety CED (concept 2B) to avoid Env. reevaluation (ER) at later stage. Therefore, we do not see the need yet discussing combining projects in March meeting (This meeting is for Rte 1 SB Auxilary lane extension by QBM/Gas Station).

A meeting was also held by Mark Stout this afternoon regarding Developer Agreement for QBM Expansion, but we were not able to discuss this issue for conformity due to time constraints. Thanks

Abe

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Thursday, February 19, 2009 4:43 PM
To: Charles Miller; John Campi; Lewis Branin; Arbiz, Steve M.
Cc: Thomas Carbone
Subject: Rte 1 SB, NPB to I-95/295, Safety Improvements -- Internal meeting 2-18-09

On 2-18-09, an internal meting was held. The goal was to discuss Access driveways along Rte 1 SB at Mercer Mall (Concept 2B), internal mall traffic circulation the need for a letter of support from Lawrence Twp. Attendees were Lew Branin (OCR), John Campi (CPM), Charlie Miller (Access), Steve Arbiz (PB America) and Tom Carbone & Abe Rzzaeian (DPD).

An attached pdf file had been provided to attendees in advance of the meeting. The attached file includes 11/27/07 stake holders meeting minutes & stakeholders response & OCR's follow up to gain stakeholders comments. This project delay is mainly due to Quaker Bridge Mall Expansion that put it on hold.

One of the main concern raised by Mercer Mall owner was requesting the need for mall internal traffic circulation analysis as part of the project. Concept 2B proposes to close four (4) egress at Houlihan's, Olive Garden, New York Golf, Patio World and one (1) ingress at Dennys.

CONCLUSION:
The group concluded that revoking 4 egresses & one ingress along Rte 1 SB does not appear to have significant impact in mall circulation since we are upgrading one Access point at New York Golf and maintaining 2 main access points (total of 3 access points) within the approximate 1/2 mile distance at Mercer Mall front. The added traffic volumes using Mercer Mall property coming from Patio World and New York Golf would be negligible. But, we need to hear Mercer Mall again of their specific concern.

Charlie said that Mercer Mall had updated their Access Permit couple years ago once the Shop Rite was build and we must check the updated Access Permit looking for location of their Driveway Access. And so we need to involve ROW.

NEXT STEPS:
1. Lew will arrange a meeting with Mercer Mall Owner "Federal Reality Investment Trust" 1st week of March. This meeting will be hold in DOT office and ROW & Access will also be invited to attend.
2. Town meeting will be arranged after a meeting held with Mercer mall owner to gain a letter of support.
3. Charlie will check the file for updated driveway access Permit agreement between Mall owner & NJDOT.
4. Abe will brief ROW unit of this project in a pre meeting prior to meet with Mall Owner.

Thanks
Abe

Arbiz, Steve M.

From: Abe Rezaeian [Abe.Rezaeian@dot.state.nj.us]
Sent: Thursday, February 26, 2009 4:05 PM
To: Charles Miller; John Campi; John-ROW Mikusa; Lewis Branin; Thomas Carbone
Cc: Lynn Rich; Mark Rollo; Thomas Saylor; Arbiz, Steve M.
Subject: Rte 1 SB, NPB to I-95/295, Safety Improvements -- Summary of Internal meeting 2-25-09

On 2-25-09, a follow up internal meeting was held following 2-18-09's meeting. The goal was to discuss Access driveways and ROW along Rte 1 SB at Mercer Mall (Concept 2B), potential internal mall traffic circulation and the need for a letter of support from Lawrence Township. Attendees were Lew Branin (OCR), John Campi (CPM), Charlie Miller (Access), Jack Mikusa (ROW) and Tom Carbone & Abe Rezaeian (DPD).

DPD briefed the project highlighted the info as follows: Lawrence issued letter of supports dated 4/20/07 and 8/1/07 prior to stakeholder meeting; a stakeholder meeting held 11/27/07 and a new Lawrence letter of support is expected pending stakeholders comments; The dely of the project is due to Quaker Bridge Mall Expansion & its agreement process.

Per stakeholder's meeting, the main concern by Mercer Mall owner was requesting the need for mall internal traffic circulation analysis as part of the project. Other stakeholders had send us supporting comments such as New York Golf who is willing to allow share driveway access with Padio World. Some stakeholders did not have much of comments in spite of additional effort by OCR who sent out certified mail after the November meeting requesting again for their comments. Concept 2B proposes to close four (4) egress at Houlihan's, Olive Garden, New York Golf, Patio World and one (1) ingress at Dennys.

DPD asked what compensation DOT is obligated and if we have to compensate Mercer Mall? Jack said for Patio World connection, we need to set up ROW/Access private parcel easement in Design phase and deal with if any legal issues arise. Charlie said we can do Access modification and per Access code we could close those 5 driveway access along Rte 1 SB without compensation because Mall still has adjacent driveway access.

John asked we may need traffic circulation study due to adding some traffic in the Mall network by closing access between Mall's two main entrance (2 egress at Houlihan's & Olive Garden and 1 ingress at Dennys)? DPD said we have 2005 showing insignificant one hour counts, but not sure if the counts were taken after Shop Rite in place. Lew said that Mercer Mall rep is tying for possible compensation saying the need for traffic circulation, but is that Access Code requirements? Charlie and Jack said it will be project issue, but Access code DOES NOT require traffic circulation analysis.

CONCLUSION:
The group concluded per latest 7/26/2005 Mercer Mall easement agreement closing 5 driveway access along Rte 1 SB is considered access modification. Access Code does not require traffic circulation study. This is a safety project identified by Safety Impact Study and State could modify the access driveway continue approaching stakeholders based on crash history verses congestion. We must start with requesting a letter of support from Lawrence Township.

NEXT STEPS:
Lew will set up a meeting with Lawrence Twp to discuss the need for a letter of support. Access unit and ROW unit will participate in this meeting.

The content of this summary is based on discussion occurred. Please let me know if you have any comments. If not heard from you by CBD 3/3/09, it will be considered the final memo to record.

Thanks
Abe

APPENDIX I

LOCAL OUTREACH MEETING MINUTES

DRAFT
PUBLIC INVOLVEMENT ACTION PLAN
Feasibility Assessment
Rout 1 Southbound, Nassau Park Boulevard to I-95/295,
Safety Improvement
(M.P. 6.76- 8.5)
West Windsor & Lawrence Townships, Mercer County

PROJECT DESCRIPTION:

Route 1 is a significant principal arterial in this area of Mercer County. Several large office parks and retail centers, such as Quaker Bridge Mall, Mercer Mall, and Nassau Park are located along Route 1 in this area. These office and retail centers are major trip generators. Major traffic delays and heavy congestion are a daily occurrence during the weekday PM peak period, as commuters from the large office parks and retail centers along Route 1 access I-95/I-295 to destinations outside of the study area.

There are several traffic congestion and safety issues within the Route 1 Southbound project area that have been documented in the Tier II Screening and Concept development reports as needing safety, potential access and capacity improvements that needs attention. These issues include:

The queuing of traffic at the Quaker Bridge Mall exit is evident as the result of insufficient/lack of acceleration lane onto Route 1 Southbound (During CD phase, concept 1 a short-term solution to this queuing & safety issue was identified recommending an auxiliary lane that was broken out from this project and advanced to Preliminary design. Concept 1 was fully supported by stakeholders). The queuing of traffic at the terminus of the Route 1 Southbound CD road is also a concern as a result of traffic entering and exiting the retail establishments along this stretch of Route 1 Southbound. There are significant amount of driveways at this area and one method of alleviating some of the safety concerns is to minimize the number of driveways. The weaving of traffic between the CD road terminus and the Quaker Bridge Mall entrance from a traffic flow and safety standpoint is also a concern. The CD barrier that exists between the Route 1 Southbound mainline and the CD road is a concern. The concern is whether the CD barrier needs to be extended further to the north and/or south. Also, the barrier may need to be moved to the west, increasing the capacity along Route 1 Southbound mainline, or possibly eliminated completely.

PUBLIC INVOLVEMENT GOALS:

A Public Involvement Action Plan (PIAP) is a key element to the success of any project. A Public Involvement Action Plan is required at the early stage of project planning to coordinate public involvement efforts throughout the scoping process, and to maximize interagency coordination, stakeholder inclusion and communication among government officials, businesses, and neighbors. Implementation of this plan is crucial in gaining support from the affected community and key stakeholders, federal, regional, and state agencies in order to attain project acceptance. A well-informed and involved general public that understands the need for the project is more likely to support the proposed recommendations. This is a dynamic plan that will be periodically reviewed to ensure that it meets the goals of the project.

The main tasks for the PIAP are presented below:

TASK 1: IDENTIFICATION AND CONTACT WITH STAKEHOLDERS/MAILING LIST

Prior to meeting with members of the general public, it is vital to meet with critical stakeholders. A stakeholder is any person or group that could be affected by the Project. Based on the project scope and preliminary investigations, it is anticipated that the major stakeholders will include the following but not be limited to:

- Federal Highway Administration (FHWA)
- Delaware Valley Regional Planning Commission (DVRPC)
- New Jersey Department of Transportation (NJDOT)
- *New Jersey Department of Environmental Protection (NJDEP)*
- *NJ Transit*
- Local Civic Organizations
- Mercer County Engineer; Transportation and Highway Planning
- Lawrence & West Windsor Township Officials, Mayors; Emergency Medical Services; Fire Departments; Police Departments; School Districts
- All Businesses within the limits of the project & surrounding area

Specific contact information for each stakeholder will be researched and a list with mailing addresses, telephone numbers and e-mail addresses will be compiled.

Upon completion of the contact information research, a project description and location map will be sent to the stakeholders to help familiarize them with the project. The stakeholders will be requested to review the information and provide a written response identifying their issues, concerns, and level of interest. The stakeholders will also be asked to identify any additional interested parties not on the list that should be contacted.

Task 2: MEETINGS WITH STAKEHOLDERS

The main purpose of obtaining contact information is to form a partnering session to develop working relationships, clarify goals for the project, and establish communication protocols. During these meetings, the Township / Stakeholder Meeting members will be provided an update on the status of work and any concerns and issues will be discussed.

The Township / Stakeholder Meeting members will establish the meeting schedule and will help identify members from local stakeholder groups that would represent organizations or institutions with neighborhood connections who are able to speak for a broader constituency or a specific local interest group. Some of these workshops may take the form of a presentation of new findings, and will serve as a forum to obtain feedback from the stakeholders either at the meeting itself or at a later date. In addition, comprehensive meeting minutes will be distributed to members along with a list of action items within a week of the meeting. Much of the material gathered regarding the discussions at these meetings will provide the basis for materials distributed to the public, either through NJDOT's website or through other means. It is anticipated that the Township/Stakeholder Meetings would consist primarily of representatives from NJDOT and key stakeholders within the project's study area who will be able to provide effective cooperation and consistent communication efforts. This working group will serve as the core element of the PIAP.

The results of this task will be documented and will form the basis for the subsequent steps of the PIAP. The NJDOT will be part of the entire process and be kept apprised of all information gathered as this activity is carried out.

PBLIC INVOLVEMENT STRATEGIES & TECHNIQUES:

The project team intends to achieve its PIAP goals and objectives by enlisting input from a broad-based, inclusive variety of stakeholders. The PIAP adopts a variety of techniques and activities to elicit public participation in the decision making process. This is supported by public information that provides technical information in a user-friendly form, thereby fostering an informal and involved general public. A community impact assessment will be a component of our PIAP program.

A) Informal & Formal Briefings/Coordination Meetings

To keep affected agencies up to speed with the project, as well as a method of gaining their input, a series of agency briefings will take place at appropriate milestones. These will include meetings/briefing local officials, Town's Fire Department, Police Department, School District, local Civic Organizations, as well as meeting with DVRPC (Separate NJDOT-internal meetings will also be held to include FHWA, NJDOT, NJDEP & NJ Transit as part of FA process). A total of 3 Town/Stakeholders meetings are anticipated as follows:

- ***Town/Stakeholders 1st Meeting*****-----***To meet the critical Stakeholders &* review initial findings and concepts; develop a basic approach for how the Township/Stakeholder Meetings will bring the project message to the community. Present overall intention of PIAP; develop a strategy for carrying out an effective public outreach, education, and involvement program; provide update on project status and process; and obtain official vision from Township.

  Attendees: NJDOT-DPPD, NJDOT-OCR, NJDOT-CIA, Parsons Brinckerhoff QD, Lawrence Township staff *including Town's Fire Department, Police Department, School District,* Mercer County,

  Expected Date: .....

- ***Tow/Stakeholder 2nd Meeting*** -------Refine concepts, present range of short-term and long-term options. Ask stakeholders for comments.

  Attendees: NJDOT-DPPD, NJDOT-OCR, NJDOT-CIA, Parsons Brinckerhoff QD, Lawrence Township staff *including Town's Fire Department, Police Department, School District, local Civic Organizations*, Mercer County, DVRPC

  Expected Date: .....

- ***Town/Stakeholder 3rd Meeting***--------Further refines concepts & range of short-term and long-term options. Narrow done options for public presentation & discuss strategy & schedule for Public Workshop.

Review initial findings and concepts and obtain feedback from Township before 1st Public Workshop.

Attendees: DPPD, NJDOT-OCR, NJDOT-CIA, Parsons Brinckerhoff QD, Lawrence Township/Mercer County.

Expected Date: .....

B) Public Workshops

In coordination with Lawrence & West Windsor Townships, a maximum of two workshops may be held to present the concepts to the public, allowing for public input at an early stage of the process. This will provide the general public with an opportunity to learn more about the project as it progresses. The workshop will present important project information, graphics and traffic modeling displayed to convey technical information in a user-friendly format. The specific meeting format will depend upon the particular outcome desired and the size and type of group with which we will meet. Under the guidance and approval of the Project Team, we will determine the applicability of presentation methods, including the possibility of developing a traditional or computer-based (e.g. Power Point) slide show, as well as determine the number of display boards and other materials needed.

Through the Public Workshops, we will educate the community on transportation planning in general and this project in particular. These meetings will give citizens access to the information they need and will allow us to listen and respond to their concerns. Also, the meetings will give the community the opportunity to voice their ideas and recommendations so that we can incorporate them into the concepts whenever possible. The Public Workshops meetings are scheduled to work in tandem with the Township / Stakeholder Meeting agendas.

The meeting will be held in a public building, e.g. Town Hall, library, or a school, offering easy access to those interested members of the community wishing to learn more about the project and its progress. The workshops will be publicized through press release, website, mailing, etc.

Other Communication Skills

project moves forward, project specific options such as a project web site, telephone hot lines, newsletters, public meetings, newspaper announcements, mailings and press releases, and field visits with critical stakeholders and selected attendees may be included.

C) Public Information Center

If needed, a public information center will be held to formally present the project and progress to-date, and to solicit comments from the public. The results of the public information center will be documented by identifying the comments, evaluating them and providing responses/solutions for them. Once this is completed, a follow-up meeting with the focus group may be held to make our final recommendations and request their concurrence. A formal letter of concurrence/resolution of support may be requested from the public agencies.

NJDOT DIVISION OF PROJECT PLANNING AND DEVELOPMENT
STATEWIDE TASK ORDER SCOPING AGREEMENT (#2002PM18)

FEASIBILITY ASSESSMENT FOR ROUTE 1 SOUTHBOUND FROM NASSAU PARK BOULEVARD TO I-295 INTERCHANGE

MEETING MINUTES

Date: December 13, 2005, 10:00 AM

Location: West Windsor Township Building

Attendees:

Abe Rezaeian, NJDOT-DPPD	609-530-2503
Lewis Branin, NJDOT-Office of Community Relations	609-530-4555
Rich Krawczyn, Lawrence Twp.	609-844-7005
Chris Budzinski, Lawrence Twp.	609-844-7087
Jim Parvesse, West Windsor Twp. Engineer	609-799-9396
Phil Caton, Lawrence Planning Consultant	609-883-8383
Greg Sandusky, Mercer County	609-989-6600
George Fallat, Mercer County	609-989-6642
Matthew Lawson, Mercer County	609-989-6545
M. Patricia Ward, West Windsor Twp.	609-799-9396
Chris Marion, West Windsor Business Administrator	609-799-2400
Joe Pica, West Windsor Chief of Police	609-799-1222
Shing-Fu Hsueh, Mayor – West Windsor Twp.	609-799-2400
Peter Lai, Parsons Brinckerhoff, Quade & Douglas (PB)	609-734-7078
Al Kotchi, Parsons Brinckerhoff, Quade & Douglas (PB)	609-734-7055
Steve Arbiz, Parsons Brinckerhoff, Quade & Douglas (PB)	609-734-7014

Subject: **Local Officials Meeting**
Feasibility Assessment (FA) for
Rte 1 SB, NPB to I-95/295, Safety Improvement
Lawrence Twp., West Windsor Twp., Mercer Co.

Discussion:
The purpose of the meeting was to discuss the status of roadway safety improvements along Route 1 SB, from Nassau Park Boulevard to the I-295 Interchange and to obtain feedback from the Local Officials of Mercer County, Lawrence Township, and West Windsor Township.

Project Description:
Lew Branin opened the meeting with introductions and then Abe Rezaeian spoke about the Route 1 SB Project. The project originated as a Tier 2 Study in 2003 to address safety concerns along the stretch of Route 1 SB, from Nassau Park Boulevard to the I-295 Interchange. As the project evolved, short-term, mid-term & long-term concepts were created at various impact levels, ranging from minor to high-level impacts. During Concept Development, two short-term solutions were identified and broken out and put into the NJDOT Pipeline: a Value Engineering Concept at the CD Road of the I-295 Interchange (which is anticipated to go to construction in Fall 2006/Spring 2007 depending on the funding availability), and the addition of an acceleration lane from the Quaker Bridge Mall Bridge to the Red Roof Inn (known as Concept 1, which is anticipated to go to construction in Spring/Summer 2008). The remaining mid-term (Concept 2) and longer-term (Concept 3) alternatives are currently in the Feasibility Assessment Phase and are the subject of the meeting.

Abe introduced Steve Arbiz as the Consultant PM, who discussed the design concepts:

Concept 2
Concept 2 is a medium-impact solution, which addresses some congestion issues that occur between Nassau Park Boulevard and the Quaker Bridge Mall loop ramp. The improvements consist of shifting the existing Route 1 SB CD barrier 12 feet to the west, in order to provide three express (through) lanes throughout the concept length, thus reducing the amount of traffic utilizing the CD road at the Quaker Bridge Mall Interchange, and improving access to and from the Mercer Mall. The southern end of the CD road would form a fourth (auxiliary) lane, which would extend into the exit ramp for the Quaker Bridge Mall Bridge, providing a lane to merge into Route 1. At the former Nassau Park intersection, the CD road barrier will be extended to the north, to eliminate any possible movements from the Nassau Park driveway to the Route 1 SB express (through) lanes, where traffic would be crossing over two lanes of live traffic.

Under Concept 2, there are ROW and utility impacts, along with a potential reduction of access points to the CD road.

Concept 3
Concept 3 is a high-impact solution that addresses some congestion issues that occur between Nassau Park Boulevard and the Quaker Bridge Mall loop ramp. The improvements consist of shifting the existing Route 1 SB CD barrier 12 feet to the west, in order to provide 3 express lanes throughout the concept length, thus reducing the amount of traffic utilizing the CD road at the Quaker Bridge Mall Interchange. In the vicinity of Mercer Mall the CD road would maintain 2 lanes of traffic, with the outer lane ending into the driveway by the Denny's restaurant. At the former Nassau Park intersection, the CD road barrier will be extended to the north, to eliminate movements from the Nassau Park driveway to the Route 1 SB express lanes, where traffic would need to cross over 2 lanes of live traffic.

In addition to the roadway improvements to Route 1 SB, Concept 3 includes the construction of an access, or local road and proposed signalized intersection, providing a connection between Mercer Mall, the properties to the south of the Quaker Bridge Mall Bridge, and Quaker Bridge Mall. An optional loop ramp at Quaker Bridge Mall could provide Route 1 NB access, which was not previously available to the properties south of the mall bridge.

Under Concept 3, there are ROW and utility impacts, along with a reduction of several access points to the CD road, and along Route 1 SB throughout the project limits.

Discussion

Removal of Nassau Park Boulevard Signal
Mercer County Officials asked if NJDOT had any improvements planned as a follow-up to the removal of the traffic signal at Nassau Park Boulevard, and if the improvements would be tied in with the Route 1 SB improvements. They commented that since the signal has been removed, there have been significant impacts on the nearby county road intersections (Quaker Bridge Road, Province Line Road).

One suggestion involved adding a signal on the CD road to meter traffic into the Quaker Bridge Road interchange and Mercer Mall access points.

Abe replied that improvements to the nearby traffic signals are currently not in the scope of the Route 1 SB improvements; however, he would discuss the issue with NJDOT officials to see what could be done as part of the Route 1 SB project, or of a separate problem statement would need to be made.

Quaker Bridge Mall (QBM) Expansion
Lawrence Township Officials commented on the QBM expansion plans, which will be reviewed in 2006 by the Township. QBM is looking to make significant development within their existing property and seeks to have the improvements constructed by 2009.

Steve Arbiz mentioned that the traffic analysis for the Route 1 SB concepts does not account for the expansion of QBM, since it is still under review and has not been approved. However, the future traffic could be included in analyses at a later date, if directed by NJDOT.

Cyanamid Re-Development
Mayor Hsueh spoke about Cyanamid, stating that it will be re-developed and a Concept Plan would be available in 2006. West Windsor Township is limiting the amount of development on that property to no more than 2% above what the property is currently approved for.

Route 1 Corridor Regional Growth
The issue of regional growth was discussed at the meeting, and there was a consensus that all towns will need to work together to maintain acceptable levels of growth and not overpopulate the Route 1 corridor with traffic. It was noted that in addition to QBM and Cyanamid, there are other new developments coming to Route 1, such as Princeton Medical Center (Plainsboro Road) by 2010, the expansion of Capital Health System in Lawrence and the Penns Neck Area project, which is undergoing an EIS.

Abe mentioned that NJDOT is leading a Regional Growth planning effort and results of that task are expected in Fall of 2006.

PIAP
NJDOT distributed a draft PIAP. The PIAP outlined the need for identifying stakeholders, the number of necessary meetings with public officials, general public and ways to keep public involved and informed. DPPD asked the towns for input, identifying public groups, businesses, minorities and etc. Towns could provide input to NJDOT-OCR (Office of Community Relations) at anytime during FA study phase.

Summary
Steve Arbiz mentioned that PB would be studying the data from the traffic and accident analyses and see what enhancements can be done to the Concept 2 and 3 schemes, with the intention to meet with the local officials again in February 2006 to discuss.

Abe reiterated that NJDOT would take a closer look at the removal of the Nassau Park Blvd. signal and consider if any improvements could be provided within the Route 1 SB Project.

Action Items
PB is to send copies of schemes to the municipal offices and Mercer County.

Meeting adjourned at 11:30 AM.

Minutes prepared by S. Arbiz - Parsons Brinckerhoff.

These minutes of meeting are issued for review by all attendees. The preparers of these minutes believe them to be an accurate record of the meeting. Please provide any comments or corrections to the preparers within five working days of receipt. If required, comments and corrections will be incorporated for distribution of final minutes to all parties.

Cc: Attendees
File 20161X2-3.0 Minutes

New Jersey Department of Transportation

Officials Meeting

Project: Rt. 1 SB

Municipality/County: W. Windsor, Lawrence, Mercer County

Date: 12/13/05 Place: W. Windsor Municipal Bldg

Name	Title/Representing	Phone/Fax No.	E-Mail Address
Steven Arbiz	Parsons Brinckerhoff	609 734 7014	arbiz@pbworld.com
Alfred W. Kotchi, Jr.	Parsons Brinckerhoff	609 734-7055	kotchi@pbworld.com
PETER LAI	PARSONS BRINCKERHOFF	609-734-7078	Laip@pbworld.com
LEW BRANIN	NJDOT. - OCR	609-530-4555	LEWIS.BRANIN@DOT.STATE.NJ.US.
Rich Krawczun	Lawrence Twp	609 844-7005	RKrawczun@lawrencetwp.com
Chas Budzinski	Lawrence Twp	609 844 7057	cbudzinski@lawrencetwp.com.
Jim Parvesse	Twp Engr. / LWWT	609 799 9396	JParvesse@westwindsornj.com.
PHIL CATON	CCH - Lawr Plg Consultant	609 883 8383	pcaton@cchnj.com
ABE REZAEIAN	NJ DOT - DPPD	609-530-2553	abe.rezaeian@dot.state.nj.us
GREG SANDUSKY	MERCER COUNTY	609-989-6600	gsandusky@mercercounty.org
George Fallat	Mercer County	609-989-6612	gfallat@mercercounty.org
Matthew Lawson		609-989-6545	mlawson@mercercounty.org
M. PATRICIA WARD	WWT	609-799-9396	PWARD@WESTWINDSORTWP.COM

NJDOT DIVISION OF PROJECT PLANNING AND DEVELOPMENT
STATEWIDE TASK ORDER SCOPING AGREEMENT (#2002PM18)

FEASIBILITY ASSESSMENT FOR ROUTE 1 SOUTHBOUND FROM NASSAU PARK BOULEVARD TO I-295 INTERCHANGE

MEETING MINUTES

Date: January 19, 2006, 9:30 AM

Location: NJDOT E&O Building, 7th Floor Conference Room

Attendees:

Abe Rezaeian, NJDOT-DPPD	609-530-2503
Tom Carbone, NJDOT-DPPD	609-530-2728
Lewis Branin, NJDOT-Office of Community Relations	609-530-4555
Greg Sandusky, Mercer County	609-989-6600
George Fallat, Mercer County	609-989-6642
Al Kotchi, Parsons Brinckerhoff, Quade & Douglas (PB)	609-734-7055
Steve Arbiz, Parsons Brinckerhoff, Quade & Douglas (PB)	609-734-7014

Subject: **Mercer County Coordination Meeting**
Feasibility Assessment (FA) for Rte 1 SB, NPB to I-95/295, Safety Improvement
Lawrence Twp., West Windsor Twp., Mercer Co.

Discussion:
Lewis Branin opened the meeting with introductions and stated the purpose of the meeting, which was to discuss some of the traffic-related issues and concerns with removing the Nassau Park Signal and its impact on Quaker Bridge Road and Province Line Road, as presented by Mercer County at the 12/13/05 Local Officials Meeting. For clarity purpose, Abe explained that the current project originated from the 2003 FHWA/NJDOT safety Impact Study (from Franklin Corner Rd to South Brunswick in Mercer County—M.p. 5.0 to 15.0) where it was identified as a safety problem.

Coordination with Route 1 NB Project Resident Engineer
Abe Rezaeian mentioned that since the Local Officials Meeting, he had coordinated with Charles Bassano (Resident Engineer for the Route 1 NB Project) to discuss what was done under the Route 1 NB Project. At that meeting, the following was stated:

> The primary focus of the project was to alleviate safety problems along Route 1 NB by eliminating the signal at Nassau Park Blvd., which was a temporary signal originally designated to be removed when the Quaker Bridge Road Interchange was constructed. The traffic studies performed were to analyze movements through the interchange as a result of the signal removal.
>
> During construction, as extra items of work, NJDOT worked with Mercer County to improve the signals at the entrance to Mercer Mall and Nassau Park. NJDOT adjusted the traffic signal/timing to allow more green time for traffic entering the Shop-Rite entrance of Mercer Mall on Province Line Road. At the entrance to Nassau Park Boulevard (NPB) from Province Line Road, NJDOT added a right-turn lane, lengthened the left turn slot on Nassau Park Blvd. exiting onto Province Line Road, and made adjustments to the traffic signal/timing.

Abe said that at the meeting, Charles Bassano and design consultant Parsons Brinckerhoff (PB) discussed ideas that may help alleviate some of the traffic problems. Tom Carbone added that

any enhancements to the Route 1 SB Safety Improvements would need to be reviewed by the NJDOT Capital Programming Committee for review and for approval of funding, before they could officially be included with the concepts.

Traffic Concerns with removal of Nassau Park Boulevard Signal

Abe asked if the Mercer County Engineers could restate their concerns from the removal of the traffic signal at Nassau Park Boulevard (NPB). George Fallat mentioned that there is more traffic on Province Line Road as a result of more development and also new traffic patterns resulting from the elimination of the NPB signal. The two signals along Province Line Road have been re-timed to maximize their effectiveness; however, backups still occur from left-turning traffic going into Mercer Mall (by ShopRite), which also impacts the through lanes. Backups have all the way through the Quaker Bridge Road interchange with Route 1. He added that movement through the interchange on the SB side is more difficult since there are no longer breaks in traffic that came with the NPB signal.

Potential Improvements on Province Line Road

The group discussed some potential improvements, involving coordinating timing between signals along Province Line Road with the first signal inside Nassau Park, extending the left-turning lane for Mercer Mall / Shop Rite, and the possibility of a jughandle for Mercer Mall from the ramp from Route 1 SB to Province Line Road (in the vicinity behind Home Depot). The County felt that of the suggestions made, extending the left turn lane would produce the most improvement; however, the distance must be limited so that it does not negatively impact the weave of traffic on the Quaker Bridge Road Bridge over Route 1. The County felt that there would be limited gains from combining the traffic signals with the NPB signal, since it would not particularly alleviate traffic problems on Province Line Road. Regarding the jughandle, the County mentioned that with the signal already maximized, it may be difficult to provide timing for additional movements at the intersection.

The County mentioned that if NJDOT could provide them with updated traffic counts, they would take another look at the signal timing to see if anything could be improved. They also offered to help provide the current timing in the field if necessary (as there are no available plans that have the current timing shown).

Split-Grade Interchange at Nassau Park Boulevard

The County asked if NJDOT had considered adding a split-grade interchange in the vicinity Nassau Park Boulevard, where the signal had been removed. Abe replied that a split-grade interchange was out of the scope of the access-related safety improvements of the current project. Abe discussed how the Route 1 SB project originated from its project need, based on accidents occurring along the CD Road in front of Mercer Mall and by the Quaker Bridge Mall overpass and Amoco Gas Station. NJDOT and FHWA had put together a Safety Team that reviewed the area and recommended that a reduction of access points was necessary. The schemes that have been presented are all focused on ways to improve access safety.

Tom Carbone mentioned improvements such as a split-grade interchange for major developments (such as Nassau Park & Cyanamid) are typically privately funded.

Action Items

NJDOT DPPD will investigate the possibility of adding an extended left turn lane to ShopRite and combining signal coordination between the signals on Province Line Boulevard with the signal in Nassau Park, as part of the Conceptual Schemes currently in Feasibility Assessment. NJDOT will provide traffic data to the County for their use in reviewing the signal timing at Province Line Road.

Meeting adjourned at 11:00 AM.

Minutes prepared by S. Arbiz - Parsons Brinckerhoff.

These minutes of meeting are issued for review by all attendees. The preparers of these minutes believe them to be an accurate record of the meeting. Please provide any comments or corrections to the preparers within five working days of receipt. If required, comments and corrections will be incorporated for distribution of final minutes to all parties.

Cc: Attendees
File 20161X2-3.0 Minutes

NJDOT DIVISION OF PROJECT PLANNING AND DEVELOPMENT
STATEWIDE TASK ORDER SCOPING AGREEMENT (#2006PPD553A)

FEASIBILITY ASSESSMENT FOR ROUTE 1 SOUTHBOUND FROM NASSAU PARK BOULEVARD TO I-295 INTERCHANGE

MEETING MINUTES

Date: September 11, 2006, 10:00 AM

Location: Lawrence Township Police Building

Attendees:

Tom Carbone, NJDOT-DPPD	609-530-2728
Abe Rezaeian, NJDOT-DPPD	609-530-2503
Lewis Branin, NJDOT-Office of Community Relations	609-530-4555
Michael Powers, Mayor - Lawrence Twp.	609-951-6653
Rich Krawczyn, Municipal Mgr. - Lawrence Twp.	609-844-7005
Chris Budzinski, Lawrence Twp.	609-844-7087
Phil Caton, Lawrence Planning Consultant	609-883-8383
George Fallat, Mercer County	609-989-6642
Matthew Lawson, Mercer County	609-989-6545
Patricia Ward, Commun. Development - West Windsor Twp.	609-799-9396
Tom Clark, NJ Transit	973-491-8080
James Schwarzwalder, NJ Transit	973-491-7809
Peter Lai, Parsons Brinckerhoff, Quade & Douglas (PB)	609-734-7078
Peter Kremer, Parsons Brinckerhoff, Quade & Douglas (PB)	609-734-7039
Al Kotchi, Parsons Brinckerhoff, Quade & Douglas (PB)	609-734-7055
Steve Arbiz, Parsons Brinckerhoff, Quade & Douglas (PB)	609-734-7014

Subject: **Local Officials Meeting**
Feasibility Assessment (FA) for
Rte 1 SB, NPB to I-95/295, Safety Improvement
Lawrence Twp., West Windsor Twp., Mercer Co.

Purpose:
The purpose of the meeting was to discuss the status of roadway safety improvements along Route 1 SB, from Nassau Park Boulevard to the I-295 Interchange and to obtain feedback on some variations of the medium-impact concept from the Local Officials of Mercer County, Lawrence Township, West Windsor Township, and NJ Transit.

Project Overview:
Lew Branin opened the meeting with introductions. Tom Carbone mentioned that the project is in the Feasibility Assessment planning phase and that the displays presented are still in the conceptual form. Concepts are being presented to gain feedback from the county and township officials.

Background Information:
Abe Rezaeian spoke about the Route 1 SB Project. The project is a safety improvement identified by the FHWA/NJDOT joint Safety Impact Study effort. NJDOT originated a Tier 2 Screening in 2003 to address safety concerns along the stretch of Route 1 SB, from Nassau Park Boulevard to the I-295 Interchange. As the project evolved, short-term, mid-term & long-term concepts were created at various impact levels, ranging from minor to high-level impacts.

During Concept Development, two short-term solutions were identified and broken out and put

into the NJDOT Pipeline: a Value Engineering Concept at the CD Road of the I-295 Interchange (which is anticipated to go to construction in Fall 2006/Spring 2007, depending on funding availability), and the addition of an acceleration lane from the Quaker Bridge Mall Overpass to the Red Roof Inn (known as Concept 1, which is about to enter the design phase and anticipating construction in Summer 2009). Abe added in continuation of this effort, NJDOT is primarily aiming to advance a low level impact solution from north of QBM ramp to NPB to address safety in the Mercer Mall area and then work out a high impact (long–term) solution as part of this project.

Conceptual Solutions:
Abe introduced Steve Arbiz as the Consultant PM, who discussed some schemes related to the medium impact design concept:

Steve spoke about the goal of the FHWA Safety Team review (reduce the number of access points along Route 1 SB to improve safety) and referred to a sketch of the Crash Summary in the vicinity of Mercer Mall, before and after removal of the signal at Nassau Park Boulevard. While the data indicate no individual driveways with a significant number of crashes, there is a high overall number of crashes between Quaker Bridge Road and the Quaker Bridge Road Overpass (near BP/Amoco Gas Station). Through input from both FHWA and NJDOT, it was concluded that the number of access points must be reduced to reduce the number of potential accident locations. With that in mind, Concepts 2B and 2C were developed for review and input from the local officials. A comparative matrix of the concepts was handed out to the attendees (see attached).

Both Concepts 2B and 2C consist of shifting the existing Route 1 SB CD barrier 12 feet to the west, in order to provide three express (through) lanes throughout the concept length, thus reducing the amount of traffic utilizing the CD road at the Quaker Bridge Mall Interchange, and improving access to and from the Mercer Mall.

At the former Nassau Park intersection, the CD road barrier will be extended to the north, to eliminate any possible movements from the Nassau Park driveway to the Route 1 SB express (through) lanes, where traffic would be crossing over two lanes of live traffic.

Medium Impact (Concept 2B)
In Concept 2B, the two current main driveways of the Mercer Mall will be maintained, the CD road would consist of two lanes across the frontage of Mercer Mall, with the left lane destined for Route 1 SB, and the right lane serving as an access/egress lane for the mall and businesses. The right lane of the CD road would terminate as the southern entrance to Mercer Mall. The southern end of the CD road would form a fourth (auxiliary) lane, which would extend into the exit ramp for the Quaker Bridge Mall Bridge, providing a lane to merge into Route 1 SB.

Concept 2B eliminates the CD Road driveways of Denny's, Olive Garden, and Champps, but as mentioned above, it maintains the two main Mercer Mall driveways, which the other properties can utilize. This significantly improves safety along the CD Road.

Medium Impact (Concept 2C)
In Concept 2C, the current northerly main driveway will be relocated further south. The CD road would consist of two lanes across the frontage of Mercer Mall, with the left lane destined for Route 1 SB, and the right lane serving as an access/egress lane for the mall and businesses. This concept eliminates the CD Road driveways of Denny's, Olive Garden, and Champps, and relocates the physical location of the Mercer driveways to a single location in the vicinity of the parking lot of the Olive Garden restaurant. As mentioned above, the northerly main driveway will be relocated further south and would be placed in a location that is nearly equally distant from the on-ramp from Province Line Road and the merge area with Route 1 SB.

The main benefits of this concept would be an improved weave area along the CD Road (where

traffic is entering from Province Line Road ramp), and a reduction of access locations, thus minimizing potential conflict points.

Comparison of Alternatives
Reference was made to the Comparison of Alternatives Matrix. For the year 2011, both schemes provide similar traffic volumes and improved safety and level-of-service along the CD Road.

Concept 2C has a slightly improved travel time, from the CD Road to the I-95/I-295 Interchange, and also results in additional impact to parking spaces throughout the Mercer Mall area. However, the impacts on the Olive Garden Restaurant property and the loss of a main driveway at Mercer Mall under Concept 2C are significant impacts to the property owners.

During discussion, PB and NJDOT explained that support from the local officials would be an important element in implementing Concept 2C, based on the property impacts.

Questions/Comments:
County representatives suggested modifying Concept 2C to utilize the current southern main driveway of Mercer Mall as the single entrance, as it would line up better with a main circulation road of the mall, and would avoid severe impacts at the Olive Garden Restaurant property. PB mentioned that there was some concern about the potential safety impacts of providing a single main entrance close to the merge with Route 1 SB, as well as possible significant impacts to the Denny's restaurant.

County representatives asked what measure Concept 2B consider improving the weaving lane safety between the Province Line Road exit Ramp to Route 1 SB & Mercer Mall 1st main driveway entrance? PB answered that the stop condition at the Province Line Road exit Ramp to Rte 1 SB would be maintained.

County representatives asked why two auxiliary lanes for Concept 2C does not continue through from the new mall entrance to south? PB answered that in addition to significant ROW impacts, it is less difficult for Mercer Mall exiting traffic to enter a single lane CD Road compared with a two-lane section that would be tapering to a single lane (4th Route 1 SB lane that becomes and exit-only lane for the ramp to Quaker Bridge Mall).

NJ Transit suggested an ITS system, where either shoppers in the mall or vehicles in the parking lot are provided with info on delays at the main driveways of Mercer Mall.

A suggestion was made that queuing distances are provided at driveways for future meetings with business owners.

Quaker Bridge Mall Expansion:
PB and NJDOT mentioned that additional traffic from future development in the area further increases the need to improve safety along Route 1 SB and minimize the number of potential conflict points.

NJDOT inquired about the status of the Quaker Bridge Mall (QBM) expansion. Lawrence Township Officials commented that a waiver request from zoning requirements is currently under review by the Township.

NJDOT asked about measures being taken by the Township to encourage QBM's participation in remedies to any traffic impacts from the expansion. The Township said that based on QBM's report, only minor revisions to the intersection of Quaker Bridge Road and Clarksville Road are being recommended to be supported by QBM.

PB provided a sketch of anticipated additional traffic volumes as a result of the mall expansion, based on early data provided from QBM's traffic study. Mercer County recommended that

NJDOT and Lawrence Township meet to discuss this matter and further evaluate potential impacts on a local, county, and state level.

Summary / Next Steps
Attendees supported both concepts in theory as being the most feasible concepts to accommodate safety improvements, but there were concerns about impacts to businesses in Concept 2C and the location of where a single main driveway would be provided.

Lawrence Township requested copies of Concepts 2B and 2C, so that they can be assessed by the Planning Board. Based on comments received from the Township **expected in two weeks**, NJDOT will plan a meeting with the business owners to review the schemes and look to move one of the concepts into the Design Phase.

Lawrence Township will provide PB with a copy of a Site Plan that proposes to realign the current mall southerly main driveway with proposed parking reconfiguration on a the Shopping Center portion of Mercer Mall, which will aid in assessing the driveway movements in relation to the proposed concepts.

Meeting adjourned at 12:30 PM.

Minutes prepared by S. Arbiz - Parsons Brinckerhoff.

These minutes of meeting are issued for review by all attendees. The preparers of these minutes believe them to be an accurate record of the meeting. Please provide any comments or corrections to the preparers within five working days of receipt. If required, comments and corrections will be incorporated for distribution of final minutes to all parties.

Cc: Attendees
File 52040-7 – 3.0 Minutes

NJDOT DIVISION OF PROJECT PLANNING AND DEVELOPMENT
STATEWIDE TASK ORDER SCOPING AGREEMENT (#2006PPD553A)

FEASIBILITY ASSESSMENT FOR ROUTE 1 SOUTHBOUND FROM NASSAU PARK BOULEVARD TO I-295 INTERCHANGE

MEETING MINUTES

Date: December 11, 2006, 2:00 PM

Location: Lawrence Township Administration Building

Attendees:

Tom Carbone, NJDOT-DPPD	609-530-2728
Abe Rezaeian, NJDOT-DPPD	609-530-2503
Lewis Branin, NJDOT-Office of Community Relations	609-530-4555
Rich Krawczyn, Municipal Mgr. - Lawrence Twp.	609-844-7005
Chris Budzinski, Lawrence Twp.	609-844-7087
Steve Arbiz, Parsons Brinckerhoff, Quade & Douglas (PB)	609-734-7014

Subject: **Coordination Meeting**
Feasibility Assessment (FA) for
Rte 1 SB, NPB to I-95/295, Safety Improvement
Lawrence Twp., West Windsor Twp., Mercer Co.

Purpose:
The purpose of the meeting was to obtain feedback from Lawrence Township on some variations of the medium-impact concept for the Feasibility Assessment of safety improvements along Route 1 SB, from Nassau Park Boulevard to the I-295 Interchange.

Project Overview:
Lew Branin opened the meeting. Rich Krawczyn mentioned that Lawrence Township also requested the meeting in order to clarify the specific elements of the conceptual schemes presented to the Local Officials on September 11, 2006, discuss any updates since the meeting, and determine what input was needed from the Twp.

Conceptual Solutions:
Abe Rezaeian and Steve Arbiz spoke about the main elements of the two medium impact schemes that are being considered. Both concepts provide for a third express lane, a 2-foot wide sloping curb divider that extends north of the Nassau Park Boulevard entrance, 2 CD Road Lanes with a third auxiliary lane at the Quaker Bridge Road Interchange, and a fourth lane (auxiliary lane) that carries the CD Road traffic to the Quaker Bridge Mall entrance ramp (as an "exit-only" condition).

The differences between the two concepts are as follows:

<u>Medium Impact (Concept 2B)</u>
In Concept 2B, the two current main driveways of the Mercer Mall will be maintained and the CD road would consist of two lanes across the frontage of Mercer Mall, with the left lane destined for Route 1 SB, and the right lane serving as an access/egress lane for the mall and businesses. The right lane of the CD road would terminate as the southern entrance to Mercer Mall. The southern end of the CD road would form a fourth (auxiliary) lane, which would extend into the exit ramp for the Quaker Bridge Mall Bridge, providing a lane to merge into Route 1 SB.

Concept 2B eliminates the CD Road driveways of Denny's, Olive Garden, and Champps, but as mentioned above, it maintains the two main Mercer Mall driveways, which the other properties can utilize.

Also, as per discussion during the 9/11/06 meeting, some additional driveway modifications are proposed, consisting of eliminating the exit driveway at New York Golf and Patio World, and adding a connection from the back of Patio World to the back of New York Golf. Both properties would utilize the southern Mercer Mall driveway to access Route 1 SB. Steve mentioned that these modifications were added due to potential safety concerns of vehicles entering Route 1 SB at a close vicinity to the entrance ramp to Quaker Bridge Mall, and that utilizing the Mercer Mall south driveway would provide approximately 700 feet distance to merge onto Route 1 SB.

Medium Impact (Concept 2C)
In Concept 2C, the current northerly main driveway will be relocated further south serving as the only main driveway between two interchanges. The CD road would consist of two lanes across the frontage of Mercer Mall, with the left lane destined for Route 1 SB, and the right lane serving as an access/egress lane for the mall and businesses. This concept eliminates the CD Road driveways of Denny's, Olive Garden, and Champps, and relocates the physical location of the Mercer driveways to a single location in the vicinity of the parking lot of the Olive Garden restaurant.

The additional driveway modifications for Patio World and New York Golf (mentioned for Concept 2B) also would apply for this scheme.

Steve mentioned that Concept 2C was developed (based on discussions with the NJDOT Core Group Team) to provide a single main driveway that would be placed in a location that is nearly equally distant from the on-ramp from Province Line Road and the merge area with Route 1 SB, providing the largest amount of weave area north and south of the driveway.

Lawrence Township Comments
NJDOT asked that Lawrence Township comment on the two concepts, provide feedback, and make a suggestion on which scheme (or schemes) should be presented to the local business directly impacted by the project.

Lawrence Township stated Concept 2B was preferred, with the exception that the driveway impacts at Olive Garden appeared too severe. The impacts of Concept 2C appeared to be too severe to both Mercer Mall and the properties at the Olive Garden.

During discussion, Steve mentioned that the driveway at Olive Garden was recommended to be closed in order to provide the highest level of safety at a proposed weaving area. Lawrence Township suggested that NJDOT consider maintaining the entrance driveway, as there are several properties adjacent to the Olive Garden, and providing downstream signing (to re-direct traffic back to the site) would not be effective. NJDOT said that it would take the suggestion under consideration based upon the impacts.

Based upon the discussion, it was agreed among the attendees that the Design Team would only move forward with Concept 2B. Lawrence Twp. asked if the Concept name could be simplified to "Concept 2". NJDOT commented that 2B is a distinct concept among concepts considered, but would look for ways to simplify for presentation to the business owners.

Summary / Next Steps
NJDOT mentioned that a meeting should be held with the business owners (as a workshop), and prior to that, another Local Officials meeting should be held as a Pre-Workshop meeting, so that all stakeholders (Mercer County, Lawrence Twp., West Windsor Twp., and NJ Transit) are brought up to date.

Lawrence Twp. requested that the displays be updated to show the future improvements at the I-295/I-95 interchange and Concept 1 projects in a different way, so that the projects appear independent of one another. In addition, some modifications to the graphics were recommended at the driveways so that they do not look like part of the project.

Steve provided a copy of the updated Concepts 2B and 2C (in the vicinity of the Mercer Mall frontage) to Lawrence Twp.

NJDOT-OCR will reach out to the agencies to schedule the upcoming pre-workshop meeting for late January.

NJDOT mentioned that after getting feedback from the Workshop, NJDOT will look to move Concept 2B into the Design Phase. Also, depending on NJDOT's future funding outlook, NJDOT would like to meet again with the Local Officials to discuss the feasibility of Concept 3, which is the high cost/high impact scheme (due to ROW and environmental impacts involved).

Meeting adjourned at 3:00 PM.

Minutes prepared by S. Arbiz - Parsons Brinckerhoff.

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Cc: Attendees
File 52040-7 – 3.0 Minutes

NJDOT DIVISION OF PROJECT PLANNING AND DEVELOPMENT
STATEWIDE TASK ORDER SCOPING AGREEMENT (#2006PPD553A)

FEASIBILITY ASSESSMENT FOR ROUTE 1 SOUTHBOUND FROM NASSAU PARK BOULEVARD TO I-295 INTERCHANGE

MEETING MINUTES

Date: January 30, 2007, 10:00 AM

Location: Lawrence Township Police Building

Attendees:

Tom Carbone, NJDOT-DPPD	609-530-2728
Abe Rezaeian, NJDOT-DPPD	609-530-2503
Lewis Branin, NJDOT-Office of Community Relations	609-530-4555
Rich Krawczyn, Municipal Mgr. - Lawrence Twp.	609-844-7005
Chris Budzinski, Lawrence Twp.	609-844-7087
Jim Kochenour – Arora & Associates, PC	609-844-1111
George Fallat, Mercer County	609-989-6642
Patricia Ward, Commun. Development - West Windsor Twp.	609-799-9396
Joe Pica – West Windsor Twp.	609-799-1222
Jim Parvesse – West Windsor Twp.	609-799-9396
Tom Clark, NJ Transit	973-491-8080
James Schwarzwalder, NJ Transit	973-491-7809
Jim Wilno, NJ Transit	856-968-3827
Steve Arbiz, PB Americas, Inc. (PB)	609-734-7014

Subject: Local Officials Meeting / Pre-Workshop Meeting
Feasibility Assessment (FA) for
Rte 1 SB, NPB to I-95/295, Safety Improvement
Lawrence Twp., West Windsor Twp., Mercer Co.

Purpose:
The purpose of the meeting was to discuss the status of roadway safety improvements along Route 1 SB, from Nassau Park Boulevard to the I-295 Interchange with the Local Officials of Mercer County, Lawrence Township, West Windsor Township, and NJ Transit, in advance of an upcoming Business Owners Workshop Meeting.

Project Overview:
Lew Branin opened the meeting with introductions. Tom Carbone mentioned that the project is in the Feasibility Assessment planning phase and that the displays presented are still in the conceptual form. Concepts are being presented to gain feedback from the county and township officials.

Conceptual Solutions:
Abe Rezaeian mentioned that since the last Local Officials Meeting in September 2006, the medium impact concept has been refined and NJDOT is preparing to present the scheme to the affected business owners in an upcoming workshop meeting. This meeting was called to bring the County, Twps., and NJ Transit up to date with what will be presented.

Abe Rezaeian and Steve Arbiz spoke about the main elements of the medium impact Concept 2B, which provides for a third express lane, a 2-foot wide sloping curb divider that extends north of the Nassau Park Boulevard entrance, 2 CD Road Lanes with a third auxiliary lane at the Quaker Bridge Road Interchange, and a fourth lane (auxiliary lane) that carries the CD Road

traffic to the Quaker Bridge Mall entrance ramp (as an "exit-only" condition).

In Concept 2B, the two current main driveways of the Mercer Mall will be maintained and the CD road would consist of two lanes across the frontage of Mercer Mall, with the left lane destined for Route 1 SB, and the right lane serving as an access/egress lane for the mall and businesses. The right lane of the CD road would terminate as the southern entrance to Mercer Mall. The southern end of the CD road would form a fourth (auxiliary) lane, which would extend into the exit ramp for the Quaker Bridge Mall Bridge, providing a lane to merge into Route 1 SB.

Concept 2B eliminates the following driveways:

- Exit driveway at Patio World
- Exit driveway at NY Golf
- Driveway at Denny's
- Exit driveway at Olive Garden
- Exit driveway at future Houlighan's Restaurant

Concept 2B proposes a connection from the back of Patio World to the back of New York Golf. Both properties would utilize the southern Mercer Mall driveway to access Route 1 SB. The access modifications at Patio World and NY Golf were added due to potential safety concerns of vehicles entering Route 1 SB at a close vicinity to the entrance ramp to Quaker Bridge Mall, and that utilizing the Mercer Mall south driveway would provide approximately 700 feet distance to merge onto Route 1 SB.

Comments

NJ Transit asked if any considerations have been made for reducing the speed limit through the project area, in an attempt to improve safety. NJDOT had replied that no discussion has taken place; however, the suggestion would be taken under consideration.

George Fallat asked if the grading of the ramps at the Quaker Bridge Road interchange had been taken into account. Steve Arbiz replied that a grading analysis has not been done, but that it is anticipated that grading could extend halfway up the loop ramps to tie-in.

Jim Kochenour mentioned that signing would be an important element of the design scheme. NJDOT added that some preliminary signing should be included with the displays at the Workshop Meeting.

NJ Transit commented on the bus stops in the project area and the difficult path that the northbound buses take, since the closure of the Nassau Park intersection at Route 1. NJ Transit mentioned that there are 2 bus stops in Nassau Park and 2 in Mercer Mall (at DSW Shoes and at ShopRite). NJDOT requested that bus stops be added to the displays for the Workshop Meeting.

Additional discussion took place regarding the NJ Transit bus movements. NJDOT asked if a mall shuttle was ever considered between Nassau Park, Mercer Mall, and Quaker Bridge Mall. NJ Transit replied that the area is currently not conducive for having a shuttle bus since the round trip would take too long.

George Fallat asked if any consideration was made for eliminating the northern entrance movement into Mercer Mall, since it conflicts with the ramp from Province Line Road to the CD Road. Steve Arbiz replied that this was shown during the Tier 2 phase and received strong opposition from Mercer Mall, as the mall considers the northern entrance as their marquee entrance.

Jim Kochenour asked about a potential time frame for design and construction of Concept 2B. NJDOT replied that the completion of the Feasibility Assessment phase is scheduled for the summer of 2007, and that the PD/FD phases could take up to 3 years. Thus, it's anticipated that the project could go to construction as early as 2010, pending available funding.

Summary / Next Steps
NJDOT mentioned that a Workshop Meeting should be held with the business owners to be held in late March 2007 (tentative date).

Addresses of the business owners to be invited will be coordinated by Steve Arbiz with Lawrence and West Windsor Twps.

PB is to update the project displays to include a preliminary signing scheme and NJ Transit bus stops.

Meeting adjourned at 12:00 PM.

Minutes prepared by S. Arbiz - PB.

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Cc: Attendees
File 52040-7 – 3.0 Minutes

NJDOT ATTENDANCE RECORD
PLEASE PRINT
OFFICIALS BRIEFING

PROJECT: Route 1 SB - Nassau Park Blvd to I-295 **DATE:** 1/30/07 10:00 AM
MEETING LOCATION: Lawrence Twp Police Bldg

Name	Phone Number	Mailing Address/Affiliation	Email Address
1. JIM WILNO	856 968-3827	NJ TRANSIT 350 NEWTON AVE, CAMDEN, NJ	JWILNO@NJTRANSIT.COM
2. Steven Arbiz	609 734-7014	PB Americas, Inc. 506 carnegie ctr. Princeton NJ 08540	arbiz@pbworld.com
3. Jim Kochenour	609-844-1111	Arora and Associates PC 3120 Princeton Pike, Bldg 1 Ste 1 Lawrenceville, NJ 08648	jkochenour@arorapc.com
4. Lew Branin	609-530-4555	NJDOT Office of Community Relations	Lewis.Branin@dot.state.nj.us
5. Tom Clark	973 891-8080	NJ Transit.	
6. George Fallat	609 989-6642	640 South Broad St Mercer County Trenton NJ 08650	gfallat@mercercounty.org
7. ABE REZAEIAN	609-530-2503	NJDOT-DPI'D	abe.rezaeian@dot.state.NJ.us
8. TOM CARBONE	609-530-2728	" "	thomas.carbone@dot.state.nj.us
9. Jill Ward	609-799-9396	WEST WINDSOR TOWNSHIP	JWARD@WESTWINDSORTWP.COM
10. JOE Pica	609 799-1222	West Windsor P.D	Pica@westwindsorpolice.com
11. Jim Parvesse	609 799 9390	Engineer WWT	JParvess@westwindsortwp.com
12. Chris Budzinski	609 844 7081	Lawrence Twp	c.budzinski@lawrencetwp-com.

NJDOT ATTENDANCE RECORD
PLEASE PRINT
OFFICIALS BRIEFING

PROJECT: Route 1 SB - Nassau Park Blvd to I-295 DATE: 1/30/07 10:00 AM

MEETING LOCATION: Lawrence Twp Police Bldg.

Name	Phone Number	Mailing Address/Affiliation	Email Address
1. Rich KRAWCZUN	609-844-7005	Lawrence Twp	RKRAWCZUN@lawrencetwp.com
2.			
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NJDOT DIVISION OF PROJECT PLANNING AND DEVELOPMENT
STATEWIDE TASK ORDER SCOPING AGREEMENT (#2006PPD553A)

MEETING MINUTES

Date: November 27, 2007 10:00 AM

Location: Lawrence Township Building – Lower Level Conference Room

Attendees:

NJDOT	
Tom Carbone, NJDOT - DPPD	609-530-2728
Abe Rezaeian, NJDOT - DPPD	609-530-2503
Lewis Branin, NJDOT - Office of Community Relations	609-530-4555
Manolo Capili, NJDOT – Access Design	609-530-5524
Lawrence Township	
Rich Krawczun, Municipal Mgr. - Lawrence Twp.	609-844-7005
Pam Mount, Councilwoman - Lawrence Twp.	phmount@comcast.net
Daniel Posluszny, Lawrence Twp. Police	dposlusny@lawrencetwp.com
Greg Whitehead, Lawrence Twp.	gwhitehead@lawrencetwp.com
Brenda Kraemer, Lawrence Twp.	bkraemer@lawrencetwp.com
West Windsor Township	
Brian Aronson, West Windsor Twp.	baronson@westwindsortwp.com
PB Americas, Inc. (PB)	
Peter Kremer, PB	609-734-7039
Al Kotchi, PB	609-734-7055
Steve Arbiz, PB	609-734-7014
Business Representatives	
Herb White, Midas Auto Service	hwmidas4@aol.com
Jae W. Lee, NY Golf Center	jael@nygolfcenter.com
Dave Iemolo, Federal Realty Investment Trust (Mercer Mall)	610-896-5870
Lynda Benedetto, Quaker Bridge Mall	lbenedetto@kravcosimon.com
Jon Epstein, Quaker Bridge Mall	jonathan.epstein@dbr.com
Donald Arons, Patio World	dwa623@aol.com
Bruce Herring, Makefield LP	herring13@aol.com
Drew K. Kapur, Attorney for Makefield LP	dkkapur@duanemorris.com

Subject: **Stakeholders Meeting**
Feasibility Assessment for Route 1 Southbound Safety Improvements
From Nassau Park Boulevard to I-95/295 Interchange
Lawrence Township, West Windsor Township, Mercer County

Purpose of Meeting

The purpose of the meeting was to discuss the status of roadway safety improvements along Route 1 Southbound, from Nassau Park Boulevard to the I-295 Interchange, with the Local Officials of Mercer County, Lawrence Township, West Windsor Township, and the Lawrence Township business owners in the vicinity of the project. This meeting focused on a "mid range" safety improvement solution from the Quaker Bridge Mall Overpass Ramp to Nassau Park Boulevard (NPB). Mercer Mall's representative attended the meeting, as well as tenants representing the directly affected businesses: Houlihan's, Olive Garden, Tweeter / New York Golf, and Patio World; however, no representative from Denny's was present. NJDOT plans additional effort to follow up with Denny's for comments through mail.

Introduction
Rich Krawczun of Lawrence Township opened the meeting, stating that NJDOT and the Lawrence Township Officials have worked together to refine the proposed safety improvements along Route 1 SB, as part of an ongoing scoping process, and that input/feedback is needed from the business owners for the safety improvements labeled "Concept 2B." Rich mentioned that representatives from NJDOT and their Consultant would discuss the improvements in detail.

Lew Branin of NJDOT Community Relations introduced the Project Team, distributed a project handout, and requested that any comments be directed to him. Tom Carbone (NJDOT Project Manager) mentioned that the project is currently in the Feasibility Assessment stage, where conceptual schemes are analyzed and input is taken from the Project Stakeholders in order to move the project into the design phase. Tom mentioned that with Stakeholder support, the project could soon move into the design phase, where it would then take approximately 2-3 years to the point where construction could begin (provided funding is available at that time).

Background Information
Abe Rezaeian (NJDOT Lead Engineer) referred to an Existing Conditions Map, showed the limits of the project, noted that there is a barrier dividing the southbound lanes to two 2 express lanes & 2 collector / distributor (CD) lanes along NPB & Mercer Mall frontage, and stated that there are several traffic congestion and safety issues along Route 1 Southbound in the project area, as identified by a joint Safety Impact Study performed by the Federal Highway Administration (FHWA) and NJDOT, consisting of:

- Weaving of traffic along Route 1 Southbound, approaching the split between the Route 1 express lanes and the Collector-Distributor (CD) road lanes, just north of the Quaker Bridge Road interchange.
- The location of the CD barrier that exists between the Route 1 Southbound Mainline and the CD road is a concern.
- The queuing of traffic and number of accidents along the Route 1 Southbound CD road as a result of traffic entering and exiting the driveways of Mercer Mall and the retail establishments along this stretch of Route 1 Southbound.

Abe referred to a Crash Diagram Display, showing crashes in the vicinity of the Mercer Mall frontage. While no single driveway appears to be a safety hazard, it appears that accidents are taking place due to the amount of access locations and merging of CD road traffic with Route 1 SB. It is a goal of the project to improve safety by decreasing the number of access points.

Description of Concept 2B
Steve Arbiz spoke about the recent history of the Route 1 SB Tier 2 Screening, and then focused on the specific enhancements and impacts of Concept 2B.

Since 2003, NJDOT has undergone screenings to address these concerns, and as the project has evolved, short-term, mid-term & long-term concepts were created and presented to the Stakeholders. One of the short-term projects is currently under construction at the I-95/I-295 interchange, and the other short-term project (extension of a multi-purpose lane from the Quaker Bridge Mall Overpass) is in the starting the design phase.

Concept 2B provides for a third Route 1 Southbound express lane, a 2-foot wide sloping curb divider that extends north of the Nassau Park Boulevard entrance, 2 CD road lanes with a third auxiliary lane at the Quaker Bridge Road Interchange, and a fourth Route 1 Southbound lane (auxiliary lane) that carries the CD Road traffic to the Quaker Bridge Mall entrance ramp (as an "exit-only" condition). The two current main driveways of the Mercer Mall would be maintained and the CD road would consist of two lanes across the frontage of Mercer Mall, with the left lane destined for Route 1 SB, and the right lane serving as an access/egress lane for the mall and businesses. The right lane of the CD road would terminate as the southern entrance to Mercer Mall.

The impacts from Concept 2B include relocating utility poles and some underground utilities along Route 1 SB, partial right-of-way acquisition to accommodate the new lane and berm area for the utilities, some parking space impacts, and reduction of some access driveways involving exit movements. For the locations where

exist driveways are eliminated, NJDOT will work with the business owners to develop "shared access" solutions to potentially utilize the larger exit driveways of Mercer Mall.

Al Kotchi referred to a display and spoke about the proposed traffic signing for the project. He mentioned that the Concept 2B Project incorporates the signing which is currently being installed for the I-95/I-295 interchange improvements. For the Concept 2B signing, traffic will be made aware of the lane designates for the CD Road (1 lane for Route 1 SB and 1 lane for Mercer Mall), and also traffic will be made aware of the "exit only" condition as traffic approaches the exit ramp for the Quaker Bridge Mall overpass. Three (3) new sign structures are proposed as part of this improvement.

Questions/Comments – Group discussion
A representative from Mercer Mall asked if an analysis was performed to determine the impact of additional traffic added to the Mercer Mall driveways. Pete Kremer responded that traffic counts were taken and that preliminary modeling of traffic impacts had been reviewed along the CD Road; however, a site analysis for the mall had not been performed. Steve Arbiz added that a more in-depth study of this sort would typically be performed during the Preliminary Design Phase as part of NJDOT's Access process if required. The representative from Mercer Mall said that the Mall would request such a study.

Representatives from Patio World asked about the extent of the impacts, how close the roadway would be to their property, how traffic would circulate on their property, and potential issues with loss of parking spaces. Steve Arbiz replied that the Patio World exit driveway would be eliminated; the proposed roadway would be approximately 15 feet from the showroom; guide rail protection would be provided along Route 1 in the vicinity of the showroom; and that NJDOT would work with the business owners to develop a scheme to address parking impacts and provide a connection for exiting movements to be made through the back of the property to eventually utilize the Mercer Mall exit driveway.

Representatives from New York Golf asked if the entrance driveway could be modified slightly based on the available space. NJDOT responded that this would be addressed during the Preliminary Design Phase as part of the NJDOT Access process.

Summary/Next Steps
Lew Branin reiterated that businesses should submit any comments to him, and comment forms were distributed to the meeting attendees. He asked that the owners submit comments as soon as possible, as NJDOT is looking to advance the project into the next phase.

Meeting adjourned at 11:30 AM.

Minutes prepared by S. Arbiz – PB (arbiz@pbworld.com)

These minutes of meeting are issued for review by all attendees. The preparers of these minutes believe them to be an accurate record of the meeting. Please provide any comments or corrections to the preparers within five working days of receipt. If required, comments and corrections will be incorporated for distribution of final minutes to all parties.

Cc: Attendees
File 52040-7 – 3.0 Minutes

Rte 1 Business –Meeting with Lawrence Twp

On 2-2-09, DPD held a meeting with Lawrence Township Officials. Attendees were Pam Mount (the Mayor), Rick Krawczun, Jim Parvesse of Lawrence Twp; Lynn Rich, Tom Saylor, Tom Carbone & Abe Rezaeian of NJDOT-DPD. Lawrence Twp recently requested the need for change of IPA to address the suggestion made by "Business 1 Committee" the advisory citizens to town council. The goal of the meeting was to discuss town's request in detail. Major issues discussed are summarized as follows:

- Lawrence reps requested on-street parking on both sides verses one side provided under IPA and;
- If Feasible reduce the median width under IPA, but increase project width to include sidewalks;
- If Feasible increase 11'outer lane under IPA to accommodate bicycle lane.
- NJDOT-DPD reps distributed the IPA cross section, photo shots of the project spot locations showing aerial utilities, trees, etc. and stated that we will work to accommodate the request within curb to curb, but including sidewalks would involve significant construction cost increase, the need environmental mitigation and longer study period. The current 72' curb to curb width could accommodate on-street parking on both sides, but accommodating bicycle lane may not be feasible. It appears adding bicycle lane in addition to parking will require significant reduction of the proposed median width. The IPA proposes 16' median (include 2'shldr) and if we provide parking on both sides & bike lane on SB only, then the IPA median width will be reduced to 8' (include 2' shldr).
- Lawrence reps stated that providing parking on both sides is their preference and could accept not having a bicycle lane.

Rte 1 SB, safety project was also discussed. DPD reps noted a letter of support for Concept 2B was issued by Lawrence Twp on 8/1/2007. On 11/27/07 a stakeholder meeting (affected businesses attended the meeting) took place where DPD requested the need for town resolution of support, but never materialized because Lawrence Twp requested to wait for input from stakeholders. In addition, there was ongoing QB Mall expansion project that put this project on hold. Now DPD is near the end of FA phase and planning to transfer the project into Design phase where the resolution of support is a MUST. Town reps asked DPD to send them any request or response DOT-OCR might have gathered from stakeholders. DPD will ask OCR to follow up with town for any comments/response DOT or Town may have received from stakeholders.

Conclusion:

- DPD will modify the IPA to accommodate parking on both sides. Internal coordination with Geometrics, Bike/PED, traffic Engineering is required.
- DPD will update MOU and distribute for town review after DOT's/ DAG review.
- DPD will prepare the new IPA attached with finalized MOU to Lawrence Twp for town council signature.
- The project schedule may delay for 2 months .
- Regarding Rte 1 SB Safety Project, Abe will recheck file for any input that might have been received from stakeholders & work out through OCR to communicate with Lawrence Twp for a resolution of support for Concept 2B.

Date: **March 26, 2010**

From: Abe Rezaeian, NJDOT

Subject: Rte1SB, NPB to QBM Ramp Overpass Project—**Revised Record of** Meeting with NY Deli's Tenant on 3-15-2010

To Record:
DPD's review of project statuses detected that a new tenant (NY Deli) will soon replace the former Denny's restaurant location. To assure that the new owner is well informed of the up coming changes, DPD has recently left a plan of our proposed safety improvement at this property location which is currently under renovation. As a result, Mr. Leonard Punia the tenant of NY Deli requested meeting that held on 3/15/2010. Attendees from the NY Deli were Mr. Punia & his attorney Sturat Dember and Gary Schindler and from NJDOT Tom Saylor, Tom Carbone and Abe Rezaeian (OCR was invited, but was not able to attended due to time conflict).

DPD has briefed the project as a safety improvement along the stretch resulting an driveway access modification (closure of ingress at NY Deli), but provides an alternative driveway access which satisfy NJDOT access code requirements as well. In addition 12 parking space will be eliminated that was determined it will still satisfy the zoning requirements at this location. Also, minor strip ROW acquisition and temporary easement during construction will be required.

DPD added that in the past 2 meetings with affected business owners was held in the past with the latest held on November, 2007 where Lawrencetown & the affected business owners were briefed of this safety improvement project & plans showing the impacts as well as ingress access modification and 12 parking space impacts at this location. The owner of the property at this location (Bird, LLC, in Texas) was invited to those meetings as well (after the meeting our record shows that Bird, LLC missed attending the meetings and NJDOT-DPD has taken additional action by sending a letter including graphs dated 12-17-2007 requesting for inputs).

DPD added that this is an initial phase of the study, the project is funded for 2010 Design & construction is anticipated in 3 years and ROW negotiation is anticipated within 2 years. Mr. Punia showed concern regarding the access driveway, 12 parking space impact, permanent ROW impact resulting loss of frontage and temporary easement during construction being unhealthy to the business and expressed regret that he was not informed of such plan underlay by neither the previous tenant nor the owner of this property when he leased this location few months ago (he has long term lease agreement of 10+ years). Mr. Punia plans to discuss with Lawrencetown next.

DPD stated that the plans we have is in preliminary phase of study and typically we show the worst case scenario (referring the easement shown reaching very close to the front of the building), we will get back to NY Deli within 30 days and our intention will be looking into possibilities of avoiding driveway access modification (requires NJDOT's subject matter experts input), reducing the level easement impact during construction and the number of parking space at this location. This will set a base to consider looking into this concern further in design phase once more detail engineering is available.

As a result of letter received from Mr. Stuart B. Dember dated 3-24-2010 (attached) the following revisions are made, as per his comments:

As mentioned above, within 30 days DPD will look into possibilities of avoiding modification of NY Deli's driveway access (with an intention to retain direct ingress), as well as other measures for reducing or moving a short-term (approx. 2 months) temporary construction easement to the adjacent vacant store Citi Bank SH Center and reduction of impacts to parking spaces. DPD will provide copies of invitations/notices to affected property owners to attend outreach meetings related to the Mercer Mall area and a list of all those in attendance in related meetings. Regarding the 2nd paragraph in Mr. Dember's March 24th letter, there appears to have been a misunderstanding regarding the statement: "DOT met with Lawrence & Mayor Pam Mount in December 2009". NJDOT representatives met with Lawrence Twp and the mayor many times regarding this project as early as 2003, including a stakeholders meeting held on 11-17-2007 that focused on the affected properties at Mercer Mall along Route1. This outreach process resulted in NJDOT receiving a resolution of support issued by Lawrence Twp in December 2009.

The e-mail address for Mr. Punia & Schindler was not provided and this office request Mr. Stuart Dember to please share this info with his NY Deli's clients. Thanks!

Abe

APPENDIX J

CONCEPT COST ESTIMATES

PB Americas, Inc.
Preliminary Cost Estimate Summary

Made By :
Date :

ROUTE 1 SOUTHBOUND CONCEPT 2B

Route:

Route

PROJECT COST TOTAL		$6,352,634
CONTINGENCY & INFLATION ADJUSTED CONSTRUCTION COST ESTIMATE	=	$6,543,213

CONSTRUCTION ENGINEERING	=	$883,334

PROJECT COST (MIL)	% OF CONSTRUCTION COST
Less than 1.0	27.00%
1.0 to 5.0	14.90%
5.0 to 10.0	13.50%
10.0 & above	12.20%

CONSTRUCTION CHANGE ORDER CONTINGENCIES	=	$251,300

TOTAL FEDERAL PARTICIPATING ITEMS IN MIL	CONSTRUCTION CHANGE ORDER CONTINGENCY AMOUNT
$0 TO 0.1	$6000
0.1 TO 0.5	$25,000
0.5 TO 5.0	25,000+4% of amount in excess of $500,000
5.0 TO 10.0	205,000+3% of amount in excess of $5,000,000
10.0 TO 15.0	355,000+2% of amount in excess of $10,000,000
15.0 AND ABOVE	455,000+1.5% of amount in excess of $15,000,000 (max $500,000)
For State Funded Projects, Contingencies for Change orders = 0	

UTILITIES RELOCATIONS BY COMPANIES/OWNERS	=	$1,290,000

CONSTRUCTION COST ESTIMATE	USE % OR UTILITIES DETAILED ESTIMATE
	0
$420,000	14 POLES RELOCATED AT $30,000/POLE
$580,000	RELOCATE 2,000' OF WATER LINE AT $290/FOOT
$290,000	RELOCATE 2,000' OF GAS LINE AT $145/FOOT

Note: POLE RELOCATIONS ASSUMED FOR PSE&G ELECTRIC, VERIZON AND CABLE COMPANIES

TOTAL CONSTRUCTION COST	=	$8,967,847
RIGHT OF WAY COST	=	$3,500,000

PB AMERICAS
PRELIMINARY CONSTRUCTION
COST ESTIMATE FORM

General Instructions:
1. Where applicable, either a 'Quick Method' or a 'Detailed Method' can be used for estimating but not both methods
2. The 'Quick Method' is intended to be used when project details are not yet determined (CD, FA). As the project progresses and details are provided, the 'Detailed Method' should be used.
3. Items that are measure based on 'Length of Project' are measured along the roadway centerline for each roadway where work is proposed.
4. Items that are measure based on 'Length of Roadway Widening' are measured along each side of roadway where work is being proposed.

5. Items that are measured based on 'Total Lane Length' are based on the sum of all lanes within the project limits.

ROUTE 1 SOUTHBOUND CONCEPT 2B

Route: **Section/Contract NO.:**
DONE BY: B HOLINGER **CHECKED BY:**
DATE: 8/13/2009 **DATE:**

EARTHWORK

Item	Unit	Quantity	Unit Cost	Total
Roadway Excavation, Unclassified	CY	12530	$ 30.00	$375,900
Roadway Excavation, Other (See Note 1)	CY			$0
Removal of Concrete	SY			$0
Borrow Excavation , Zone 3	CY			$0
Course Aggregates (See Note 2)	CY			$0
Planting Soil/Sand (See Note 3)	CY			$0
				$0

EARTHWORK TOTAL COST = $ 375,900

Earthwork Notes:
1. 'Roadway Excavation, Other' used for rock, regulated waste or other excavations that would normally cost more than Roadway Excavation, Unclassified.
2. 'Course Aggregates' should be used for any gravel, crushed stone, porous fill, etc.
3. 'Planting Soil/Sand' should be used for bio-retention and infiltration basins.

PAVEMENT

Item	Unit	Quantity	Unit Cost	Total
QUICK METHOD				
Full Depth Pavement (See Note 1)	SY	10075	$88.00	$886,600
Milling and Resurfacing (See Note 2)	SY	20044	$ 21.80	$436,959
DETAILED METHOD				
Subbase	CY		$ 55.00	$0
Dense Graded Aggregate	CY		$ 65.00	$0
Bituminous Base Course	TON		$ 70.00	$0
Bituminous Intermediate Course	TON		$ 75.00	$0
Bituminous Surface Course	TON		$ 80.00	$0
Milling, 2" Average	SY		$ 7.00	$0
Milling, 3" Average	SY		$ 8.00	$0
Milling, 4" Average	SY		$ 9.00	$0
Associated Pavement Cost (See Note 3)			20%	$0

PAVEMENT TOTAL COST = $1,323,559

Pavement Notes:
1. 'Full Depth Pavement' item is based on a typical highway and includes subbase, aggregate base and pavement courses and all associated pavement costs.
2. 'Milling and Resurfacing' item is based on 3" milling and 3" bituminous surface course.
3. 'Associated Pavement Cost' is calculated at 20% of cost for all bituminous pavement items.

DRAINAGE

Item	Unit	Quantity	Unit Cost	Total
QUICK METHOD				
Length of Roadway Widening - Urban (with Curb)	LF		$ 76.00	$0
Length of Roadway Widening - Rural (w/o Curb)	LF		$ 50.00	$0
DETAILED METHOD				
Inlets, Type A, B, B Mod, D1,E	UNIT	10	$ 3,500.00	$35,000
Inlets, Type B1, B2, D2, E1, E2, ES, Double B and E	UNIT	30	$ 3,500.00	$105,000
Inlets, Non-Standard including Outlet Structures	UNIT	5	$ 4,200.00	$21,000
Manholes	UNIT	7	$ 3,500.00	$24,500
Stormwater Control Devices	UNIT	2	$ 65,000.00	$130,000
Reset Casting	UNIT	25	$ 500.00	$12,500
15" to 18" Pipe	LF	3000	$ 75.00	$225,000
24" to 30" Pipe	LF	2500	$ 110.00	$275,000
36" to 42" Pipe	LF	900	$ 175.00	$157,500
RESETS	UNIT	25	$ 1,000.00	$25,000
Associated Drainage Cost (See Note 1)			5%	$ 51,000

DRAINAGE TOTAL COST = $1,061,500

PB AMERICAS
PRELIMINARY CONSTRUCTION
COST ESTIMATE FORM

STRUCTURES

Item	Unit	Quantity	Unit Cost	Total
Bridges	SF			$0
Retaining Walls	SF	3150	$ 100.00	$315,000
Culverts	LF			$0
Overhead Sign Structure	UNIT	1	$ 350,000.00	$350,000
Cantilever Sign Sturcture	UNIT			$0
			STRUCTURES TOTAL COST=	$ 665,000

Structures Notes:

ELECTRICAL

Item	Unit	Quantity	Unit Cost	Total
New Traffic Signal Assembly	UNIT			$0
Modify Traffic Signal Assembly	UNIT			$0
Temporary Traffic Signal Assembly	UNIT			$0
Highway Lighting - Length of Roadway Widening	LF			$0
ITS - Length of Project	LF			$0
			ELECTRICAL TOTAL COST=	$ -

SIGNING & STRIPING

Item	Unit	Quantity	Unit Cost	Total
Signing - Length of Roadway Widening	LF	6000	$ 2.00	$12,000
Lane Striping - Total Lane Length	LF	17200	$ 2.00	$34,400
Median/Gore Area Striping - Total Lane Length	LF	4500	$ 2.00	$9,000
			SIGNING & STRIPING TOTAL COST=	$ 55,400

INCIDENTAL ITEMS

Item	Unit	Quantity	Unit Cost	Total
Curbing	LF	7715	$ 25.00	$192,875
Sidewalk	SY	430	$ 65.00	$27,950
HMA Driveways	SY	205	$ 40.00	$8,200
Concrete Island Pavement	SY	350	$ 60.00	$21,000
Concrete Sloping Curb	LF	6900	$ 25.00	$172,500
Removal of Median Barrier Curb	LF			$0
Beam Guide Rail (incl. Non-Veg Surface)	LF	1350	$ 37.00	$49,950
Rubrail	LF	1350	$ 10.00	$13,500
Removal of Guiderail	LF	1350	$ 4.00	$5,400
End Terminals (SRT/ET)	UNIT	4	$ 3,500.00	$14,000
Guiderail Anchorage	UNIT	2	$ 1,000.00	$2,000
Relocate Sign Panels on Exist. Sign Structure	UNIT	1	$ 50,000.00	$50,000
Quadguard	UNIT			$0
			INCIDENTAL ITEMS TOTAL COST=	$ 557,375

UTILITY RELOCATION BY STATE CONTRACTOR

Item	Unit	Quantity	Unit Cost	Total
QUICK METHOD				
* Assume that Utility Companies will perform all work. Use the Estimate Summary Sheet for Utility Relocation cost.				
DETAILED METHOD				
RELOCATE SAN SEWER PIPE	LF	2000	$ 110.00	$220,000
SERVICE CONNECTIONS	UNIT	24	$ 20,000.00	$480,000
				$0
				$0
				$0
			UTILITY RELOCATION TOTAL COST=	$ 700,000

EROSION CONTROL AND GENERAL ITEMS

Item	Project	Length (LF)	Cost/lL.F.	Total
Erosion Control Measures - Length of Roadway Widening		6000	$ 15.00	$90,000
Field Office		6000	$ 8.40	$50,400
Materials Field Lab		6000	$ 5.50	$33,000
			EROSION CONTROL & GENERAL ITEMS TOTAL COST=	$ 173,400

LANDSCAPING

Item	Unit	Quantity	Unit Cost	Total
Topsoil & Seeding - Length of Roadway Widening	LF	6000	$ 11.00	$66,000
Plantings - Length of Roadway Widening	LF	6000	$ 7.00	$42,000
			LANDSCAPING TOTAL COST=	$ 108,000

PROJECT SUBTOTAL=	$ 5,020,134

MAINTENANCE & PROTECTION OF TRAFFIC

Item	CLASS 2	Project	7%	Total
QUICK METHOD	NORTH	Subtotal		
MPT - Length of Project		$ 5,020,134	351,409.39	$ 352,000
DETAILED METHOD	Unit	Quantity	Unit Cost	Total
Work Zone Length Per Stage (See Note 1)	LF			$0
Construction Barrier Curb	LF			$0
Temporary Impact Attenuators	UNIT			$0
			MAINTENANCE & PROTECTION OF TRAFFIC TOTAL COST=	$ 352,000

PB AMERICAS
PRELIMINARY CONSTRUCTION
COST ESTIMATE FORM

OTHER ITEMS "LUMP SUM"

Item	CLASS 2	Project		Total
	NORTH	Subtotal		
Performance and Payment Bond	LS	$ 5,020,134	From Table	$ 50,000
Final Cleanup	LS	$ 5,020,134	From Table	$ 15,000
Construction Layout	LS	$ 5,020,134	From Table	$ 165,000
Owner's and Contractor's Protective Liability Insurance	LS	$ 5,020,134	From Table	$ 17,500
Progress Schedule	LS	$ 5,020,134	From Table	$ 20,000
Mobilization	LS	$ 5,020,134	12%	$ 603,000
Clearing Site	LS	$ 5,020,134	From Table	$ 110,000
			OTHER ITEMS "LUMP SUM"=	$ 980,500

PROJECT TOTAL= $ 6,352,634

CONTINGENCIES & ESCALATION

PROJECT TOTAL	CONTING.	Y	ESCALATION	Total
$6,352,634	1.03	2	$ 1.00	$ 6,543,213

CONSTRUCTION COST= $ 6,543,213

SUMMARY

Earthwork	$ 375,900
Pavement	$ 1,323,559
Drainage	$ 1,061,500
Structures	$ 665,000
Electrical	$ -
Signing & Striping	$ 55,400
Incidental Items	$ 557,375
Utility Relocation by State Contractor	$ 700,000
Erosion Control & General Items	$ 173,400
Landscaping	$ 108,000
Maintenance & Protection of Traffic	$ 352,000
Other Items "Lump Sum"	$ 980,500
PROJECT COST TOTAL	$ 6,352,634
CONSTRUCTION COST ESTIMATE	**$ 6,543,213**

PROJECT SUBTOTAL= $ 5,020,134

PB Americas, Inc.
Preliminary Cost Estimate Summary

ROUTE 1 SOUTHBOUND CONCEPT 2C

Route:

Route

Made By : B Holinger

Date : 10/14/09

PROJECT COST TOTAL		$7,235,820
CONTINGENCY & INFLATION ADJUSTED CONSTRUCTION COST ESTIMATE	=	$7,452,895

CONSTRUCTION ENGINEERING			
PROJECT COST (MIL)	%OF CONSTRUCTION COST	=	$1,006,141
Less than 1.0	27.00%		
1.0 to 5.0	14.90%		
5.0 to 10.0	13.50%		
10.0 & above	12.20%		

CONSTRUCTION CHANGE ORDER CONTINGENCIES			
TOTAL FEDERAL PARTICIPATING ITEMS IN MIL	CONSTRUCTION CHANGE ORDER CONTINGENCY AMOUNT	=	$278,600
$0 TO 0.1	$6000		
0.1 TO 0.5	$25,000		
0.5 TO 5.0	25,000+4% of amount in excess of $500,000		
5.0 TO 10.0	205,000+3% of amount in excess of $5,000,000		
10.0 TO 15.0	355,000+2% of amount in excess of $10,000,000		
15.0 AND ABOVE	455,000+1.5% of amount in excess of $15,000,000 (max $500,000)		
For State Funded Projects, Contingencies for Change orders = 0			

UTILITIES RELOCATIONS BY COMPANIES/OWNERS			
CONSTRUCTION COST ESTIMATE	USE % OR UTILITIES DETAILED ESTIMATE	=	$560,000
$7,452,895	0 14 POLES RELOCATED AT $40,000/POLE For urban use 0.12, Rural use 0.055 or use Estimate		

Note: POLE RELOCATIONS ASSUMED FOR PSE&G ELECTRIC, VERIZON AND CABLE COMPANIES

TOTAL CONSTRUCTION COST	=	$9,297,635
RIGHT OF WAY COST	=	

PB AMERICAS
PRELIMINARY CONSTRUCTION
COST ESTIMATE FORM

General Instructions:
1. Where applicable, either a 'Quick Method' or a 'Detailed Method' can be used for estimating but not both methods
2. The 'Quick Method' is intended to be used when project details are not yet determined (CD, FA). As the project progresses and details are provided, the 'Detailed Method' should be used.
3. Items that are measure based on 'Length of Project' are measured along the roadway centerline for each roadway where work is proposed.
4. Items that are measure based on 'Length of Roadway Widening' are measured along each side of roadway where work is being proposed.

5. Items that are measured based on 'Total Lane Length' are based on the sum of all lanes within the project limits.

ROUTE 1 SOUTHBOUND CONCEPT 2C

Route: **Section/Contract NO.:**
DONE BY: B HOLINGER **CHECKED BY:**
DATE: 8/13/2009 **DATE:**

EARTHWORK

Item	Unit	Quantity	Unit Cost	Total
Roadway Excavation, Unclassified	CY	17100	$ 30.00	$513,000
Roadway Excavation, Other (See Note 1)	CY			$0
Removal of Concrete	SY	1000	$ 25.00	$25,000
Borrow Excavation , Zone 3	CY			$0
Course Aggregates (See Note 2)	CY			$0
Planting Soil/Sand (See Note 3)	CY			$0
				$0

EARTHWORK TOTAL COST = $ 538,000

Earthwork Notes:
1. 'Roadway Excavation, Other' used for rock, regulated waste or other excavations that would normally cost more than Roadway Excavation, Unclassified.
2. 'Course Aggregates' should be used for any gravel, crushed stone, porous fill, etc.
3. 'Planting Soil/Sand' should be used for bio-retention and infiltration basins.

PAVEMENT

Item	Unit	Quantity	Unit Cost	Total
QUICK METHOD				
Full Depth Pavement (See Note 1)	SY	14650	$88.00	$1,289,200
Milling and Resurfacing (See Note 2)	SY	20800	$ 21.80	$453,440
DETAILED METHOD				
Subbase	CY		$ 55.00	$0
Dense Graded Aggregate	CY		$ 65.00	$0
Bituminous Base Course	TON		$ 70.00	$0
Bituminous Intermediate Course	TON		$ 75.00	$0
Bituminous Surface Course	TON		$ 80.00	$0
Milling, 2" Average	SY		$ 7.00	$0
Milling, 3" Average	SY		$ 8.00	$0
Milling, 4" Average	SY		$ 9.00	$0
Associated Pavement Cost (See Note 3)			20%	$0

PAVEMENT TOTAL COST = $1,742,640

Pavement Notes:
1. 'Full Depth Pavement' item is based on a typical highway and includes subbase, aggregate base and pavement courses and all associated pavement costs.
2. 'Milling and Resurfacing' item is based on 3" milling and 3" bituminous surface course.
3. 'Associated Pavement Cost' is calculated at 20% of cost for all bituminous pavement items.

DRAINAGE

Item	Unit	Quantity	Unit Cost	Total
QUICK METHOD				
Length of Roadway Widening - Urban (with Curb)	LF		$ 76.00	$0
Length of Roadway Widening - Rural (w/o Curb)	LF		$ 50.00	$0
DETAILED METHOD				
Inlets, Type A, B, B Mod, D1,E	UNIT	16	$ 3,500.00	$56,000
Inlets, Type B1, B2, D2, E1, E2, ES, Double B and E	UNIT	30	$ 3,500.00	$105,000
Inlets, Non-Standard including Outlet Structures	UNIT	5	$ 4,200.00	$21,000
Manholes	UNIT	9	$ 3,500.00	$31,500
Stormwater Control Devices	UNIT	2	$ 65,000.00	$130,000
Reset Casting	UNIT	25	$ 500.00	$12,500
15" to 18" Pipe	LF	3500	$ 75.00	$262,500
24" to 30" Pipe	LF	2500	$ 110.00	$275,000
36" to 42" Pipe	LF	900	$ 175.00	$157,500
RESETS	UNIT	25	$ 1,000.00	$25,000
Associated Drainage Cost (See Note 1)			$ 0.05	$ 53,800

DRAINAGE TOTAL COST = $1,129,800

Drainage Notes:
1. Associated Drainage Cost is calculated at 5% of cost for all drainage items.

PB AMERICAS
PRELIMINARY CONSTRUCTION
COST ESTIMATE FORM

STRUCTURES

Item	Unit	Quantity	Unit Cost	Total
Bridges	SF			$0
Retaining Walls	SF	3150	$ 100.00	$315,000
Culverts	LF			$0
Overhead Sign Structure	UNIT	1	$ 350,000.00	$350,000
Cantilever Sign Sturcture	UNIT			$0
			STRUCTURES TOTAL COST=	$ 665,000

Structures Notes:

ELECTRICAL

Item	Unit	Quantity	Unit Cost	Total
New Traffic Signal Assembly	UNIT			$0
Modify Traffic Signal Assembly	UNIT			$0
Temporary Traffic Signal Assembly	UNIT			$0
Highway Lighting - Length of Roadway Widening	LF			$0
ITS - Length of Project	LF			$0
			ELECTRICAL TOTAL COST=	$ -

SIGNING & STRIPING

Item	Unit	Quantity	Unit Cost	Total
Signing - Length of Roadway Widening	LF	6000	$ 2.00	$12,000
Lane Striping - Total Lane Length	LF	18000	$ 2.00	$36,000
Median/Gore Area Striping - Total Lane Length	LF	4500	$ 2.00	$9,000
			SIGNING & STRIPING TOTAL COST=	$ 57,000

INCIDENTAL ITEMS

Item	Unit	Quantity	Unit Cost	Total
Curbing	LF	9230	$ 25.00	$230,750
Sidewalk	SY	482	$ 65.00	$31,330
HMA Driveways	SY	150	$ 40.00	$6,000
Concrete Island Pavement	SY	675	$ 60.00	$40,500
Concrete Sloping Curb	LF	6900	$ 25.00	$172,500
Median Barrier Curb	LF			$0
Beam Guide Rail (incl. Non-Veg Surface)	LF	2000	$ 37.00	$74,000
Rubrail	LF	2000	$ 10.00	$20,000
Removal of Guiderail	LF	1350	$ 4.00	$5,400
End Terminals (SRT/ET)	UNIT	4	$ 3,500.00	$14,000
Guiderail Anchorage	UNIT	4	$ 1,000.00	$4,000
Relocate Sign Panels on Exist. Sign Structure	UNIT	1	$ 50,000.00	$50,000
Quadguard	UNIT			$0
			INCIDENTAL ITEMS TOTAL COST=	$ 648,480

UTILITY RELOCATION BY STATE CONTRACTOR

Item	Unit	Quantity	Unit Cost	Total
QUICK METHOD				
* Assume that Utility Companies will perform all work. Use the Estimate Summary Sheet for Utility Relocation cost.				
DETAILED METHOD				
GAS	LF	6000	$ 100.00	$600,000
WATER	LF			$0
Service connections	LUMP SUM			$100,000
Fire hydrant assembly	UNIT			$0
Utility poles	UNIT			$0
			UTILITY RELOCATION TOTAL COST=	$ 700,000

EROSION CONTROL AND GENERAL ITEMS

Item	Project	Length (LF)	Cost/L.F.	Total
Erosion Control Measures - Length of Roadway Widening		6000	$ 15.00	$90,000
Field Office		6000	$ 8.40	$50,400
Materials Field Lab		6000	$ 5.50	$33,000
			EROSION CONTROL & GENERAL ITEMS TOTAL COST=	$ 173,400

LANDSCAPING

Item	Unit	Quantity	Unit Cost	Total
Topsoil & Seeding - Length of Roadway Widening	LF	6000	$ 11.00	$66,000
Plantings - Length of Roadway Widening	LF	6000	$ 7.00	$42,000
			LANDSCAPING TOTAL COST=	$ 108,000

PROJECT SUBTOTAL=	$ 5,762,320

MAINTENANCE & PROTECTION OF TRAFFIC

Item	CLASS 2	Project	7%	Total
QUICK METHOD	NORTH	Subtotal		
MPT - Length of Project		$ 5,762,320	403,362.40	$ 404,000
DETAILED METHOD	Unit	Quantity	Unit Cost	Total
Work Zone Length Per Stage (See Note 1)	LF			$0
Construction Barrier Curb	LF			$0
Temporary Impact Attenuators	UNIT			$0
			MAINTENANCE & PROTECTION OF TRAFFIC TOTAL COST=	$ 404,000

PB AMERICAS
PRELIMINARY CONSTRUCTION
COST ESTIMATE FORM

OTHER ITEMS "LUMP SUM"

Item	CLASS 2 NORTH	Project Subtotal		Total
Performance and Payment Bond	LS	$ 5,762,320	From Table	$ 50,000
Final Cleanup	LS	$ 5,762,320	From Table	$ 15,000
Construction Layout	LS	$ 5,762,320	From Table	$ 165,000
Owner's and Contractor's Protective Liability Insurance	LS	$ 5,762,320	From Table	$ 17,500
Progress Schedule	LS	$ 5,762,320	From Table	$ 20,000
Mobilization	LS	$ 5,762,320	12%	$ 692,000
Clearing Site	LS	$ 5,762,320	From Table	$ 110,000
			OTHER ITEMS "LUMP SUM"=	$ 1,069,500

PROJECT TOTAL= $ 7,235,820

CONTINGENCIES & ESCALATION

PROJECT TOTAL	CONTING.	Y	ESCALATION	Total
$7,235,820	1.03	2	$ 1.00	$ 7,452,895
			CONSTRUCTION COST=	$ 7,452,895

SUMMARY

Earthwork	$ 538,000
Pavement	$ 1,742,640
Drainage	$ 1,129,800
Structures	$ 665,000
Electrical	$ -
Signing & Striping	$ 57,000
Incidental Items	$ 648,480
Utility Relocation by State Contractor	$ 700,000
Erosion Control & General Items	$ 173,400
Landscaping	$ 108,000
Maintenance & Protection of Traffic	$ 404,000
Other Items "Lump Sum"	$ 1,069,500
PROJECT COST TOTAL	$ 7,235,820
CONSTRUCTION COST ESTIMATE	$ 7,452,895

PROJECT SUBTOTAL= $ 5,762,320

PB Americas, Inc.
Preliminary Cost Estimate Summary

ROUTE 1 SOUTHBOUND CONCEPT 3

Route:

Made By : B Holinger

Date : 10/15/09

Route

PROJECT COST TOTAL		$11,669,975
CONTINGENCY & INFLATION ADJUSTED CONSTRUCTION COST ESTIMATE	=	$12,020,074

CONSTRUCTION ENGINEERING		=	$1,466,449
PROJECT COST (MIL)	%OF CONSTRUCTION COST		
Less than 1.0	27.00%		
1.0 to 5.0	14.90%		
5.0 to 10.0	13.50%		
10.0 & above	12.20%		

CONSTRUCTION CHANGE ORDER CONTINGENCIES		=	$395,400
TOTAL FEDERAL PARTICIPATING ITEMS IN MIL	CONSTRUCTION CHANGE ORDER CONTINGENCY AMOUNT		
$0 TO 0.1	$6000		
0.1 TO 0.5	$25,000		
0.5 TO 5.0	25,000+4% of amount in excess of $500,000		
5.0 TO 10.0	205,000+3% of amount in excess of $5,000,000		
10.0 TO 15.0	355,000+2% of amount in excess of $10,000,000		
15.0 AND ABOVE	455,000+1.5% of amount in excess of $15,000,000 (max $500,000)		
For State Funded Projects, Contingencies for Change orders = 0			

UTILITIES RELOCATIONS BY COMPANIES/OWNERS		=	$560,000
CONSTRUCTION COST ESTIMATE	USE % OR UTILITIES DETAILED ESTIMATE		
$12,020,074	0 14 Poles at $40,000/Pole For urban use 0.12, Rural use 0.055 or use Estimate		

Note: 1

TOTAL CONSTRUCTION COST	=	$14,441,923
RIGHT OF WAY COST	=	

PB AMERICAS
PRELIMINARY CONSTRUCTION
COST ESTIMATE FORM

General Instructions:
1. Where applicable, either a 'Quick Method' or a 'Detailed Method' can be used for estimating but not both methods
2. The 'Quick Method' is intended to be used when project details are not yet determined (CD, FA). As the project progresses and details are provided, the 'Detailed Method' should be used.
3. Items that are measure based on 'Length of Project' are measured along the roadway centerline for each roadway where work is proposed.
4. Items that are measure based on 'Length of Roadway Widening' are measured along each side of roadway where work is being proposed.

5. Items that are measured based on 'Total Lane Length' are based on the sum of all lanes within the project limits.

ROUTE 1 SOUTHBOUND CONCEPT 3

Route: 1 SB QBM — **Section/Contract NO.:**
DONE BY: B HOLINGER — **CHECKED BY:**
DATE: 10/14/2009 — **DATE:**

EARTHWORK

Item	Unit	Quantity	Unit Cost	Total
Roadway Excavation, Unclassified	CY	26825	$ 30.00	$804,750
Roadway Excavation, Other (See Note 1)	CY			$0
Removal of Concrete	SY	2600	$ 25.00	$65,000
Borrow Excavation , Zone 3	CY			$0
Course Aggregates (See Note 2)	CY			$0
Planting Soil/Sand (See Note 3)	CY			$0
				$0

EARTHWORK TOTAL COST = $ 869,750

Earthwork Notes:
1. 'Roadway Excavation, Other' used for rock, regulated waste or other excavations that would normally cost more than Roadway Excavation, Unclassified.
2. 'Course Aggregates' should be used for any gravel, crushed stone, porous fill, etc.
3. 'Planting Soil/Sand' should be used for bio-retention and infiltration basins.

PAVEMENT

Item	Unit	Quantity	Unit Cost	Total
QUICK METHOD				
Full Depth Pavement (See Note 1)	SY	35800	$88.00	$3,150,400
Milling and Resurfacing (See Note 2)	SY	17750	$ 21.80	$386,950
DETAILED METHOD				
Subbase	CY		$ 55.00	$0
Dense Graded Aggregate	CY		$ 65.00	$0
Bituminous Base Course	TON		$ 70.00	$0
Bituminous Intermediate Course	TON		$ 75.00	$0
Bituminous Surface Course	TON		$ 80.00	$0
Milling, 2" Average	SY		$ 7.00	$0
Milling, 3" Average	SY		$ 8.00	$0
Milling, 4" Average	SY		$ 9.00	$0
Associated Pavement Cost (See Note 3)			20%	$0

PAVEMENT TOTAL COST = $3,537,350

Pavement Notes:
1. 'Full Depth Pavement' item is based on a typical highway and includes subbase, aggregate base and pavement courses and all associated pavement costs.
2. 'Milling and Resurfacing' item is based on 3" milling and 3" bituminous surface course.
3. 'Associated Pavement Cost' is calculated at 20% of cost for all bituminous pavement items.

DRAINAGE

Item	Unit	Quantity	Unit Cost	Total
QUICK METHOD				
Length of Roadway Widening - Urban (with Curb)	LF		$ 76.00	$0
Length of Roadway Widening - Rural (w/o Curb)	LF		$ 50.00	$0
DETAILED METHOD				
Inlets, Type A, B, B Mod, D1,E	UNIT	45	$ 3,500.00	$157,500
Inlets, Type B1, B2, D2, E1, E2, ES, Double B and E	UNIT	30	$ 3,500.00	$105,000
Inlets, Non-Standard including Outlet Structures	UNIT	5	$ 4,200.00	$21,000
Manholes	UNIT	7	$ 3,500.00	$24,500
Stormwater Control Devices	UNIT	2	$ 65,000.00	$130,000
Reset Casting	UNIT	25	$ 500.00	$12,500
15" to 18" Pipe	LF	6800	$ 75.00	$510,000
24" to 30" Pipe	LF	4550	$ 110.00	$500,500
36" to 42" Pipe	LF	900	$ 175.00	$157,500
RESETS	UNIT	25	$ 1,000.00	$25,000
Associated Drainage Cost (See Note 1)			$ 0.05	$ 82,175

DRAINAGE TOTAL COST = $1,725,675

Drainage Notes:
1. Associated Drainage Cost is calculated at 5% of cost for all drainage items.

PB AMERICAS
PRELIMINARY CONSTRUCTION
COST ESTIMATE FORM

STRUCTURES

Item	Unit	Quantity	Unit Cost	Total
Bridges	SF		$ 300.00	$0
Retaining Walls	SF	3150	$ 100.00	$315,000
Culverts	LF			$0
Overhead Sign Structure	UNIT	1	$ 350,000.00	$350,000
Noise Walls	LF	600	$ 305.00	$183,000
			STRUCTURES TOTAL COST=	$ 848,000

Structures Notes:

ELECTRICAL

Item	Unit	Quantity	Unit Cost	Total
New Traffic Signal Assembly	UNIT	1	$ 275,000.00	$275,000
Modify Traffic Signal Assembly	UNIT			$0
Temporary Traffic Signal Assembly	UNIT			$0
Highway Lighting - Length of Roadway Widening	LF			$0
ITS - Length of Project	LF			$0
			ELECTRICAL TOTAL COST=	$ 275,000

SIGNING & STRIPING

Item	Unit	Quantity	Unit Cost	Total
Signing - Length of Roadway Widening	LF	6000	$ 2.00	$12,000
Lane Striping - Total Lane Length	LF	25000	$ 2.00	$50,000
Median/Gore Area Striping - Total Lane Length	LF	4500	$ 2.00	$9,000
			SIGNING & STRIPING TOTAL COST=	$ 71,000

INCIDENTAL ITEMS

Item	Unit	Quantity	Unit Cost	Total
Curbing	LF	20650	$ 25.00	$516,250
Sidewalk	SY	430	$ 65.00	$27,950
HMA Driveways	SY	0	$ 40.00	$0
Concrete Island	SY	880	$ 60.00	$52,800
Concrete Sloping Curb	SY	6900	$ 25.00	$172,500
Median Barrier Curb	LF			$0
Beam Guide Rail (incl. Non-Veg Surface)	LF	6700	$ 37.00	$247,900
Rubrail	LF	4300	$ 10.00	$43,000
Removal of Guiderail	LF	1350	$ 4.00	$5,400
End Terminals (SRT/ET)	UNIT	17	$ 3,500.00	$59,500
Guiderail Anchorage	UNIT	5	$ 1,000.00	$5,000
Relocate Sign Panels on Exist. Sign Structure	UNIT	1	$ 50,000.00	$50,000
Quadguard	UNIT			$0
			INCIDENTAL ITEMS TOTAL COST=	$ 1,180,300

UTILITY RELOCATION BY STATE CONTRACTOR

Item	Unit	Quantity	Unit Cost	Total
QUICK METHOD				
* Assume that Utility Companies will perform all work. Use the Estimate Summary Sheet for Utility Relocation cost.				
DETAILED METHOD				
GAS	LF	6000	$ 100.00	$600,000
Sanitary Main Relocation	LF			$0
Service connections	LS			$100,000
Fire hydrant assembly	UNIT			$0
Utility poles	UNIT			$0
			UTILITY RELOCATION TOTAL COST=	$ 700,000

EROSION CONTROL AND GENERAL ITEMS

Item	Project	Length (LF)	Cost/L.F.	Total
Erosion Control Measures - Length of Roadway Widening		6000	$ 15.00	$90,000
Field Office		6000	$ 8.40	$50,400
Materials Field Lab		6000	$ 5.50	$33,000
			EROSION CONTROL & GENERAL ITEMS TOTAL COST=	$ 173,400

LANDSCAPING

Item	Unit	Quantity	Unit Cost	Total
Topsoil & Seeding - Length of Roadway Widening	LF	6000	$ 11.00	$66,000
Plantings - Length of Roadway Widening	LF	6000	$ 7.00	$42,000
			LANDSCAPING TOTAL COST=	$ 108,000

PROJECT SUBTOTAL=	$ 9,488,475

MAINTENANCE & PROTECTION OF TRAFFIC

Item	CLASS 2	Project	7%	Total
QUICK METHOD	NORTH	Subtotal		
MPT - Length of Project		$ 9,488,475	664,193.25	$ 665,000
DETAILED METHOD	Unit	Quantity	Unit Cost	Total
Work Zone Length Per Stage (See Note 1)	LF			$0
Construction Barrier Curb	LF			$0
Temporary Impact Attenuators	UNIT			$0
			MAINTENANCE & PROTECTION OF TRAFFIC TOTAL COST=	$ 665,000

PB AMERICAS
PRELIMINARY CONSTRUCTION
COST ESTIMATE FORM

OTHER ITEMS "LUMP SUM"

Item	CLASS 2 NORTH	Project Subtotal		Total
Performance and Payment Bond	LS	$ 9,488,475	From Table	$ 50,000
Final Cleanup	LS	$ 9,488,475	From Table	$ 15,000
Construction Layout	LS	$ 9,488,475	From Table	$ 165,000
Owner's and Contractors Protective Liability Insurance	LS	$ 9,488,475	From Table	$ 17,500
Progress Schedule	LS	$ 9,488,475	From Table	$ 20,000
Mobilization	LS	$ 9,488,475	12%	$ 1,139,000
Clearing Site	LS	$ 9,488,475	From Table	$ 110,000
			OTHER ITEMS "LUMP SUM"=	$ 1,516,500

PROJECT TOTAL= $ 11,669,975

CONTINGENCIES & ESCALATION

PROJECT TOTAL	CONTING.	Y	ESCALATION	Total
$11,669,975	1.03	2	$ 1.00	$ 12,020,074

CONSTRUCTION COST= $ 12,020,074

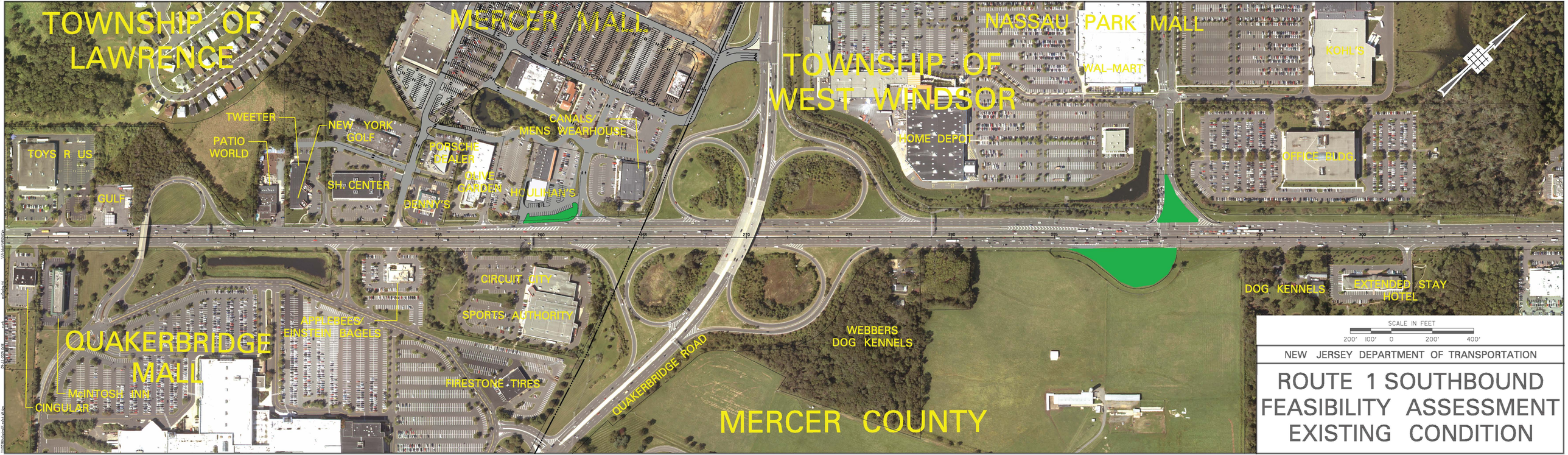
SUMMARY

Earthwork	$ 869,750
Pavement	$ 3,537,350
Drainage	$ 1,725,675
Structures	$ 848,000
Electrical	$ 275,000
Signing & Striping	$ 71,000
Incidental Items	$ 1,180,300
Utility Relocation by State Contractor	$ 700,000
Erosion Control & General Items	$ 173,400
Landscaping	$ 108,000
Maintenance & Protection of Traffic	$ 665,000
Other Items "Lump Sum"	$ 1,516,500
PROJECT COST TOTAL	$ 11,669,975
CONSTRUCTION COST ESTIMATE	$ 12,020,074

PROJECT SUBTOTAL= $ 9,488,475

APPENDIX K

CONCEPT SKETCHES


TOWNSHIP OF LAWRENCE
MERCER MALL
TOWNSHIP OF WEST WINDSOR
NASSAU PARK MALL
WAL-MART
KOHL'S
TWEETER
PATIO WORLD
NEW YORK GOLF
TOYS R US
GULF
SHOP CENTER
DENNY'S
PORSCHE DEALER
OLIVE GARDEN
HOULIHAN'S
CANALS MENS WEARHOUSE
HOME DEPOT
OFFICE BLDG.
CIRCUIT CITY
SPORTS AUTHORITY
APPLEBEE'S
EINSTEIN BAGELS
QUAKERBRIDGE MALL
MAINTOSH INN
CINGULAR
FIRESTONE TIRES
QUAKERBRIDGE ROAD
WEBBERS DOG KENNELS
MERCER COUNTY
DOG KENNELS
EXTENDED STAY HOTEL
SCALE IN FEET
200' 100' 0 200' 400'
NEW JERSEY DEPARTMENT OF TRANSPORTATION
ROUTE 1 SOUTHBOUND
FEASIBILITY ASSESSMENT
EXISTING CONDITION

NEW JERSEY DEPARTMENT OF TRANSPORTATION

ROUTE 1 SOUTHBOUND FEASIBILITY ASSESSMENT PROPOSED SIGNING PLAN

TOWNSHIP OF LAWRENCE

MERCER COUNTY

MERCER MALL

TWEETER

NEW YORK GOLF

PATIO WORLD

PORSCHE DEALER

SH. CENTER

OLIVE GARDEN

DENNY'S

CANALS/ MENS WEARHOUSE

245 250 255 260 265 270

MATCHLINE B–B

CIRCUIT CITY

SPORTS AUTHORITY

APPLEBEES/ EINSTEIN BAGELS

QUAKERBRIDGE MALL

FIRESTONE TIRES

QUAKERBRIDGE ROAD

ROUTE 1 SOUTHBOUND

FEASIBILITY ASSESSMENT

CONCEPT 2B

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TOWNSHIP OF WEST WINDSOR

NASSAU PARK MALL

WAL-MART

MERCER COUNTY

KOHL'S

HOME DEPOT

OFFICE BLDG.

MATCHLINE B-B

275 280 285 290 295 300

WEBBERS DOG KENNELS

DOG KENNELS

EXTENDED STAY HOTEL

ROUTE 1 SOUTHBOUND

FEASIBILITY ASSESSMENT

CONCEPT 2B

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TOWNSHIP OF LAWRENCE

MERCER MALL

MERCER COUNTY

TWEETER

NEW YORK GOLF

PATIO WORLD

PORSCHE DEALER

SH. CENTER

OLIVE GARDEN

DENNY'S

CHAMPS

CANALS/ MENS WEARHOUSE

245 250 255 260 265 270

CIRCUIT CITY

SPORTS AUTHORITY

APPLEBEES/ EINSTEIN BAGELS

QUAKERBRIDGE MALL

FIRESTONE TIRES

ROUTE 1 SOUTHBOUND

FEASIBILITY ASSESSMENT

CONCEPT 2C

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TOWNSHIP OF LAWRENCE

MERCER COUNTY

ENTERPRISE CAR RENTALS

JOE'S CRAB SHACK

RED ROOF INN

MIDAS MUFFLERS

MATTRESS STORE/ CRIB & TEEN CITY

NTB TIRES

RED LOBSTER

TOYS R US

AMOCO

25 220 225 230 235 240

MATCHLINE A–A

DMV

QUAKERBRIDGE AUTO CAMPUS

CINGULAR

McINTOSH INN

QUAKERBRIDGE MALL

ROUTE 1 SOUTHBOUND

FEASIBILITY ASSESSMENT

CONCEPT 3

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TOWNSHIP OF LAWRENCE

MERCER COUNTY

MERCER MALL

TWEETER

NEW YORK GOLF

PATIO WORLD

PORSCHE DEALER

MENS / ARHOUSE

SH. CENTER

OLIVE GARDEN

DENNY'S

CHAMPS

MATCHLINE A–A

245 250 255 260 265 270

MATCHLINE B–B

CIRCUIT CITY

SPORTS AUTHORITY

APPLEBEES/
EINSTEIN BAGELS

QUAKERBRIDGE MALL

FIRESTONE TIRES

QUAKERBRIDGE ROAD

ROUTE 1 SOUTHBOUND
FEASIBILITY ASSESSMENT
CONCEPT 3

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TOWNSHIP OF WEST WINDSOR

NASSAU PARK MALL

WAL-MART

MERCER COUNTY

KOHL'S

HOME DEPOT

OFFICE BLDG.

MATCHLINE B-B

275 280 285 290 295 300

WEBBERS DOG KENNELS

DOG KENNELS

EXTENDED STAY HOTEL

ROUTE 1 SOUTHBOUND

FEASIBILITY ASSESSMENT

CONCEPT 3

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TOWNSHIP OF LAWRENCE

COUNTY OF MERCER

Existing stairway (in poor condition)

ONE RTL ASSOC-GOLFINOPOLUS-HEKEMIAN (OFFICE MAX)
TAKE AREA = 0.09AC.
SLOPE EASEMENT
PRIV. ACCESS E. = 0.15AC.

3371, LLC
PRIV. ACCESS E. = 0.14AC.

GOLFINOPOLUS FED REALTY INV. TRUST
TAKE AREA = 0.05AC.
PRIV. ACCESS E. = 0.35AC.

MAKEFIELD LIMITED PARTNERSHIP (PIER 1, TWEETER)
TAKE AREA = 0.09AC.
SLOPE EASEMENT
PRIV. ACCESS E. = 0.15AC.
TEMP. CONST. EASEMENT = 0.08AC.

BIRD, LLC (DENNYS REST.)
TAKE AREA = 0.13AC.
SLOPE EASEMENT
TEMP. CONST. EASEMENT = 0.32AC.
PARKING IMPACT 12 SPACES

3303 RT ONE REAL ESTATE, LLC (PATIO WORLD)
TAKE AREA = 0.07AC.
SLOPE EASEMENT
TEMP. CONST. EASEMENT = 0.09AC.
PARKING IMPACT 5 SPACES

MERCER MALL FED REALTY INV. TRUST
TAKE AREA = 0.08AC.
SLOPE EASEMENT

FR MERCER MALL, LLC (OLIVE GARDEN)
TAKE AREA = 0.13AC.
SLOPE EASEMENT

SWIFT JAMES FED REALTY INV. TRUST
TAKE AREA = 0.03AC.
SLOPE EASEMENT

FEDERAL REALTY INV. TRUST (JOE CNALS)
SLOPE EASEMENT

YORSHIRE VILLAGE
TAKE AREA = 0.02AC.
SLOPE EASEMENT

TEMP. CONSTRUCTION EASEMENT

LAWRENCE TOWNSHIP
WEST WINDSOR TOWNSHIP

RAMP TO QUAKERBRIDGE MALL

A Section A

PROP. ROW LINE

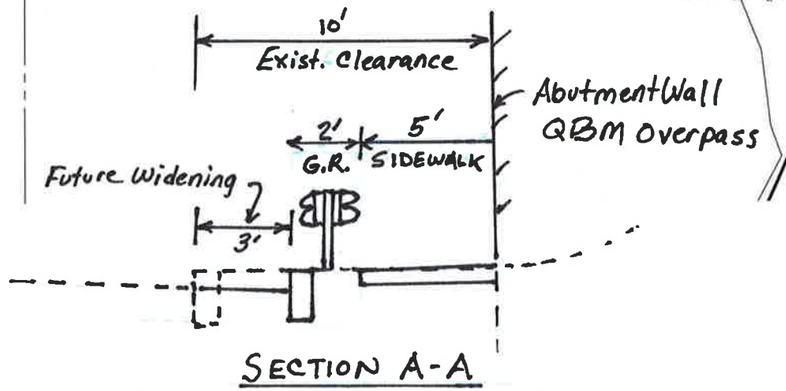
ROUTE 1 SB

ROUTE 1 NB

240 245 250 255 260 265

LEGEND

- Concept 2B Proposed Sidewalk
- Sidewalk connection to Rte 1 Overpass to I-95/I-295 Project
- Sidewalk connection to potential/future sidewalk
- Existing sidewalk



SECTION A-A
RTE 1 SB AT QBM OVERPASS

ROUTE 1 SOUTHBOUND
NASSAU PARK BLVD. TO
QUAKER BRIDGE RD OVERPASS
SIDEWALK CONNECTIVITY
3-8-10

APPENDIX L

STRUCTURE INVENTORY AND APPRAISAL SHEETS

DP. NO. BRILISTR 05/02/01

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF STRUCTURAL EVALUATION - STRUCTURE INVENTORY AND APPRAISAL

STATE ERROR NO
FEDERAL ERROR NO
LAST UPDATE 05/02/01

AA ROUTE 1 8 STR.NO. 1103157

AB STRUCTURE NAME QUAKER BRIDGE RD (CO.533)/US RT 1

IDENTIFICATION

1	STATE	NEW JERSEY
2	HIGHWAY DISTRICT	03
3	COUNTY	MERCER
4	PLACE CODE	80240
A	TOWN	1113
5	INVENTORY ROUTE	141005330
6	FEATURES INTERSECTED	US ROUTE 1
7	FACILITY CARRIED	QUAKER BRIDGE ROAD
9	LOC.	1.3 MI N.OF I-295 & RT1
10	VERTICAL CLEAR	99 FT 99 IN
11	MILEPOINT	0.000
100	DEFENSE HIGHWAY	NO
101	PARALLEL STRUCTURE	N
102	DIRECTION OF TRAFFIC	2-WAY
103	TEMPORARY STRUCTURE	
16	LATITUDE	40D 17.8M
17	LONGITUDE	074D 40.8M
19	BYPASS DETOUR LENGTH	01 MI
20	TOLL 3	ON FREE ROAD
21	MAINTENANCE 01	NJDOT
22	OWNER 01	NJDOT

CLASSIFICATION

104	HIGHWAY SYSTEM INVENTORY ROUTE 0	NOT ON NHS
26	FUNCTIONAL CLASS 16	MINOR ARTERIAL URBAN
98	BORDER BRIDGE	
99	BORDER BRIDGE STRUCTURE NO	
27	YEAR BUILT	1987
106	YEAR RECONSTR	0000
28	LANES ON/UNDER	06/09
29	ADT	020950
30	YR OF ADT	1999
109	TRUCK ADTT	04 %
31	DESIGN LOAD	HS-20M
32	APP. RDWY WIDTH	080 FT
33	BR. MEDIAN	CLOSED/NO
34	SKEW	24 D
35	STRUC. FLARED	NO
36	SAFETY FEATURES	1010
AG	BR. RAILING TYPE	08
AH	RAILING HT.	2FT 10IN
37	HISTORIC SIG	4
38	NAVIG. CONTROL	N/A
39	NAV.VERT.CLEAR	000 FT
40	NAV.HOR.CLEAR	0000 FT
116	MIN.NAV.VRT.CL	FT

AC	NON-INV.FEATURE
AD	ADMINISTRATIVE
AE	ALTERNATE AGENCY
AF	ALTERNATE STRUCTURE NO.

STRUCTURE DATA

41	OPEN/CLOSED/POSTED A	OPEN-NO RESTRICTION
42	TYPE OF SERVICE	HIGHWAY/ HWY W/WO PD
43	STRUC TYPE MAIN SPAN	STL.STR.
44	STRUC TYPE APPR SPANS	NONE
45	NUMBER OF SPANS MAIN	002
46	NUMBER OF APPROACH SPANS	0000
47	INVENT. ROUTE HORZ. CLEAR	40.0 FT
48	MAXIMUM SPAN LENGTH	0129 FT
49	STRUCTURE LENGTH	000260 FT
50	SIDEWALK/CURB LEFT 0.0 FT RIGHT	0.0 FT
51	BRIDGE RDWY. WIDTH CURB TO CURB	80.0 FT
52	DECK WIDTH OUT TO OUT	99.5 FT
53	VERTICAL CLEARANCE OVER DECK	99 FT 99 IN
54	MIN. VERTICAL UNDERCLEARANCE	H 17 FT 04 IN
DJ	MIN.VERT.UNDER.(INC. SHOULDERS)	17 FT 04 IN
55	MIN.LAT.UNDERCLEARANCE RIGHT	H 22.0 FT
56	MIN.LAT.UNDERCLEARANCE LEFT	1.0 FT
108	WEARING SURFACE/PROTECTIVE SYSTEM	101
A	TYPE WEARING SURFACE 1	CONCRETE
B	TYPE MEMBRANE 0	NONE
C	TYPE DECK PROT. 1	EPOXY COATED REINFORCING

AI	SPEED POSTING	MPH
AJ	SLOPE PROT.	CONC SLAB
AK	ABUT. 02	SEMI-STUB
AL	PIER 36	
AM	FILL OVER STRUCTURE	0.0 FT
AN	PLAN AVAIL	YES
AO	UTILITY	T
AP	FENDER SYSTEM	
AQ	CHLK FNC HT	06 FT 03IN
AR	SPECIAL EQUIP.	
AS	SPECIAL TESTING	
AT	SPECIAL MATERIAL	
AU	ADD. STRUCT. TYPE	
AV	WIDENING TYPE	
107	DECK STRUC.TYPE	1
110	DESIG.NAT.NETWK	NO
111	NAVIGATION PROT.	
112	NBIS BRIDGE	YES

PROPOSED IMPROVEMENTS (COST IN THOUSANDS)

75	TYPE OF WORK	
76	IMPROVEMENT LENGTH	000000 FT
94	BRIDGE IMPROVEMENT COSTS	$000000
95	ROADWAY IMPROVEMENT COST	$000000
96	TOTAL PROJECT COST	$000000
97	YEAR OF IMPROVEMENT COST ESTIMATE	
114	FUTURE ADT	029130
115	YEAR OF FUTURE ADT	2019
BO	STATE MAINTENANCE COST	$
BP	BRIDGE TO BE DEMOLISHED/NO REPLACEMENT	
DA	DESCRIPTION OF PROPOSED IMPROVEMENTS	UPGRD SFTY FEAT;REPL DAM SW GDRL;REMV & RESL APR HDR JTS;REPL COMP JT SL;SL E APPR SLB CRKS;REPR FRAC CONC;REBLD NW APPR CRB CLN & SPOT PNT STL & BRGS;REPR INCIP SPL ON PIER CAP;SL CRKS IN SLP PROT S/W

92	CRITICAL FEATURE INS	
A	FRACT. CRIT.DET.	NO
	INSP. FREQUENCY	MO
B	UNDERWATER INSP.	NO
	INSP. FREQUENCY	MO
C	OTHER SPEC. INSP.	NO
	INSP. FREQUENQY	MO

CONDITION RATINGS

58	DECK	7
59	SUPERSTRUCTURE	7
60	SUBSTRUCTURE	7
61	CHANNEL AND CHAN. PROTECTION	N
62	CULVERT	N
BA	APPROACH RDWY CONDITION	7
64	OPER. RATING	299
66	INV. RATING	263

APPRAISAL RATINGS

67	STRUCTURAL EVALUATION	7
68	DECK GEOMETRY	5
69	UNDERCLEARANCE VERT. & LAT.	7
70	BRIDGE POSTING	5
71	WATERWAY ADEQ.	N
72	APPR. RDWY ALIGNMENT	6

RAILROAD ITEMS

BB	ORPHAN BRIDGE	
BC	USRA LINE CODE	
BD	RR TRKS ON/UNDR	/
BE	RR. MILEPOST	

REMARKS

BF (58) OTHER DEFECTS

BG (59) RUSTED BEARINGS
SPOT RUSTING

BH (60) OTHER

BI (61)

BJ (62)

REMARKS

BK PERCENT OVERSTRESS

113 SCOUR CRITICAL N N/A

PROGRAMMING

BL DISCRETIONARY FUNDS

BM FED. JOB NO. BR NBIS730

BN STATE JOB NUMBER 2202638

RATING (TONS)

ITEMS	INV. BQ-BV	OPER. CA-CG
H TRUCK/LD1		
HSTRUCK/LD2	63	99
TYPE 3 /LD3	61	99
TY.3S2 /LD4	69	99
TY.3-3 /LD5	74	99
MIL.LD /LD6		
POSTED LOAD		

CH MISC. RATING L

INSPECTION DATA

90	LATEST INSPECTION	10/99 AZ FATIGUE
CI	CYCLE NUMBER	07 DETAILS
CJ	TYPE INSPECTION	S LOC. 1
91	DESIG. INSP. FREQ.	24 MO LOC. 2
CK	INSP. CREW	E LOC. 3
CL	NEXT INSP. DATE	10/01
CM	CONSULT.	PBFG INC.
CN	PREV.INSP. DATE	S 10/97 SUFFICIENCY
CO	PREV CONSULT.	CHERRY WEBER RATING
CP	FEDERAL REPORT	YES (NOT DEF)
CQ	BRIDGE LIST	96.4
CR	OFF THE ROUTE BRIDGE	

AW	ME./EL. INSP.	/
AX	DECK COND SURV	/
AY	SPEC. TESTING	/

OTHER INSP. DATES

93A	FRAC.CRIT.INSP.
93B	UNDERWATR INSP.
93C	SPECIAL INSP.

PROGRAMMING INFO: GROUP: R99S CONSULTANT: Parsons-FG PROJECT MANAGER: NC

(DUPLICATE SI&A)

DP. NO. BRILISTR 10/05/01

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF STRUCTURAL EVALUATION - STRUCTURE INVENTORY AND APPRAISAL

STATE ERROR NO
FEDERAL ERROR NO
LAST UPDATE 10/05/01

AA ROUTE 9200 8 STR.NO. 1103411 AB STRUCTURE NAME QUAKERBRIDGE MALL BRIDGE/ US RT 1

IDENTIFICATION

1	STATE	NEW JERSEY
2	HIGHWAY DISTRICT	03
3	COUNTY	MERCER
4	PLACE CODE	39510
A	TOWN	1107
5	INVENTORY ROUTE	187000000
6	FEATURES INTERSECTED	US ROUTE 1
7	FACILITY CARRIED	RAMP FROM US RT 1
9	LOC.	0.75 MI NE OF RT295&1 JCT
10	VERTICAL CLEAR	99 FT 99 IN
11	MILEPOINT	0.000
100	DEFENSE HIGHWAY	NO
101	PARALLEL STRUCTURE	N
102	DIRECTION OF TRAFFIC	2-WAY
103	TEMPORARY STRUCTURE	
16	LATITUDE	40D 17.5M
17	LONGITUDE	074D 41.2M
19	BYPASS DETOUR LENGTH	01 MI
20	TOLL 3	ON FREE ROAD
21	MAINTENANCE 26	PRIVATE
22	OWNER 26	PRIVATE

CLASSIFICATION

104	HIGHWAY SYSTEM INVENTORY ROUTE	0
26	FUNCTIONAL CLASS	19
98	BORDER BRIDGE	
99	BORDER BRIDGE STRUCTURE NO	

NOT ON NHS
LOCAL URBAN

AC NON-INV.FEATURE
AD ADMINISTRATIVE
AE ALTERNATE AGENCY
AF ALTERNATE STRUCTURE NO.

STRUCTURE DATA

27	YEAR BUILT	1975
106	YEAR RECONSTR	0000
28	LANES ON/UNDER	02/07
29	ADT	005200
30	YR OF ADT	1998
109	TRUCK ADTT	05 %
31	DESIGN LOAD	HS-20M
32	APP. RDWY WIDTH	032 FT
33	BR. MEDIAN	NONE
34	SKEW	10 D
35	STRUC. FLARED	NO
36	SAFETY FEATURES	1010
AG	BR. RAILING TYPE	08
AH	RAILING HT.	2FT 09IN
37	HISTORIC SIG	5
38	NAVIG. CONTROL	N/A
39	NAV.VERT.CLEAR	000 FT
40	NAV.HOR.CLEAR	0000 FT
116	MIN.NAV.VRT.CL	FT

41	OPEN/CLOSED/POSTED A	OPEN-NO RESTRICTION
42	TYPE OF SERVICE	HIGHWAY/ HWY W/WO PD
43	STRUC TYPE MAIN SPAN	STL.STR.
44	STRUC TYPE APPR SPANS	NONE
45	NUMBER OF SPANS MAIN	001
46	NUMBER OF APPROACH SPANS	0000
47	INVENT. ROUTE HORZ. CLEAR	32.0 FT
48	MAXIMUM SPAN LENGTH	0138 FT
49	STRUCTURE LENGTH	000139 FT
50	SIDEWALK/CURB LEFT 0.0 FT RIGHT	0.0 FT
51	BRIDGE RDWY. WIDTH CURB TO CURB	32.0 FT
52	DECK WIDTH OUT TO OUT	35.3 FT
53	VERTICAL CLEARANCE OVER DECK	99 FT 99 IN
54	MIN. VERTICAL UNDERCLEARANCE H	14 FT 01 IN
DJ	MIN.VERT.UNDER.(INC. SHOULDERS)	14 FT 01 IN
55	MIN.LAT.UNDERCLEARANCE RIGHT	H 16.7 FT
56	MIN.LAT.UNDERCLEARANCE LEFT	3.0 FT
108	WEARING SURFACE/PROTECTIVE SYSTEM	108
A	TYPE WEARING SURFACE 1	CONCRETE
B	TYPE MEMBRANE 0	NONE
C	TYPE DECK PROT. 8	UNKNOWN

AI	SPEED POSTING	MPH
AJ	SLOPE PROT.	NONE
AK	ABUT. 33	
AL	PIER	NONE
AM	FILL OVER STRUCTURE	0.0 FT
AN	PLAN AVAIL	NO
AO	UTILITY	
AP	FENDER SYSTEM	
AQ	CHLK FNC HT	04 FT 06IN
AR	SPECIAL EQUIP.	
AS	SPECIAL TESTING	
AT	SPECIAL MATERIAL	
AU	ADD. STRUCT. TYPE	
AV	WIDENING TYPE	
107	DECK STRUC.TYPE	1
110	DESIG.NAT.NETWK	NO
111	NAVIGATION PROT.	
112	NBIS BRIDGE	YES

CONDITION RATINGS

58	DECK	6
59	SUPERSTRUCTURE	7
60	SUBSTRUCTURE	7
61	CHANNEL AND CHAN. PROTECTION	N
62	CULVERT	N
BA	APPROACH RDWY CONDITION	6
64	OPER. RATING	251
66	INV. RATING	228

APPRAISAL RATINGS

67	STRUCTURAL EVALUATION	6
68	DECK GEOMETRY	6
69	UNDERCLEARANCE VERT. & LAT.	4
70	BRIDGE POSTING	5
71	WATERWAY ADEQ.	N
72	APPR. RDWY ALIGNMENT	8

RAILROAD ITEMS

BB	ORPHAN BRIDGE	
BC	USRA LINE CODE	
BD	RR TRKS ON/UNDR	/
BE	RR. MILEPOST	

REMARKS

BF (58) DET DECK JOINTS
UP TO 19% CONTAMINATION

BG (59) RUSTED BEARINGS
MODERATE/SEVERE RUSTING
COLLISION SCRAPES

BH (60) MEDIUM/WIDE CRACKS

BI (61)

BJ (62)

REMARKS

BK PERCENT OVERSTRESS

113 SCOUR CRITICAL N N/A

PROGRAMMING

BL DISCRETIONARY FUNDS
BM FED. JOB NO. BR NBIS665
BN STATE JOB NUMBER 2201157

PROPOSED IMPROVEMENTS (COST IN THOUSANDS)

75	TYPE OF WORK	382
76	IMPROVEMENT LENGTH	000000 FT
94	BRIDGE IMPROVEMENT COSTS	$000011
95	ROADWAY IMPROVEMENT COST	$
96	TOTAL PROJECT COST	$000011
97	YEAR OF IMPROVEMENT COST ESTIMATE	1995
114	FUTURE ADT	007300
115	YEAR OF FUTURE ADT	2018
BO	STATE MAINTENANCE COST	$
BP	BRIDGE TO BE DEMOLISHED/NO REPLACEMENT	
DA	DESCRIPTION OF PROPOSED IMPROVEMENTS	

CLEAN & PAINT SUPERSTRUCTURE W/BEARINGS; RESET NW FASCIA BEARING;PATCH SPALLS & SEAL CRACKS IN APPR SLABS,ABUTMTS & WWNGWLS; REPAVE APPR ROADWAYS; CLEAR DEBRIS FR DK JT INSTL GUIDE RAIL POSTS

92	CRITICAL FEATURE INS	
A	FRACT. CRIT.DET.	NO
	INSP. FREQUENCY	MO
B	UNDERWATER INSP.	NO
	INSP. FREQUENCY	MO
C	OTHER SPEC. INSP.	NO
	INSP. FREQUENQY	MO

OTHER INSP. DATES

93A	FRAC.CRIT.INSP.	
93B	UNDERWATR INSP.	
93C	SPECIAL INSP.	
AW	ME./EL. INSP.	/
AX	DECK COND SURV	/
AY	SPEC. TESTING	/

RATING (TONS)

ITEMS	INV. BQ-BV	OPER. CA-CG
H TRUCK/LD1	36	64
HSTRUCK/LD2		
TYPE 3 /LD3	38	68
TY.3S2 /LD4	43	77
TY.3-3 /LD5	45	81
MIL.LD /LD6		
POSTED LOAD		
CH MISC. RATING		

INSPECTION DATA

90	LATEST INSPECTION	09/01	AZ FATIGUE DETAILS
CI	CYCLE NUMBER	07	LOC. 1 0301
CJ	TYPE INSPECTION	S	LOC. 2
91	DESIG. INSP. FREQ.	24 MO	LOC. 3
CK	INSP. CREW	J	
CL	NEXT INSP. DATE	09/00	
CM	CONSULT.	CASTLE ASSOC	
CN	PREV.INSP. DATE	S 11/95	SUFFICIENCY RATING
CO	PREV CONSULT.	CASTLE ASSOC	(NOT DEF)
CP	FEDERAL REPORT	YES	90.3
CQ	BRIDGE LIST		
CR	OFF THE ROUTE BRIDGE		

PROGRAMMING INFO: GROUP: CONSULTANT: Special Agency PROJECT MANAGER: RK

(DUPLICATE SI&A)

APPENDIX M

DRAINAGE DESIGN

Arbiz, Steve M.

From: David Ahdout [David.Ahdout@dot.state.nj.us]
Sent: Friday, April 17, 2009 9:24 AM
To: Abe Rezaeian
Subject: Re: Fwd: Route 1 SB, NPB to I-95/295, Safety Improvements Concept 2B - SWM Application

Abe,

I received the package from PBA and looks ok with me.

Thanks.

>>> Abe Rezaeian 4/14/2009 3:08 PM >>>
Dave,
Reminder...

Abe
>>> Abe Rezaeian 3/13/2009 2:34 PM >>>
Hi Dave,
This is a reminder as well as inquiring the status. PB America, our consultant had sent you the hard copy of SWM package for you use dated 2/23/09. Would you please let us know, if you have any comments or the package is acceptable? What would be the next step? Please provide this office a copy of any action (letter) you may have sent to DEP. Thank you for your continues support!

Abe

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Abe

MERCER MALL

TOWNSHIP OF WEST WINDSOR

POND SOUTH – PROPOSED EXTENDED DETENTION

EXISTING LOOP RAMP POND

POND NORTH – PROPOSED BIO-RETENTION & EXTENDED DETENTION

QUAKERBRIDGE ROAD

MERCER COUNTY

ROUTE 1 SOUTHBOUND
PROPOSED DRAINAGE &
DETENTION POND LOCATION

\\Princeton\PROJECTS\2003\03388\disp\civil\basin.dgn
rupk
06-JUL-2009 15:59
\\Princeton\PROJECTS\2003\03388\disp\civil\basindisplay.tbl

Memorandum

To: John Serban
Cc: Steve Arbitz

From: Kirstin Leiendecker, Kwang Ro
Date: June 22, 2009

Subject: Rt. 1 SB Safety Improvements – Test Pit Exploration

Five open-trench test pits designated as TP-1 to TP-5 were performed on September 10, 2008 and October 14, 2008 by Mart McIntire Excavating of Mount Laurel, NJ. The test pits were conducted using a backhoe (JCB 214) and observed by PB personnel. A location plan may be found attached to this memo.

TP-1 to TP-3 were advanced to a depth of 10 feet, TP-4 and TP-5 were advanced to 11 feet. Samples were obtained from each soil stratum encountered in addition to approximately every two feet within the same stratum. As such, a total of five samples were collected from each test pit. These samples were visually classified using both the USDA and Burmister soil classification systems. The colors listed for the USDA descriptions were determined based on the Munsell soil color charts. Soil logs completed for these test pits may be found as an attachment to this memo.

Seepage of ground water was encountered in TP-5 at 8 feet. Mottling was identified in TP-3 between 5.5 and 7.5 feet and in TP-4 between 8.0 and 9.5 feet. No groundwater or mottling was observed in TP-1 and TP-2.

Following sampling and identification, four bulk samples were provided for testing to Princeton Geotechnical & Materials Services, LLC, a subsidiary of Sadat Associates, Inc. These samples consisted of one sample from TP-1 to TP-4 and were selected based on the stormwater management design needs. No sample was selected in TP-5. Tube permeameter tests, as described in NJAC 7:9-6.2, were conducted on each soil sample. The test results are summarized and presented in the table below. Actual test data are attached with this memo.

Table: Summary of Test Results

Test Pit No.	Bottom of Test Pit (ft)	Sample Depth (ft)	Permeability (in/hr)	Unit Dry Weight (pcf)
TP-1	10	6-8	41.0	89.6
TP-2	10	6-8	82.1	84.6
TP-3	10	6-8	2.83	87.3
TP-4	10	8-10	0.28	106.1

Note: Test performed as described in NJAC 7:9-6.2

The soil at the location of TP-1 and TP-2 is pervious showing relatively high permeability. The dry densities indicated in the above table were obtained through the procedures set forth in NJAC 7:9-6.2 and appear to match observed field conditions. The soil at location of TP-3 to TP-5

described as silty clay loam, silt loam, loam or clay has low permeability and is considered to be hydraulically restrictive.

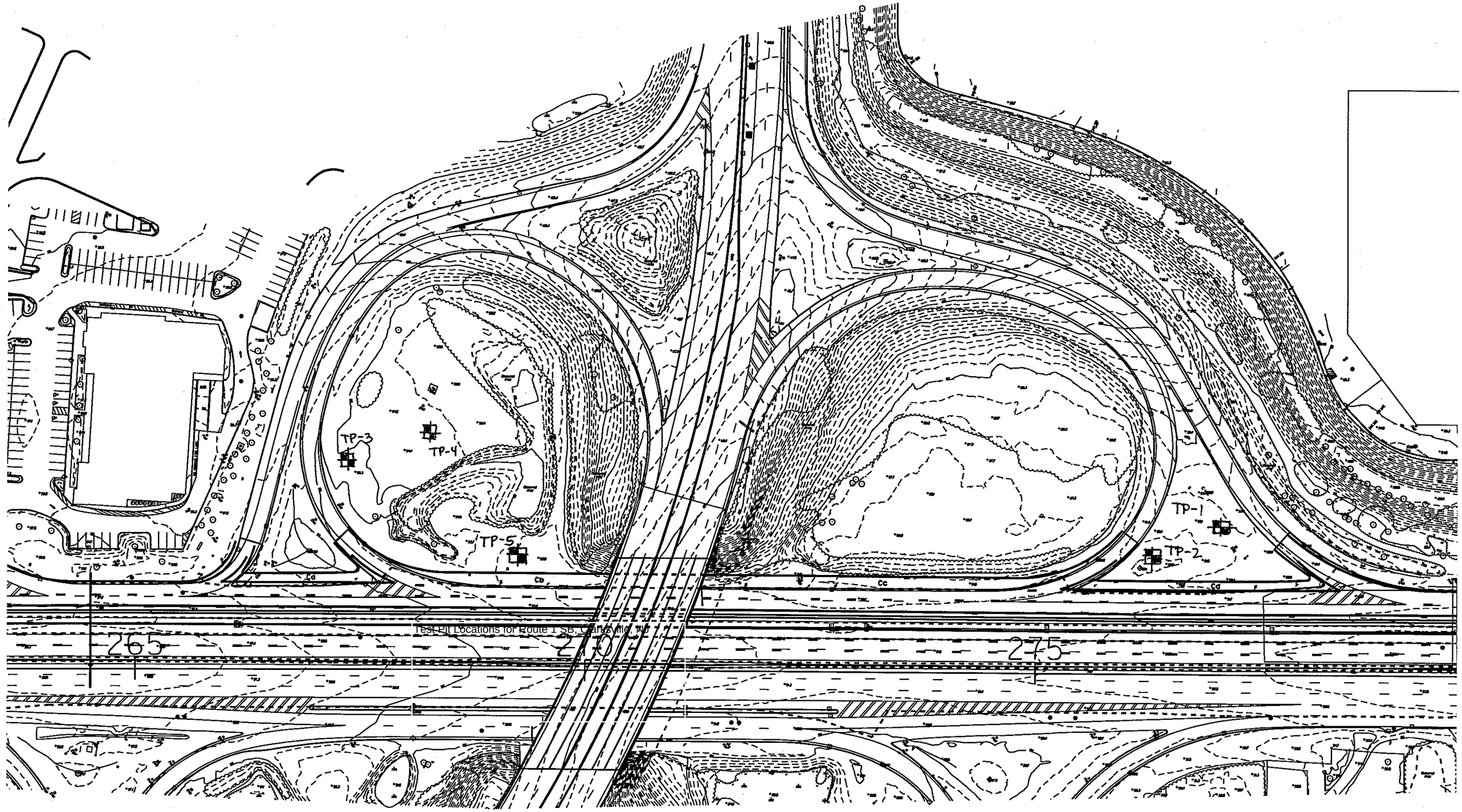
Attachments: *Test Pit Location Plan*

Test Pit Logs

Laboratory Testing Results

cc.: KSR, SMA, JAS, KL, File

Test Pit Location Plan



Test Pit Locations for Route 1 SB, Grantsville, MD

LEGEND

APPROXIMATE TEST PIT LOCATION

ROUTE 1 SB SAFETY IMPROVEMENTS

TESTPIT LOCATION PLAN

zjs-topo.dgn 10/15/2008 12:09:36 PM

Test Pit Logs

PB AMERICAS, INC.

Open Test Pit Soil Exploration

Project: Route 1 SB Safety Improvements
Location of Project: West Windsor Township, Mercer County, NJ
Test Pit No.: **TP-1**

Date: 9/10/2008
Time: 10:45 AM – 11:15AM
Inspector: K. Leiendecker

Test Pit Size: 4' x 9'
Station N/A
Offset N/A
Ground Elevation N/A
Power Equipment: JCB 214 Backhoe

Stratum No.	Depth (Feet)	Field Identification of Soil / Rock	Remarks
1	0.0 – 1.0	SILT, brown (7.5YR 3/2)*, dry (Brown, SILT , trace fine Sand, roots (ML))**	Topsoil w/ vegetation
2	1.0-2.0	Sandy LOAM, dark yellowish brown (10YR 4/6)*, moist (Dark yellowish brown, fine SAND, some Silt (SM))**	Sample S-1
2	2.0-4.0	Loamy SAND, dark yellowish brown (10YR 4/6)*, moist (Dark yellowish brown, medium to fine SAND, little Silt, (SM))**	Sample S-2
2	4.0-6.0	Sandy LOAM, dark brown (7.5YR 3/4)*, moist (Dark brown, medium to fine SAND, some Silt, trace fine to coarse Gravel, (SM))**	Sample S-3
2	6.0-8.0	SAND, yellowish brown (10YR 5/8)*, moist (Yellowish brown, coarse to medium SAND, trace fine Gravel, trace Silt, (SW))**	Sample S-4
2	8.0-10.0	SAND, yellowish brown (10YR 5/8))*, moist Yellowish brown, coarse to medium SAND, trace fine Gravel, trace Silt, (SW))**	Sample S-5

Note: * USDA Soil Classification
** Burmister Soil Classification

Test pit excavation ended at 10 feet. Ground water not encountered. Seasonal high water table not encountered.

PB AMERICAS, INC.

Open Test Pit Soil Exploration

Project: Route 1 SB Safety Improvements
Location of Project: West Windsor Township, Mercer County, NJ
Test Pit No.: **TP-2**

Date: 9/10/2008
Time: 10:00 AM – 10:35AM
Inspector: K. Leiendecker

Test Pit Size: 4' x 9'
Station N/A
Offset N/A
Ground Elevation N/A
Power Equipment: JCB 214 Backhoe

Stratum No.	Depth (Feet)	Field Identification of Soil / Rock	Remarks
1	0.0 – 1.0	SILT, brown (7.5YR 3/2)*, dry (Brown, SILT , trace fine Sand, roots (ML))**	Topsoil w/ vegetation
2	1.0-2.0	Sandy LOAM, dark yellowish brown (10YR 4/4)*, moist (Dark yellowish brown, fine SAND, some Silt (SM))**	Sample S-1
2	2.0-4.0	Loamy SAND, dark yellowish brown (10YR 4/6)*, moist (Dark yellowish brown, medium to fine SAND, little Silt, (SM))**	Sample S-2
3	4.0-4.5	Sandy Loam, very pale brown (10YR 7/4)*, moist (Light gray brown, medium to fine SAND, some clayey Silt, trace fine to coarse Gravel, (SM))**	Sample S-3
4	4.5-6.0	SAND, yellowish brown (10YR 5/8)*, moist (Yellowish brown, coarse to medium SAND, trace fine Gravel, trace Silt, (SP))**	
4	6.0-10.0	SAND, yellowish brown (10YR 5/8))*, moist Yellowish brown, coarse to medium SAND, trace fine Gravel, trace Silt, (SW))**	Sample S-4 (6.0 – 8.0) Sample S-5 (8.0 – 10.0)

Note: * USDA Soil Classification
** Burmister Soil Classification

Test pit excavation ended at 10 feet. Ground water not encountered. Seasonal high water table not encountered.

PB AMERICAS, INC.

Open Test Pit Soil Exploration

Project: Route 1 SB Safety Improvements
Location of Project: West Windsor Township, Mercer County, NJ
Test Pit No.: **TP-3**

Date: 9/10/2008
Time: 11:15 AM – 11:45AM
Inspector: K. Leiendecker

Test Pit Size: 4' x 9'
Station N/A
Offset N/A
Ground Elevation N/A
Power Equipment: JCB 214 Backhoe

Stratum No.	Depth (Feet)	Field Identification of Soil / Rock	Remarks
1	0.0 – 1.0	SILT, brown (7.5YR 3/2)*, dry (Brown, SILT , trace fine Sand, roots (ML))**	Topsoil w/ vegetation
2	1.0-2.0	Sandy LOAM, dark yellowish brown (10YR 4/6)*, moist (Dark yellowish brown, fine SAND, some Silt (SM))**	Sample S-1
2	2.0-4.0	LOAM, dark yellowish brown (10YR 4/4)*, moist (Dark yellowish brown, fine SAND and Silt (ML/SM))**	Sample S-2
2	4.0-6.0	Sandy LOAM, brown (7.5YR 4/4)*, moist (Dark brown, medium to fine SAND, some Silt, trace fine to coarse Gravel, (SM))**	Sample S-3
2	6.0-8.0	Sandy LOAM, strong brown (7.5YR 5/6) to brown (7.5YR 4/4)*, moist (Yellowish brown, coarse to fine SAND, some Silt, trace fine Gravel (SM))**	Sample S-4 Mottling between 5.5 to 7.5 (7.5YR 5/6 and 7.5YR 4/4)
2	8.0-10.0	SAND, strong brown (7.5YR 5/6))*, moist Yellowish brown, medium to fine SAND, trace Silt, (SP-SM))**	Sample S-5

Note: * USDA Soil Classification
** Burmister Soil Classification

Test pit excavation ended at 10 feet. Ground water not encountered. Seasonal high water table not encountered.

PB AMERICAS, INC.

Open Test Pit Soil Exploration

Project: Route 1 SB Safety Improvements
Location of Project: West Windsor Township, Mercer County, NJ
Test Pit No.: **TP-4**

Date: 9/10/2008
Time: 12:45 PM – 13:30PM
Inspector: K. Leiendecker

Test Pit Size: 4' x 9'
Station N/A
Offset N/A
Ground Elevation N/A
Power Equipment: JCB 214 Backhoe

Stratum No.	Depth (Feet)	Field Identification of Soil / Rock	Remarks
1	0.0 – 1.0	SILT, brown (7.5YR 3/2)*, dry (Brown, SILT , trace fine Sand, roots (ML))**	Topsoil w/ vegetation
2	1.0-2.0	SILT, dark yellowish brown (10YR 5/4)*, moist (Brown, SILT (ML))**	Sample S-1
2	2.0-4.0	Silt LOAM, dark yellowish brown (10YR 4/4)*, moist (Yellowish brown, SILT, little fine Sand (ML))**	Sample S-2
2	4.0-6.0	Silt LOAM, dark yellowish brown (10YR 4/4)*, moist (Yellowish brown, SILT, some fine Sand, trace fine to coarse Gravel, (ML))**	Sample S-3
2	6.0-8.0	Silty Clay Loam, yellowish brown (10YR 4/4)*, moist (Yellowish brown, Clayey SILT, little fine Sand (ML))**	Sample S-4
3	8.0-10.0	Silt LOAM, yellowish brown (10YR 4/4))*, moist (Yellowish brown, SILT, some fine Sand, trace coarse Sand (ML))**	Sample S-5 Mottling between 8.0 to 9.5 (7.5YR 5/8 and 7.5YR 3/4)
3	10.0-11.0	Loamy SAND, yellowish brown (10YR 5/6))*, moist (Yellowish brown, coarse to fine SAND, little Silt, (SM))**	Sample S-6

Note: * USDA Soil Classification
** Burmister Soil Classification

Test pit excavation ended at 11 feet. Ground water not encountered. Seasonal high water table encountered at 8 feet.

PB AMERICAS, INC.

Open Test Pit Soil Exploration

Project: Route 1 SB Safety Improvements
Location of Project: West Windsor Township, Mercer County, NJ
Test Pit No.: **TP-5**

Date: 10/14/2008
Time: 10:00 AM – 14:30PM
Inspector: K. Leiendecker

Test Pit Size: 4' x 9'
Station N/A
Offset N/A
Ground Elevation N/A
Power Equipment: JCB 214 Backhoe

Stratum No.	Depth (Feet)	Field Identification of Soil / Rock	Remarks
1	0.0 – 0.5	SILT, brown (7.5YR 3/2)*, dry (Brown, SILT , trace fine Sand, roots (ML))**	Topsoil w/ vegetation
2	0.5-4.0	SILT LOAM, brown (7.5YR 3/2)*, moist (Brown, SILT, some fine Sand (ML))**	
3	4.0-9.0	LOAM, dark yellowish brown (10YR 4/4)*, moist to wet (Medium brown, fine to coarse SAND, some silty Clay, trace fine to coarse Gravel (SC))**	Groundwater seepage at 8 feet
4	9.0-11.0	CLAY, light bluish gray (GLEY2 7/1) and pale red (10R 6/2)*, moist (Light gray and purple, silty CLAY, trace fine Sand,(CL-CH))**	

Note: * USDA Soil Classification
** Burmister Soil Classification

Test pit excavation ended at 11 feet. Ground water seeping was encountered at 8 feet.

Laboratory Testing Results

PRINCETON GEOTECHNICAL & MATERIALS SERVICES, LLC
Telephone 609-341-5860 • Fax 609-396-6952

Project: PB#52040-15 **Job No.:** NJDOT#2204183 **Client**: PB Americas, Inc.
Date: October 2008 **Engineer:** LC

SUMMARY OF LABORATORY TEST RESULTS

Boring No. / Sample No.	Sample Depth	Natural Moisture Content (%)	Atterberg Limits		Tube Permeameter		Bulk Density* (pcf)	Sample after Test		Triaxial Test				Unconfined Compressive Strength (q psf)
			Liquid Limit (%)	Plastic Limit (%)	K cm/sec	K in/hr		Moisture Content	Dry Density (pcf)	UU	CU	Cell Pressure (psi)	Back Pressure (psi)	
TP-1	6’-8’				$2.89x10^{-2}$	41.0			89.6					
TP-2	6’-8’				$5.79x10^{-2}$	82.1			84.6					
TP-3	6’-8’				$2.00x10^{-3}$	2.83			87.3					
TP-4	8’-10’				$1.96x10^{-4}$	0.28			106.1					

Note: Tube Permeameter tests are performed on disturbed samples. Field density could vary from that of the tested sample.

APPENDIX N

NJDOT SCOPE STATEMENT

NJDOT Scope Statement

Purpose: The Scope Statement documents key elements of the project scope starting with information gathered during Purpose and Need (P/N) and updated through Final Design (FD). The Scope Statement is refined as more details become available. The Scope Statement is baselined after Feasibility Assessment. The Change Management process is used for changes after the Scope is baselined. The front end of the document focuses on the Project objectives, requirements, deliverables, acceptance criteria, boundaries, assumptions and constraints, milestones, project organization, defined risks, a high level Work Breakdown Structure, estimates, change control methodology, and approval requirements.
The detailed section of the Scope Statement specifies the requirements for each discipline and is completed by the Lead Engineer from Division of Project Development (DPD) with input from the appropriate Subject Matter Expert (SME). The Lead Engineer and Project Manager from DPD compile all information provided by the SMEs.

PROJECT IDENTIFICATION

PROJECT IDENTIFICATION - PROJECT SPECIFICS	
Project Name	**Contract Number**
Route 1 Southbound, from Nassau Park Boulevard to Quaker Bridge Mall Overpass	
Project Manager	**Program Manager**
Abe Rezaeian	Mark Rollo
Counties	**Municipalities**
Mercer Select County 2 Select County 3	Lawrenceville West Windsor

ADDITIONAL PROJECT INFORMATION	
UPC Number	TBD
DB Number	96040
Legislative District(s)	14 15
Congressional District (s)	12
Start Milepost	7.61
End Milepost	8.69
Alternate Start Milepost	N/A
Alternate End Milepost	N/A
Length of Project (miles/meter):	1.08
Structure Numbers	1103411 and 1103157
Standard Route Identifier (SRI):	00000001
Alternate SRI:	N/A
Job Number:	2204183
Job Number Type	
Project Classification:	4 - Widening Resurfacing
Classification $:	$5 - $10 million
Pipeline Type:	Pipeline II
MPO	DVRPC
Area Designation Code:	
Latitude	40 degrees 17 minutes 47 seconds N
Longitude	74 degrees 40 minutes 50 seconds W
Functional System Class Code (Yes/No):	☐ Yes ☐ No

FHWA Job Type:	_____
FHWA National Highway System:	NHS

Scope Statement

STRATEGIC ALIGNMENT – OBJECTIVES OF THE PROJECT

< Describe the objectives and strategic alignment of the project. This section has **two** parts.
Part one is to describe the project objectives. Part two lists how the project aligns with the organizational strategic drivers. >

Part One

All projects should support and tie to strategic goals. The objectives should be **SMART**: **(S**pecific, **M**easurable, **A**ttainable, **R**esults – Oriented, and **T**ime-specific)

Example of Project Objective: Complete the Preliminary Design Submission within 12 months from Notice to Proceed. Complete Construction with 18 months from award.

Project Objective:

_____

Part Two

< List how the Project Objectives align with the organizational strategic goals.>

NJDOT Mission Statement	Improve lives by improving transportation
CPM Mission Statement	CPM mission is to improve the safety, integrity and efficiency of the transportation system by continuously improving the delivery of high quality projects that best serve the public.
CPM Vision	CPM delivers the highest quality projects, within a reliable and continuously improving delivery system, on time, and within budget that serve as models for the nation. We take pride in our team and individual accomplishments, plan for future needs of the organization, and continuously strive to improve our processes, projects and ourselves.
Describe how the project supports the CPM Mission Statement and CPM Vision	< Specify how project supports the organizational goals. > **Example statement: Replacement of all bridges and roadway improvements will improve safety, operation and capacity along Route xx within the project limits. The project will accommodate bicycle and pedestrian. The project will also provide five (5) lane evacuation route during emergency evacuation.** Adding an additional express lane and eliminating some driveway access points will improve safety, operation, and capacity along Route 1 Southbound with in the project limits.
Describe how the project supports the Department's Capital Investment Strategy (CIS)	< Specify how project supports the Department's Capital Investment Strategy. > **Example statement: Completion of this project complies with the Department's CIS goal for bridge preservation to eliminate all structurally deficient bridges maintained by the State.**

PROJECT DESCRIPTION & REQUIREMENTS (CHARACTERISTICS OF THE PRODUCT & THE PROJECT IS UNDERTAKEN TO CREATE)

Problem Statement –

< State the original Problem Statement that led to the Project.

Problem Statement for this Project:

The New Jersey Department of Transportation – Division of Project Planning and Development (NJDOT-DPPD) has identified this segment of Route 1 Southbound as needing safety, capacity, and roadway deficiency improvements.

Safety - Along the existing collector-distributor road of Route 1 Southbound, there is a history of rear-end and side-swipe accidents, which FHWA and NJDOT (as part of a Safety Study) have determined are directly related to the number of access points from the local businesses.

Capacity – Approximately 2/3 of the project area along Route 1 Southbound has a roadway section with 2 Express Lanes. To the north and south of this area, there are three Express Lanes. Major traffic delays and heavy congestion on Route 1 Southbound are a daily occurrence during the weekday PM peak period, as commuters from the large office parks and retail centers along Route 1 access I-95/I-295 to destinations outside of the study area. During times of heavy congestion, vehicles often use the Collector-Distributor road, when they cannot merge with the Express Lanes.

Roadway Deficiency – Pavement in the Route 1 Southbound project limits has cracks and rutting, and is in need of resurfacing.

Operational Goals for the Project –

< List the expected Level of Service the product associated with the project is expected to provide 20 to 25 years after the project is completed. >

Operational Goals for this Project:

-
-

Scope Statement – What work needs to be completed during the project

<Describe the project parameters. Scope describes the work that must be completed to deliver the Project to the specified functions and requirements. Provide a broad overview of the project noting specific issues, commitments, concerns, constructability considerations, project support/opposition, potential enhancements, bike/pedestrian compatibility, etc The scope is agreed upon by key stakeholders to encompass the boundaries of what is to be completed by the project team and what is not. The project scope will be measured against Project Success Criteria to ensure success. The Scope Statement will be baselined. Changes to the Scope require the baseline be updated.

Examples of Project Description and Requirements

- Replace all bridges on Route 1
- Raise the profile of Route 1 at one location to improve the safety
- Provide the required shoulders to accommodate additional lanes for evacuation of LBI.

Project Description and Requirements for this Project:

- Add an additional express lane along Route 1 SB.
- Eliminate 5 access points to improve safety. Provide a connection of the southernmost properties to the main access driveway of Mercer Mall to maintain egress to Route 1.
- Provide new drainage system through project limits that meets Storm Water Management requirements.
- Relocate utilities: aerial electric, telephone, cable television, gas, water, and sanitary sewer.
-

Out of Scope – Implied project work that will not be part of the project

<Since the Scope Statement focuses on what efforts are within the boundaries of the project, clearly identify work that may be necessary but not within the bounds of the effort by this project team.

Examples of Items out of Scope:

- Replace ornamental lights
- Provide additional signage

Items out of Scope for this Project:

- Traffic Signal Improvements
- Modifications to existing structures
-

Deliverables – What will be delivered at the end of the project

< List the specific outputs that will be delivered by the project team at the end of the project. A deliverable is any outcome that must be produced to complete the project or part of a project. List as many as needed and prioritize the list. Highest priority deliverables will be listed on the top level of the work breakdown structure and may be decomposed and documented in the Project Management Plan during the Planning Process.

Examples of Deliverables

- Final utility relocation plans
- Final Row plans

Deliverables for this Project:

- Final Utility Relocation Plans
- Final ROW Plans
- Access Cutouts
- Plan, Specification, and Estimate Package

ACCEPTANCE CRITERIA

<Describe how the project/Project will be reviewed to verify the project objectives have been achieved. Include interim reviews, quality assurance activities, and which organization(s) have final approval authority.>

Examples of Acceptance Criteria for this Project:

- Preliminary Design submission will be reviewed by the Department Quality Assurance team/Federal Highway Administration (FHWA) and approved by the QA Team Leader to advance the project into the next phase (Final Design).
- Design Exception will be approved by FHWA

Acceptance Criteria for this Project:

- Preliminary Design submission will be reviewed by the Department Quality Assurance team/Federal Highway Administration (FHWA) and approved by the QA Team Leader to advance the project into the next phase (Final Design).
- Design Excepton will be approved by FHWA, if required.
-

ASSUMPTIONS/CONSTRAINTS – ITEMS BELIEVED TO BE TRUE FOR AND PROJECT LIMITS

<List the known assumptions and constraints that have the potential to impact the project. List any assumptions and constraints that have been made in recommendations for the purpose of project planning. Assumptions are items the project team believes to be true. Assumptions may have to do with resource availability, consistency of support from another area and other factors. Constraints are factors that will impact the project. The team has limited ability to change the constraint. >

Examples of Assumptions:

- Funding will be approved by Sept. 15th

Examples of Constraints:

- Proposed designs must be reviewed and approved by the Community Partnering Steering Committee..

Assumptions for this Project:

-

Constraints for this Project:

-

SCHEDULE MILESTONES

< The project sponsor, project customer, or other stakeholders often dictate key events or major milestones affecting the completion of certain deliverables by a specified date. List key milestones and if known, associated dates that are required for the project. This would include launching the Project by a specific date. Milestones are used in the schedule model >

Examples of Milestones:

- Approved Environmental Documents
- Preliminary Design Submission
- Final Design Submission
- Right of Way availability data
- Contract Award

Milestones for this Project:

- Preliminary Design Submission
- Final Design Submission
- Right of Way availability data
- Environmental Permit Approval
- Contract Award

INITIAL PROJECT ORGANIZATION

< Provide list of Project Roles and Responsibilities and if known, identify the individuals assigned to each role. Identify which resources will be provided internally and externally.. >

Initial Project Organization:

Project Role	Responsibilities	Assigned to:	Internal / External

RISK IDENTIFICATION – FACTORS THAT MAY HAVE A NEGATIVE IMPACT ON THE PROJECT

< List in bullet format the risks of the project if it proceeds, and if this project does not proceed. >

A **risk** is an event that may affect the project negatively or may present an opportunity. Keep the risks related to the project. Be sensible and do not list every risk imaginable. This area should not be blank at this time. Some risks at this point should have been identified. Each risk stated here, would be listed in the Risk Register and will summarize response strategies to minimize the impact on performance, schedule, cost, stakeholder relations, and other areas. As the project progresses, each risk will be monitored and depending on its risk level may need to be further refined in the Risk Register.

Examples of Risks:

- All required funds (Design, utility, row and construction) will not be available on time.
- Project team members (Designer, in-house) should be effective in preparing the applicable contract documents and provide a timely response.

- Stakeholders request unnecessary changes.

Risks Identified for this Project:

-
-

INITIAL WORK BREAKDOWN STRUCTURE (WBS)

< Provide the initial, high-level version of the WBS by indicating which deliverables will be included in the project. Supporting details that include specific topics and identify required activities are provided later in this Scope statement. >

Purpose and Need Deliverables	Feasibility Assessment Deliverables
☐ Problem Statement (TP1)	☐ Feasibility Assessment Report
☐ Project Need Statement	☐ Resolution of Support from the community
☐ Tier 2 Screening Report	☐ Reasonable assurance from the Geometric Unit for the proposed Design Exception (if any)
☐ Purpose and Need Report	☐ Comments from FHWA
☐ Approval of CPSC of P/N Phase, if needed	☐ .NJ Transit concurrence to the proposed substandard vertical under clearance (for structure over RR)
☐ Project Charter	☐ Memo from E-Team for Initial Screening performed that stipulate anticipated environmental documents
	☐ Cultural Resources Study Eligibility / Effects findings
	☐ Approved Project Plan (APP)

Preliminary Design Deliverables	Final Design Deliverables
☒ Letter 1 & 2	☐ Amtrak Coordination
☒ Base Plan & Accommodation Schemes	☐ RR Diagnostic Team Coordination
☒ Checklist/Funding & Agreements	☒ Utility Plans/Estimates/Agreements
☐ Railroad Coordination	☒ Authorization of Utility Work
☒_ Initiate Preparation of Plans	☒ Finalize & Execute Maps & Agree.
☒ Preliminary Plans & Estimate	☒ Complete Final ROW Documents
☒ Access Plans & Cut-Outs	☐ Prepare & Secure Riparian Lic.
☐ ITS Concept Design	☒ Obtain ROW Environmental Reevaluation.
☒ Highway lighting	☒ ROW Authorization/Appraisal
☒ Landscape Design Concept D esign	☒ Negotiate/Closing
☒ Drainage Design	☐ Relocation Plans
☒ Control/Topo/ & Supplemental	☒ Administer Mods & Revocations
☐ Base Maps	☒ Complete Lighting Des./Traffic Sign.
☒ Consultant FD Proposal/Negotiate Agree.	☒ Striping & Signal Plans/ ITS Facilities Plan
☒ Final Design Authorization	☒ Complete Landscape Design
☒ Analyze Sub-Standard Design Elements	☒ Complete Drainage Design
☒ Horizontal & Vertical Geometry	☒ Conduct Supplemental Surveys
☒ Preliminary Plans & Text Submission	☒ FD Package/Review/Comment Resolution
☒ Hydrologic ☐ Seismic ☐ Scour	☒ Designer PS&E _____Prepare Auth. Package
☒ Preliminary Structure Design	☒ Prepare Roadway Plans
☒ Develop & Approval of FD Sch. & Budget	☒ Prepare Final Structures Documents
☒ SUE ☐ Foundation Design	☐ Prepare Noise Wall Details

Preliminary Design Deliverables	Final Design Deliverables
☒ Pav't. Test/Analysis/Recommendations	☒ Construction Estimate
☒ Wetland Delineation	☒ Construction Schedule
☒ Initiate Env. Process (Tech Studies,	☒ Project Specific Specifications
☒ Agency Coordination & Review)	☒ Agency Coordination/Permit Applications
☒ Public Involvement Action Plan	☒ Secure Permits
☒ Begin Preliminary Design	☒ Complete Environmental Plans
☒ Initiate Environmental Process	☒ Mitigation Plans (Wetlands, Cultural Res. Etc.)
☒ Approve Environmental Document	☒ Other (Soil Erosion, Contamination Clean- Up
☒ Preliminary Design Submission	☒ NJDEP Coordination regarding Reforestation
☒ Preliminary Construction Est. & Sch.	☒ Soil Erosion & Sediment Control Certification
☒ CPC Meeting	☒ Begin Final Design ____ Design Team NT
☐ Description and justification for anticipated non-standard/experimental/proprietary pay items	☒ Final Design Sub. ____ ROW Availability
☒ Initiate Mitigation Plans (Wetlands, Cultural Res. Etc.)	☒ PS&E Submission ____ PS&E Certified
☒ Highway Striping plan	☒ Authorization Request Date ____ Advertise
☐ Traffic Signal Plan / ITS Facilities Plan	☒ Receive Bids ____ Contract Awarded
☒ Guide Signs (ground mounted)	☒ Const. Environmental Reevaluation
☒ Overhead Sign Structures	☒ Construction Engineering

PROJECT ESTIMATE

<List Project Estimates for each phase and the latest date each estimate was updated. Estimates are expected to be more accurate as more details are known. In the FA Phase the estimate is a Rough Order Magnitude and expected to be in the range of -50 to +100%. By the end of FD, much more detailed information is available and estimates may be expected to be within a range of -10 to +15%. >

Project Item	FA Phase Estimate Amount (ROM) As of (date)	PD Phase Estimate Amount As of (date)	FD Phase Estimate Amount As of (date)
Design	$	$ 2,000,000	$
ROW	$	$ 3,500,000	$
Utility Relocation	$	$ 1,300,000	$
Construction	$	$6,700,000	$
Construction Engineering	$	$900,000	$
Contingencies	$	$200,000	$

CHANGE MANAGEMENT AND SCOPE CONTROL PLAN

< List the steps used to control access and changes to project scope documentation, change requests, and change

request status information, and to perform verification and validation the change control procedures are being used >

Describe how requests for change are submitted. Describe the review and approval process. Describe how the status of Requests for Change is reported Describe how the Change Process is reviewed and its provisions enforced. A standardized Change Management process is being developed.

Approvals

APPROVAL			
Name	**Title**	**Date**	**Approved**
<List the Name. > <Gather signatures. >	<List the title of the person listed.>	<Format mm/dd/yy >	<Yes or No >
	Project Manager, Division of Project Management	mm/dd/yy	☐ Yes ☐ No
Rick Crum	Director, Division of Project Management	mm/dd/yy	☐ Yes ☐ No
Lynn Rich	Director, Division of Project Development	mm/dd/yy	☐ Yes ☐ No
Tom Wospil	Director, Division of Capital Investment Planning and Development	mm/dd/yy	☐ Yes ☐ No
Victor Akpu	Director, Division of Right of Way	mm/dd/yy	☐ Yes ☐ No
Elkins Green	Director, Division of Environmental Resources	mm/dd/yy	☐ Yes ☐ No
Alexander Brown	Director, Division of Community Involvement	mm/dd/yy	☐ Yes ☐ No
Brian Strizki	Director, Division of Design Services	mm/dd/yy	☐ Yes ☐ No
Walter McGrosky	Director, Division of Capital Program Support	mm/dd/yy	☐ Yes ☐ No
Kiran Patel	Director, Division of Construction Services & Materials	mm/dd/yy	☐ Yes ☐ No
Dhanesh Motiani	Director, Division of Traffic Operations	mm/dd/yy	☐ Yes ☐ No

New Jersey Department of Transportation
Project Scope of Work by Discipline
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Project Scope of Work (to be completed by DPD)

Document Custodian: _____ **Telephone Number:** _____
Completion Date: _____ **Revision Date:** _____
Revision Number: _____

Feasibility Assessment Information (to be completed by DPD)

Date of Draft Feasibility Assessment Report: _____ **Date of Scope Summary Meeting:** _____
Date of CPC decision to advance project to PD: _____
DPD's Consultant responsible for Scope of Work: Parsons Brinckerhoff
PD to be Completed by (check one): ☐ In-House ☐ Consultant **DPD Group Manager:** _____

Scope Development / Preliminary Design / Final Design Information (to be completed by DPD and PM)

Begin Scope Development:		**Begin Preliminary Design:**		**Begin Final Design:**	

Design to be Completed by (check one):	☐ In-House	☐ Consultant	**Design Type:**	☐ Bid/Build ☐ Modified/Design Build
Identify Funding Source:				

Construction Information

CE Job Number:		**Duration of Construction:**	
Award Date (Actual/Anticipated):		**Estimated Construction Year:**	

(Construction Estimate & Year should be based on the mid point of construction)

Consultant Project Information

Consultant's Name:	
Total Amount of Pending Contract Modifications/Agreements:	
Total Amount of Approved Contract Modifications/Agreements:	
FMIS Contract ID Number (i.e. 89 00766):	
Agreement Number (i.e. 2001PM03):	

Scope of Work Revision Log (to be completed by PM)

As projects advance through the various phases of the project development process the scope of work becomes more refined and the level of involvement by either the designer or support units can be affected. Therefore, this area (Scope of Work- Revision Log) has been provided to keep track of these scope changes. This can be particularly helpful in assessing potential impacts to budgets and/or schedules or justifying cost overruns.

Phase: ☐ Preliminary Design ☐ Final Design

Date:		**Budget Affected:**	☐ Yes ☐ No
Contact Person:		**Schedule Affected:**	☐ Yes ☐ No
Unit:		**Construction Cost Affected:**	☐ Yes ☐ No
Telephone No:		**Revision Justification:**	

Phase: ☐ Preliminary Design ☐ Final Design

Date:		**Budget Affected:**	☐ Yes ☐ No
Contact Person:		**Schedule Affected:**	☐ Yes ☐ No
Unit:		**Construction Cost Affected:**	☐ Yes ☐ No
Telephone No:			
Revision Justification:			

Phase: ☐ Preliminary Design ☐ Final Design

Date:		**Budget Affected:**	☐ Yes ☐ No
Contact Person:		**Schedule Affected:**	☐ Yes ☐ No
Unit:		**Construction Cost Affected:**	☐ Yes ☐ No
Telephone No:			
Revision Justification:			

Phase: ☐ Preliminary Design ☐ Final Design

Date:		**Budget Affected:**	☐ Yes ☐ No
Contact Person:		**Schedule Affected:**	☐ Yes ☐ No
Unit:		**Construction Cost Affected:**	☐ Yes ☐ No
Telephone No:		**Revision Justification:**	

Construction Plans/Estimated Number of Sheets (to be completed by DPD and PM)

Roadway and Bridges

1	Key Map	7	Grades	1	Method of Cross Sections
2	Estimate-Distribution of Quantities	20	Traffic Control and Staging Plans	22	Cross Sections
2	Typical Sections	____	Traffic Control Plans	1	Alternate Retaining Wall System
1	Plan Sheet Index	____	ITS Plans	1	Estimate of Quantities – Bridge
8	Construction Plans	5	Electrical Details	1	Earthwork Summary
7	Environmental Plans	____	Traffic Signal Plans	____	Earthwork Chart Sheet
5	Profiles	7	Highway Lighting Plans	10	Non-standard Roadway Construction Details
3	Ties	10	Landscape Plans	5	Non-standard Bridge Construction Details
		10	Traffic Signing and Striping Plans	7	Drainage Plans

Right of Way Documents

3	Entire Tract Map	1	Tabulation Sheets	11	Individual Property Maps (IPM)
8	General Property Parcel Maps	11	Parcel Descriptions	3	Alignment Sheets

Other Documents

____	Jurisdictional Maps	____	Utility Agreements Plans	____	Railroad Crossing Element Plans
____	Project specific Specifications				

Are there any additional documents? ☒ Yes ☐ No

Please identify any additional documents: Permit Plans

Context Sensitive Design (to be completed by Lead Engineer of DPD and PM)

Context Sensitive Design (The department has adopted a new approach to transportation planning that looks "beyond the pavement." This approach considers the role that the streets and roads can play in enhancing communities and natural environments. Context Sensitive Design (CSD) is a planning and design process that involves close collaboration with the communities, which balances the safe movement of motor vehicles and local needs and values). At the same time, these CSD solutions must support the Project Objectives.

This section has been provided for functional units to state any CSD issues, commitments and concerns that contribute to the Scope of Work. Additionally, if non-standard activities are required for CSD, this is the place to provide the activity description including the phase of work to occur (provide your unit's name, contact person and phone number).

Value Management (to be completed by the Lead Engineer from DPD with concurrence of the VE SME) 50804				
Sign Off on Scope by Manager:		☐ Yes ☐ No	**Date:**	
Value Engineering Reviewed:	☐ Yes ☐ No			
Value Analysis to be Performed:	☐ Yes (if construction & ROW cost > $20 million) ☐ No			
Combined Estimated Cost of Construction, ROW, and Utilities:	☐ <$3 million ☐ $3-5 million ☐ $5-$15 million ☐ >$15 million			
Lane Occupancy Charges and Road User Costs to be completed:	☒ Yes ☐ No			

List Issues, Commitments or Concerns: _____

ACTIVITY ID's	
FA / SD	☐ 1050
Preliminary Design (PD)	☒ 2200
Final Design (FD)	☒ 3100

IN - HOUSE INPUT

This section has been provided for the functional units to state any assumptions, to clarify and customize standard activities, and to add new activities and their descriptions. Please be clear and concise. Provide your unit's contact person and number.

Right of Way (to be completed by the Lead Engineer and Designer from DPD with concurrence of the ROW SME) 51021, 22, 23, and 24

Total Number of Parcels: 11

Sign Off on Scope by ROW Supervisor/Manager:		☐ Yes ☐ No	**Date:**	
Sign Off on Scope by ROW SME:		☐ Yes ☐ No	**Date:**	

Title Search

Sign Off on Provider of Title Search by Manager, Closing Bureau:		**In-House Title Section** ☐ Yes ☐ No	**Design Consultant** ☐ Yes ☐ No	**Date:**	

1. Fee Parcel /Easements

Number of fee parcels (partial):	9	**Number of fee parcels (entire):**		**Number of residential relocations:**	
Number of permanent easements (E parcels):	2	**Number of temporary easements:**		**Number of commercial relocations:**	

2. List any known or potential environmental problems or issues that may impact Right of Way processes or decisions (cross reference with the Environmental section of the Scope Statement document: Mercer Mall may have concerns about impacts toparking lot to resolve.

3. List any environmentally sensitive parcels (ESPs), underground storage tanks, freshwater wetlands: There are known wetlands to the south of Patio World Property.

4. Identify Riparian Parcels (currently flowed), Easements and/or Green Acres Diversions by contacting NJDEP for any Right of Way to be acquired: 0

5. Identify parcel that can be eliminated by design change modifications and attempts to mitigate damages suffered by the remaining properties. 0

6. Decision to expand parcel for further use or contingency. _____

7. List the number of Non Real Estate Engineering (NRE) parcels. 2

8. List any commitments and conditions made to the public or to private property owners that may impact Right of Way processes or decisions: Owner of "New York Golf", Makefield LP has requested a shifting of the ingress property further to the south.

9. Greenacres mitigation method: ☐ **Dollar Reimbursement** ☐ **Property Replacement**

ACTIVITY ID's	
Preliminary Design (PD)	☒ 1160 ☒ 1270 ☐ 2010 ☒ 2015 ☒ 2025
Final Design (FD)	☒ 2020 ☒ 2030 ☒ 2035 ☒ 2040 ☐ 2050 ☐ 2060 ☐ 2070 ☐ 2590 ☐ 3005 ☐ 3010 ☐ 3020 ☐ 3590

IN - HOUSE INPUT

This section has been provided for the functional units to state any assumptions, to clarify and customize standard activities, and to add new activities and their descriptions. Please be clear and concise. Provide your unit's contact person and number.

Office of Access Design (to be completed by the Lead Engineer from DPD with concurrence of the Access Design SME) 51028

1. Total No. of Driveways impacted: 5
2. Are there any pending agreements or major access permit applications from the developer within the project limit? ☐ Yes ☒ No

3. Any commercial properties with access modifications and/or Revocations which have potential impacts to site parking slots, circulations and operation of business. ☒ Yes ☐ No
If yes, provide details of impact with Block and Lot Nos. New York Deli has 12 parking spaces impacted and is scheduled to lose ingress driveway (Block 5201, Lot 37). Patio World has 3-5 parking spaces impacted (Block 5201, Lot 29).

4. Any commercial properties that will require necessary assistance in the establishment of the alternative access (as per NJAC 16:47-4.33) ☒ Yes ☐ No
If yes, provide details of assistance with Block and Lot Nos. Egress from 2 properties (Patio World - Block 5201, Lot 29) and (NY Golf - Block 5201, Lot 30.01) need to utilze Mercer Mall south driveway and will cross other shared driveways to get there.

5. Any commercial properties that will require the preparation of Access Impact Assistance (AIA) report. ☐ Yes ☐ No
If yes, provide Block and Lot Nos.

Number of Adjustments:	2	**Number of Modifications:**		**Number of Revocations:**	5
Sign Off on Scope by Office of Access Design Supervisor/Manager		☐ Yes ☐ No		**Date:**	

ACTIVITY ID's	
Preliminary Design (PD)	☒ 1150 ☒ 1155 ☐ 2090 ☒ 2095
Final Design (FD)	☒ 2100

IN - HOUSE INPUT

This section has been provided for the functional units to state any assumptions, to clarify and customize standard activities, and to add new activities and their descriptions. Please be clear and concise. Provide your unit's contact person and number.

Utilities (to be completed by the Lead Engineer from DPD)

Total Number of Utility Companies: 4

Sign Off on Scope by DPD Manager:		☐ Yes ☐ No	**Date:**	

Utility Type	**Utility Company**	**Size (Units of Measure)**	**Location (aerial/underground)**
Gas	PSE&G	4" Steel Pipe	Underground
Electric	PSE&G	13kv and 26kv Volts	Aerial
Cable	Comcast	Pairs/ Strands	Aerial
Telephone	Verizon	100 or 200 Pairs/ Strands	Aerial and Underground
Water	New Jersey American Water	12" Ductile Iron Pipe	
Sewer	Ewing-Lawrence Sewage Authority	Pipe	
Fiber-Optic (non-Department)			
Other:	AT&T	Underground Duct Bank	Underground Duct Bank
Other:			
Other:			

Other:			

1. Identify if the Utility Discover and Verification requires sub-surface utility exploration: yes

2. Is a SUE (Subsurface Utility Exploration) Consultant required? ☒ Yes ☐ No

3. Identify Potential Conflicts: Underground gas and water impacted by drainage main. Utility poles to be relocated due to widening.

4. Identify Temporary Relocations that are needed during construction: _____

5. Diagnostic Team Meeting Required: ☐ Yes ☒ No

6. Diagnostic Team Meeting Held: _____ (DATE)

7. Number of poles? 14

8. Number of guy wires on existing poles? 5

9. Are there cell towers or substations? No

ACTIVITY ID's	
Preliminary Design (PD)	☒ 1100 ☒ 1110 ☒ 1115 ☒ 1120 ☒ 1130 ☒ 1135 ☒ 1140 ☒ 1145 ☒ 1255 ☒ 1260 ☒ 1235 ☒ 1245 ☒ 1250 ☒ 1255
Final Design (FD)	☒ 1265 ☒ 3510 ☒ 3520 ☒ 3530 ☒ 3540 ☒ 3550 ☒ 3560

IN - HOUSE INPUT

This section has been provided for the functional units to state any assumptions, to clarify and customize standard activities, and to add new activities and their descriptions. Please be clear and concise. Provide your unit's contact person and number.

Railroad (to be completed by the Lead Engineer from DPD) 50929

Sign Off on Scope by DPD Manager		☐ Yes ☐ No	**Date:**	

Railroads Affected Select RR Line Select RR Line 2 Select RR Line 3 _____ _____ _____

Grade Crossings Affected? ☐ Yes ☐ No **How many?** _____

Is there sufficient over-head structure clearance? ☐ Yes ☐ No

ACTIVITY ID's	
FA/SD	☐ 0205
Preliminary Design (PD)	☐ 2580 ☐ 2600 ☐ 2610 ☐ 2620
Final Design (FD)	☐ 3600 ☐ 3610 ☐ 3620 ☐ 3630 ☐ 3640 ☐ 3660

IN - HOUSE INPUT

This section has been provided for the functional units to state any assumptions, to clarify and customize standard activities, and to add new activities and their descriptions. Please be clear and concise. Provide your unit's contact person and number.

Drainage (to be completed by the Scoping & Review SME & the Bureau of Environmental Program Resources SME) 50952 and 50812

Sign Off on Scope by Scoping and Review Supervisor/Manager		☐ Yes ☐ No	**Date:**	
Sign Off on Scope by Environmental Supervisor/Manager		☐ **Yes** ☐ **No**	**Date:**	

1. **Identify all existing drainage deficiencies (undersized system, excessive spread into travel lanes, insufficient inlets, flooding at low points, etc.):** _____
2. **List proposed improvements including outfalls (especially tidal):** New roadway drainage system and BMP's.
3. **Is compliance with Stormwater Management rules triggered (1/4 acre new impervious surface, or 1 acre disturbance)?** ☒ **Yes** ☐ **No**
4. **Identify all NJDEP permits required:** Flood Hazard ,General, and Stormwater Management
5. **List proposed structural Best Management Practices (BMP) (Bioretention System, Constructed Wetlands, extended detention basins, infiltration system, wet ponds, porous pavement and etc.):** Biofiltration System, Extended Detention Basin
6. **List proposed nonstructural BMP (such as Vegetation and Landscaping, Minimize Site Disturbance, Impervious Area Management, and Time of Concentration Modifications: Vegetation**
7. **Identify drainage outflow owner: Will property rights need to be acquired?** ☒ **Yes** ☐ **No**

ACTIVITY ID's	
Preliminary Design (PD)	☒ 1230 ☒ 1275 ☒ 1280 ☒ 1770 ☒ 1810 ☒ 1830 ☒ 1835 ☒ 2170 ☒ 2200 ☒ 2330
Final Design (FD)	☒ 2300 ☒ 2305 ☒ 3080 ☒ 3100 ☒ 3110 ☒ 3310

Survey (to be completed by the Lead Engineer from DPD with concurrence of the Survey SME)	**50933, 34, 35, 36, and 37**

Sign Off on Scope by Survey Supervisor/Manager		☐ Yes ☐ No	**Date:**	

1. **Identify available mapping information (aerial/conventional methods): Aerial**
2. **How were the existing and proposed baselines established? Still to be established.**
3. **How were the existing and proposed ROW lines established? Tax maps and existing ROW Maps.**
4. **How was the horizontal and vertical control established; and which existing monumentation was used? Still to be established.**
5. **Is project in Tidal area? ☐ Yes ☒ No If yes , then current mean high water elevation must be established in tidal water areas under Tidelands Bureau jurisdiction.**
6. **Has NJDOT Regional Survey office been contacted regarding existing Control, and as built plans within the project? Yes - Control was established and a report was submitted to NJDOT Geodetic Survey.**
7. **Compliance with MAP filing law required? ☒ Yes ☐ No**

Has NJDOT Geodetic Survey been contacted regarding existing control within the project?	☒ Yes ☐ No
Does Primary Control exist within the project limits or immediately adjacent to the project?	☒ Yes ☐ No

If yes, what year was control established in? 2008

If no, will primary control be required? _____

Will plans be developed from aerial photogrammetry or as-built plans and conventional survey? Aerial 2D/3D photogrammetry was obtained and primary control were established during FA; however, control will need to be re-established during PD for supplemental survey and aspects of the activity id's below will still be required.

Geodetic Survey Services will be provided by: ☐ In-House ☒ Consultant

ACTIVITY ID's	
Preliminary Design (PD)	☒ 1170 ☒ 1175 ☒ 1180 ☒ 1215
Final Design (FD)	☒ 2240

IN - HOUSE INPUT

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Geometrics & Safety (to be completed by the Lead Engineer from DPD with concurrence of the Scoping & Review SME) 50952

Sign Off on Scope by Scoping & Review Supervisor/Manager		☐ Yes ☐ No	Date:	

1. Existing Roadway(s):

	Roadway No. 1	Roadway No. 2	Roadway No. 3	Roadway No. 4
Roadway Name:	Route 1			
Posted Speed(s):	**55**			
Highway Classification:	Urban Principal Highway			
Significance (local or regional):	Regional			
No. of Interchanges:	2			
Traffic Volumes:				
Design Speeds:	60			
Development Class:				
No. of Traffic Signals:	0			
No. of Intersections:	0			

2. Typical Section(s):

	Typical Section No. 1	Typical Section No. 2	Typical Section No. 3	Typical Section No. 4
Right of Way Width:	110-133 feet			
Number of Lanes:	6			
Lane width & cross slope:	12'-15', 1.5% - 2%			
Shoulder width & cross slope:	N/A			
Median width:	8-foot			
Sidewalk/border width:	10-foot berm with 4' sidewalk			
Median description and the overall roadway width:	Barrier			

3. Intersection/Interchange (describe the existing intersection and/or interchanges including turning and auxiliary lanes.): In the vicinity of the Quaker Bridge Road interchange, the existing Route 1 Southbound roadway section consists of the following: a 2-foot wide median barrier separating SB and NB traffic, a 3-foot wide left shoulder, 2-12-foot wide express lanes, a 10-foot wide right shoulder, a 2-foot wide median barrier, a 3-foot wide left shoulder, 2-12-foot wide collector-distributor road lanes, and a 15-foot wide auxiliary lane between the loop ramps.

4. Existing Deficiencies (provide an overview of the existing deficiencies. *Geometric*: Substandard horizontal and vertical sight distance, insufficient sight triangle, substandard vertical clearance, substandard or no shoulders, acceleration, deceleration lanes, etc. *Safety Issues*: check accident data for indicators of specific problems. Substandard/non existent guide rail, attenuators, pavement condition, skid resistance, median, etc.): Note on substandard guiderail: the project limits should be extended to include upgrading any existing substandard guiderail run that extends beyond the proposed work limits as required by the Design Manual While there are no apparent geometric deficiencies, there are portions of Route 1 Southbound (within the project limits) that do not have outer shoulders. The median barrier between the express lanes and CD Road is a safety hazard (although it is protected by a quadguard), and the approach to the CD Road becomes dangerous during rush hour as 3 express lanes from the north merge to 2 express lanes just south of Nassau Park Boulevard.. Numerous driveways along the frontage of Mercer Mall are a safety hazard, and as a result, there are frequent accidents along the CD Road.

5. Proposed Improvements (provide a brief narrative of the proposed improvements and how they address the identified deficiencies. Note changes to be made to profiles, alignment, guiderail, and typical section): Improvements on Route 1 Southbound would consist of roadway widening and 3" milling / resurfacing, access modifications, drainage, and utility relocations. Widening of 1 lane width (12 feet) would occur along Route 1 Southbound, from Nassau Park Boulevard (MP 8.69) to the Quaker Bridge Mall Overpass Ramp (MP 7.55). The new typical section would consist of 3 Express Lanes, a 10-foot shoulder, a 2-foot wided sloped curb, a 3-foot shoulder and either 1, 3, or 2 Collector-Distributor Lanes (depending on the location: 1 CD Lane plus 10-foot shoulder north of the Quaker Bridge Road interchange, 3 – 12-foot CD Lanes between the loop ramps of the Quaker Bridge Road interchange, and 2 – 15-foot CD Lanes south of the interchange). The proposed berm area would consist of 4"reveal vertical curb and a 10-foot section, which may include sidewalk if warranted. The additional express lane will significantly reduce the amount of merging traffic in the vicinity of Nassau Park Boulevard and will improve traffic flow. The sloped curb will eliminate crashes into the median barrier between express and local lanes.

Along the frontage of the Collector-Distributor Lanes, 5 access points would be eliminated (Houlihans exit, Olive Garden exit, Denny's entrance, NY Golf exit, and Patio World exit) and alternate access would be provided either through existing agreements among the business owners or through proposed shared access agreements. The reduction of access points will improve traffic flow along the CD Road. The relocated access movements will be made at locations where the driveway curb return radius is larger, thus providing for smoother turns.

A new drainage system would be constructed in this area to accommodate the widened pavement, and utilize the available area within the interchange for proposed basins to address stormwater management issues. Utilities would need to be relocated, consisting of: aerial electric, telephone, and cable; gas, water, and sanitary sewer.

6. Bicycle/Pedestrian Compatible? ☐ Yes ☒ No

If no, please explain: There are very little pedestrian accommodations throughout the Route 1 Southbound project area. A short portion of sidewalk is provided along the frontage of Mercer Mall, but there are no crosswalks across any of the driveways. There is no sidewalk along Route 1 Southbound at any other location, although foot paths do exist in the vicinity of the Quaker Bridge Mall entrance.

Bicycles are permitted on Route 1 Southbound. However, there are no shoulders, shared-use, or bicycle lanes along the Route 1 Southbound project area.

7. Design Exception(s):

a. Is the Design Exception required?	☒ Yes	☐ No
b. List substandard features that are to remain and require Design Exception: Substandard auxiliary lane length.		
c. Has the Accident crash analysis been received from the Bureau of Safety Program?	☐ Yes	☒ No
d. Has the Design Exception accident data for each controlling substandard design element been requested from the Bureau of Safety Program?	☐ Yes	☒ No
e. Has FHWA provided preliminary concurrence on the Design Exceptions decisions (a) and (b) above?	☐ Yes	☒ No
f. Has the Scoping Review Unit provided preliminary concurrence on the Design Exceptions decisions (a) and (b) above	☒ Yes	☐ No

8. List any commitments made to the public, local officials or other government agencies:

ACTIVITY ID's	
Preliminary Design (PD)	☒ 1070 ☒ 1080 ☐ 1085 ☒ 1220 ☒ 1230
Final Design (FD)	☒ 2190

IN - HOUSE INPUT

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Geotechnical Engineering (to be completed by the Lead Engineer from DPD with concurrence of the Geotechnical Engineering SME) 50912

Sign Off on Scope by Geotechnical Engineering Supervisor/Manager		☐ Yes ☐ No	**Date:**	

1. **Is there evidence of subsurface drainage problems?** No
2. **Is there evidence of settlement problems?** No
3. **Is there evidence of stability problems?** No
4. **Is there evidence of scour problems?** No
5. **Are there existing soil-borings within the project limit?** Some
6. **Are there rock slopes/cuts located within the project limit?** No

a. **Are the rock cuts listed in the Rockfall Hazard Rating System?** _____

b. **Do catchment areas need to be cleaned or modified?** _____

c. **Are there apparent safety problems with protruding rock, sight lines, rock-fall, and substandard existing mitigation measure?** _____

7. **Alternate site exploration (test pits)?** No

ACTIVITY ID's	
FA / SD	☐ 600 ☐ 615
Preliminary Design (PD)	☒ 1810 ☒ 1840 ☒ 2200 ☒ 2330 ☒ 2395 ☒ 2400 ☒ 2410 ☐ 2420
Final Design (FD)	☒ 3100 ☒ 3110 ☒ 3150

IN - HOUSE INPUT

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Traffic Engineering, Electrical & Highway Lighting (to be completed by the Lead Engineer from DPD with concurrence of the Traffic SME) 50947

Sign Off on Scope by Traffic Operations Supervisor/Manager		☐ Yes ☐ No	**Date:**	
Sign Off on Scope by Traffic Supervisor/Manager		☐ Yes ☐ No	**Date:**	

Number of New Traffic Signals:		**Number of Revised Traffic Signals:**	0
New overhead signs and sign structures	☒ Yes ☐ No	**Revised overhead signs and sign structures**	☒ Yes ☐ No
New Guide Signs	☒ Yes ☐ No	**Revised Guide Signs**	☒ Yes ☐ No
Number of Roundabouts	☐ Yes ☒ No	**Emergency signal pre-emption**	☐ Yes ☒ No
Revised Highway Lighting	☒ Yes ☐ No	**Temporary Lighting " for staging and diversion roadways**	☐ Yes ☒ No
Raised Pavement Markers	☒ Yes ☐ No		

1. Maintenance of Traffic
(What type of maintenance of traffic will be used during construction, i.e. staging, detour, permanent lane closures, or diversion road): Staging

2. Identify the number and location of temporary traffic signal(s) required during Staging or Detours: None

3. Is there adequate corner ROW cutout for signal equipment installation? ☒ Yes ☐ No

4. Identify if new or revised traffic signal agreement is required? N/A

5. Identify overhead utility conflicts for traffic signals to be identified and resolved. N/A

ACTIVITY ID's	
Preliminary Design (PD)	☒ 1010 ☒ 1030 ☒ 1230 ☒ 1810 ☒ 1835 ☒ 2150 ☒ 2160 ☒ 2200 ☒ 2330
Final Design (FD)	☒ 2190 ☒ 3050 ☒ 3060 ☒ 3100 ☒ 3110 ☒ 3115 ☒ 3145 ☒ 3150 ☒ 3185

IN - HOUSE INPUT

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Intelligent Transportation System (ITS) Facilities (to be completed by the Lead Engineer from DPD with concurrence of the ITS SME) 52205

Sign Off on Scope by Traffic Operations Supervisor/Manager		☐ Yes ☐ No	**Date:**	
Sign Off on Scope by ITS Supervisor/Manager		☐ Yes ☐ No	**Date:**	

1. Project scope complies with the requirements of the latest ITS Investment Strategy and ITS Architecture? ☐ Yes ☐ No
2. Traffic Operations (North/ South) has been consulted for needs and impacts? ☐ Yes ☐ No
Identify needs and impacts. _____
3. Transportation Data Development has been consulted for needs and impacts? ☐ Yes ☐ No
Identify needs and impacts. _____
4. Project limits have been visually inspected for the existing ITS facilities? ☐ Yes ☐ No
5. Check if the project includes the construction or relocation of any of the following Intelligent Transportation System (ITS) facilities:

☐ Controlled Traffic Signal Systems (CTSS)
☐ Weigh-in-Motion (WIM)
☐ Closed Circuit TV Cameras (CCTV)
☐ Traffic Volume Stations
☐ Electrical or Communication Installations for the above systems
☐ Other ITS Devices:
☐ Dynamic Message Signs (DMS)
☐ Roadway Weather Information Systems (RWIS)
☐ Highway Advisory Radio (HAR)
☐ In-Road Sensors
☐ Traffic Detection systems
☐ Fiber Optic Conduit and/or Cable
☐ Bridge Sensors

ACTIVITY ID's

Preliminary Design (PD)	☐ 1010 ☐ 1030 ☐ 1180 ☐ 1230 ☐ 1810 ☐ 1820 ☐ 2165 ☐ 2200 ☐ 2330 ☐ 2490
Final Design (FD)	☐ 2190 ☐ 3065 ☐ 3100 ☐ 3110 ☐ 3135 ☐ 3150 ☐ 4790

IN - HOUSE INPUT

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Structures (to be completed by the Lead Engineer from DPD with concurrence of the Scoping and Review SME)

50952

Sign Off on Scope by Structures Supervisor/Manager		☐ Yes ☐ No	**Date:**	
Sign-off on Scope by Manager:		☐ Yes ☐ No	**Date:**	

Total Number of New Bridges:	0	**Total Number of New Spans:**	0
Total Number of Rehab Bridges:	0	**Total Number of Rehab Spans:**	0
Total Number of Replacement Bridges:	0	**Total Number of Replacement Spans:**	0

1. Condition of existing bridge(s):

	Bridge No. 1	**Bridge No. 2**	**Bridge No. 3**	**Bridge No. 4**
a. NJDOT Structure Number:	1103411	1103157		
b. Year Built:	1975	1987		
c. Date/type of any major modifications:				
d. Type & material of superstructure:	Steel	Steel		
e. Type and material of substructure:				
f. Feature that is spanned:	Route 1	Route 1		
g. Type of roadway it carries:	Urban Principal Hwy	Urban Principal Hwy		
h. Vertical Clearance of structure if it spans a roadway or railroad:	16'-6" on SB side	17'-4"		
i. Number of Spans:	1	2		
j. Length of Structure:	139	260		
k. Width of Structure:	35.3	99.5		
l. Horizontal Clearance of the pier/abutment with respect to the riding lane:	3	22		

	Bridge No. 1	Bridge No. 2	Bridge No. 3	Bridge No. 4
m. Typical Section (number of lanes, width and cross slope and width of each sidewalk):	2 16-foot lanes	6 12-foot lanes, 8-foot median		
n. Parapet railing Type:	Barrier	Barrier		
o. Identify the structural deficiencies:				
p. Bridges over waterways: Identify scouring evaluation, bridge opening capacity, and frequency of storm,				

2. Proposed Bridge(s)/Bridge Improvements:

	Bridge No. 1	Bridge No. 2	Bridge No. 3	Bridge No. 4
a. Number of spans:				
b. Identify the type of maintenance of traffic that will be used (staging or detour):				
c. Identify the changes to the typical section of the existing structure:				
d. Vertical Clearance of structure if it spans a roadway or railroad:				
e. Length of Structure:				
f. Width of Structure:				
g. Horizontal Clearance of the pier/abutment with respect to the riding lane:				
h. Typical Section (number of lanes, width and cross slope and width of each sidewalk):				
i. Parapet railing Type:				
j. Identify the structural deficiencies:				
k. Coast Guard Permit Required:				

3. Are the minimum vertical clearance requirements over waterways, roadways, railroads met? ☒ Yes ☐ No
a. If no, please explain?

4. List other substandard features of proposed bridge:

5. Other Existing Structure(s):
a. Identify existing minor structures (Noise barriers, Retaining Walls (cast in place or alternate system), Gabions, High Tower Lighting foundations, Pre-cast Culverts, Culvert extensions, Type and number of Overhead Sign Structures): There are existing overhead sign structures in the project that will have the signs modified on them.

b. Specify type and number of each substandard feature: _____

6. Proposed Other Structure(s):

	Structure No. 1	Structure No. 2	Structure No. 3	Structure No. 4
a. Identify changes in the existing minor structure that are being improved:				
b. List substandard features to be included in the design exception:				
c. Length:				
d. Width:				
e. Number of spans/units:				

ACTIVITY ID's	
FA / SD	☐ 1050
Preliminary Design (PD)	☐ 1010 ☐ 1085 ☐ 1195 ☐ 1275 ☐ 1280 ☐ 1295 ☐ 1810 ☐ 1820 ☐ 1835 ☐ 2200 ☐ 2330 ☐ 2415 ☐ 2600
Final Design (FD)	☐ 3100 ☐ 3110 ☐ 3125 ☐ 3160 ☐ 3190

IN - HOUSE INPUT
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Landscape & Urban Design (to be completed by the Lead Engineer from DPD with concurrence of the Landscape SME)
50941

Sign Off on Scope by Landscape Supervisor/Manager		☐ Yes ☐ No	Date:	

1. List any landscape architecture related commitments such as:

a. Wetland Mitigation Planting:	None
b. Historic Site commitments	None

c. Vegetative Screens or Buffers	Potential replacement required in Quaker Bridge Road interchange loop ramps at basin areas
d. Noise Barrier Aesthetics:	None
e. Architectural Treatments on Bridge Retaining Walls:	Potential retaining walls or segmental walls (2'-3' high to prevent impacts to parking lots) may be required.
f. Tree Removal Mitigation:	Potential replacement required in Quaker Bridge Road interchange loop ramps at basin areas
g. Urban Design Work (paving, streetscapes):	None
h. Aesthetic plantings:	Unknown at this time
i. Existing tree preservation and protection:	Unknown at this time
j. Non-vegetative surfaces:	At guide rail, anticipated along frontage of Patio World property
k. Reforestation Application:	Potential for impacts in vicinity of Patio World, or within Quaker Bridge Road interchange

2. Anticipated visualization work for in-house and public information meetings:

a. Rendered Plans:	
b. 2D computer generated before & after photographs:	
c. 3D computer generated mode:	

ACTIVITY ID's	
FA / SD	☐ 110 ☐ 0610 ☐ 0615 ☐ 2210
Preliminary Design (PD)	☒ 1010 ☒ 1060 ☒ 1230 ☒ 1830 ☒ 1835 ☐ 1840 ☒ 2140 ☒ 2330 ☒ 2280 ☒ 3070 ☐ 5020
Final Design (FD)	☒ 2120 ☒ 2125 ☐ 2130 ☒ 2155 ☒ 2200 ☒ 2220 ☐ 2290 ☒ 2510 ☒ 3075 ☒ 3100 ☒ 3110 ☒ 3150 ☒ 3155 ☐ 3160 ☒ 3190 ☒ 3200 ☒ 3410

IN - HOUSE INPUT

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Environmental (to be completed by the Lead Engineer from DPD with concurrence of the Environmental SME) 50811, 12

Sign Off on Scope by Environmental Supervisor/Manager		☐ Yes ☐ No	**Date:**	

Anticipated NEPA Document: ☐ CE ☐ EA ☐ EIS **Approved NEPA Document:** _____ **Date:** _____

Total Number of Permits:_____

1. List any environmental impacts and/or issues:
2. List any environmental commitments (made in approved environmental documents, through Memoranda of Agreement with environmental agencies, other commitments made to the public, local officials or other government agencies such as 4f, Section 106 (historic architecture, archaeology), air, noise, hazardous waste and ecology:
3. Check the environmental clearances or permits required on the project:

Federal

- ☐ U.S. Coast Guard (Bridge)
- ☐ USCOE Section 404 (Individual/Nationwide) discharge of fill
- ☐ USCOE Section 10 (Navigable Waters)
- ☐ USCOE Section 9 (Dam or Dike)
- ☐ USDOA Forms AS-1006
- ☐ Section 7 Endangered Species Consultation

State

- ☐ CAFRA
- ☐ NJDEP Water Lowering
- ☐ NJDEP Riparian
- ☐ NJDEP Highlands
- ☐ Hazardous Waste Site Investigation (SI/RI)
- ☐ HazWaste Remedial Action Work plan
- ☐ NJDEP Wild Scenic Rivers
- ☐ NJDEP Sanitary Facilities
- ☐ NJDEP Tidal Wetlands
- ☐ NJDEP Waterfront Development
- ☒ NJDEP Freshwater Wetlands
- ☒ NJDEP NJPDES Stormwater Construction GP (RFA)
- ☐ NJDEP Pollutant Discharge
- ☐ NJDEP Stream Encroachment
- ☒ NJDEP Water Quality Certificate

Other

- ☐ Delaware Basin Commission
- ☐ D & R Canal Commission
- ☐ Meadowland Commission
- ☐ Pineland Commission
- ☐ State Agriculture Development Commission

ACT IVITY ID's																				
Feasibility Assessment (FA) / Scope Development (SD) / Preliminary Design (PD)	☐ 1185	☐ 1900	☐ 1910	☐ 1920	☐ 5000	☐ 5010	☐ 5030	☐ 5050	☐ 5060	☐ 5090	☐ 5100	☐ 5105								
	☐ 5110	☐ 5145	☐ 5150	☒ 5155	☐ 5160	☐ 5165	☐ 5170	☐ 5175	☐ 5180	☐ 5185	☐ 5190	☐ 5195								
	☐ 5200	☐ 5205	☐ 5210	☐ 5215	☐ 5235	☐ 5240	☐ 5245	☐ 5250	☐ 5255	☐ 5260	☐ 5265	☐ 5270								
	☐ 5275	☐ 5280	☐ 5285	☐ 5290	☐ 5295	☐ 5300	☐ 5305	☐ 5310	☐ 5315	☐ 5320	☐ 5325	☐ 5330								
	☐ 5335	☐ 5340	☐ 5350	☐ 5355	☐ 5360	☐ 5365	☐ 5370	☐ 5375	☐ 5380	☐ 5385	☐ 5390	☐ 5395								
	☐ 5410	☐ 5415	☐ 5420	☐ 5425	☐ 5430	☐ 5435	☐ 5440	☐ 5445	☐ 5450	☐ 5455	☐ 5460	☐ 5465								
	☐ 5470	☐ 5475	☐ 5480	☐ 5485	☐ 5490	☐ 5495	☐ 5500	☐ 5505	☐ 5510	☐ 5515	☐ 5520	☐ 5545								
	☐ 5550	☐ 5555	☐ 5560	☐ 5565	☐ 5570	☐ 5575	☐ 5580	☐ 5585	☐ 5590	☐ 5595	☐ 5600	☐ 5605								
	☐ 5610	☐ 5615	☐ 5620	☐ 5625	☐ 5630	☐ 5635	☐ 5640	☐ 5645	☐ 5650	☐ 5655	☐ 5660	☐ 5665								
	☐ 5670	☐ 5675	☐ 5700	☐ 5705	☐ 5710	☐ 5715	☐ 5720	☐ 5725	☐ 5730	☐ 5735	☐ 5740	☐ 5745								
	☐ 5750	☐ 5755	☐ 5760	☐ 5765	☐ 5770	☐ 5775	☐ 5780	☐ 5785	☐ 5790	☐ 5795	☐ 5800	☐ 5805								
	☐ 5810	☐ 5815	☐ 5820	☐ 5825	☐ 5830	☐ 5835														
Final Design (FD)	☒ 2280	☐ 2290	☒ 2300	☒ 2305	☒ 2510	☐ 3160	☐ 3170	☒ 3310	☒ 3410	☐ 1930	☐ 1940	☐ 2270								
	☐ 2275	☒ 3200	☒ 3220	☐ 3230																

IN - HOUSE INPUT

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Community Involvement (to be completed by the Lead Engineer from DPD with concurrence of the Office of Community Involvement SME) 52082

Sign Off on Scope by Community Involvement Supervisor/Manager		☐ Yes ☐ No	Date:	

1. Have the objectives of the FA Public Involvement Action Plan (PIAP) been satisfied: ☒ Yes ☐ No

2. Number of Local Workshop Meetings conducted in FA: 1

3. Public Information Centers conducted in FA (number of meetings, location & dates): 1

4. Number of Officials Briefings conducted in Feasibility Assessment: 4

5. List Issues, Commitments or Concerns: Property owners did not want to lose ingress driveways (request was met). Patio World has requested guide rail along its frontage (to be addressed in PD), NY Golf is requesting the ingress driveway to be shifted to the south (to be addressed in PD). Mercer Mall is concerned about impacts to the mall parking lot.

6. Is the mailing list up to date? ☒ Yes ☐ No **7. Are the Displays adequate to reuse in PD:** ☒ Yes ☐ No

8. Resolution of Support Number: 379-09 **Resolution of Support Date:** October 6, 2009

9. Political Representatives:

a. Counties:	Mercer
b. Municipalities:	Lawrence, West Windsor
c. US Congress:	Rush Holt
d. NJ Senate:	District 15 - Shirley Turner, District 14 - Bill Baroni
e. NJ Assembly:	District 15 - Reed Gusciora, Bonnie Watson Coleman; District 14 - Wayne Deangelo, Linda Greenstein

10. Other Coordination:

a. List additional organizations (Historic Society, Chamber of Commerce, Board of Education, Fire Company's etc.) or authorities (NJ Transit, NJ Turnpike, NJ Highway Authority, Port Authority, etc.) that have interest in the project: New Jersey Transit has a bus route that uses Route 1 SB, but all stops are off of the highway.

b. Proposed Formal Public Involvement Program (estimate number of Official Briefings and Public Info Centers/Meetings/Hearings): 2

c. If additional displays are required, provide the specifics (number, scale, special graphics 3D, simulations, models, etc): _____

d. If a mailing list is required, provide the approximate number of property owners: 20 Who is responsible for putting the mailing list together and providing mail labels? ☒ Consultant? ☐ In-house Design ☐ Other (Specify)

e. If handouts are required (provide the specifics, number, size, color or black and white, mapping, etc): _____

f. List special needs (i.e. Community Involvement Sub-Consultant, Facility Needs, Interpreter, Website, etc.): Website

ACTIVITY ID's	
Preliminary Design (PD)	☒ 1060
Final Design (FD)	☒ 2220

IN - HOUSE INPUT

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Jurisdiction (to be completed by the Lead Engineer from DPD with concurrence of the PM) 50920

Sign Off on Scope by Jurisdiction / Supervisor/Manager		☐ Yes ☐ No	**Date:**	

Total Number of Maps: **Total Number of Agreements**

Are there streetscape or esthetic items intended for this project ☐ Yes ☐ No

If yes, has a resolution of support been acquired for jurisdictional assignment? ☐ Yes ☐ No ☐ NA

ACTIVITY ID's	
Preliminary Design (PD)	☐ 2205
Final Design (FD)	☐ 3015 ☐ 4015

IN - HOUSE INPUT

This section has been provided for the functional units to state any assumptions, to clarify and customize standard activities, and to add new activities and their descriptions. Please be clear and concise. Provide your unit's contact person and number.

Regional Operations – Roadway and Electrical Maintenance Units (to be completed by the Lead Engineer from DPD with concurrence of the Regional Operations SME) 50235, 50310, 20, 35				
Sign Off on Scope by Regional Maintenance Engineer Supervisor/Manager		☐ Yes ☐ No	**Date:**	
Sign Off on Scope by Electrical Supervisor/Manager		☐ Yes ☐ No	**Date:**	

Do any elements of this project scope require additional planned maintenance activities that would necessitate an increase in personnel or equipment resources?
☒ Yes ☐ No

If yes, provide details: _____

Do any elements of this project scope include new roadway / electrical appurtenances that would require specialized training, equipment or materials to properly maintain the item (Ex. Vortech drainage chamber, ornamental lighting, and brick pavers)? ☐ Yes ☒ No

If yes, provide details: _____

Does this project scope include or overlap sections of roadway that are simultaneously being planned or scheduled for Operations maintenance/construction activities? ☐ Yes ☒ No

If yes, provide details: _____

Should consideration be given to canceling or postponing the Operations activity? ☐ Yes ☒ No

If yes, provide details: _____

ACTIVITY ID's	
Preliminary Design (PD)	☐ 1060 ☐ 1150 ☐ 1850

IN - HOUSE INPUT

This section has been provided for the functional units to state any assumptions, to clarify and customize standard activities, and to add new activities and their descriptions. Please be clear and concise. Provide your unit's contact person and number.

Constructability Assessment (to be completed by the Lead Engineer from DPD with concurrence of the Construction SME)				
Sign Off on Scope by Regional Construction Engineer Supervisor/Manager:		☐ Yes ☐ No	**Date:**	

1. List any commitments made to the public, local officials or other government agencies: Staged Construction, no detour
2. **Traffic Staging**: How many lanes of traffic need to be maintained? 3 What will be the available working hours? Off-peak hours Can the project duration be significantly reduced by reducing the number of stages? No Can detours be used? Only for mall driveways.
3. **Schedule** - Identify scheduling constraints (environmental, seasonal construction limitations, community). TBD What is the optimum period to start construction? No constraint. Construction would begin with utility relocations.
4. **Utilities**: Can utility relocations be avoided or performed in advance of the project? No Can utility design/construction be performed by designer/contractor? Some aspects of gas and water main relocations Can ROW needed for utilities be identified? Part of what is needed for widening of roadway.
5. Is the scope focused on replacement or rehabilitation of road/bridge? Widening of roadway. Is condition likely to change/deteriorate between scoping and construction? No.

ACTIVITY ID's	
Preliminary Design (PD)	☐ 1010 ☐ 1295 ☐ 1850 ☐ 2200 ☐ 2330 ☐ 2490

IN - HOUSE INPUT

This section has been provided to discuss the details of any constructability issues along with their respective recommendations. Please be clear and concise. Provide your unit's contact person and number.

Hyperbuild (to be completed by the Lead Engineer from DPD

Sign Off on Scope by Regional Construction Engineer Supervisor/Manager:		☐ Yes ☐ No	**Date:**	

How the project was scoped to deliver it faster to construction (e.g. eliminate ROW or utilities, or minimize access changes)
How the project was scoped to make it less complicated to construct, even under normal construction processes.
How the project was scoped to facilitate application of innovative construction technology or processes which could shorten normal construction time
Are there limited or no ROW acquisitions?
Are there special materials or fabrication involved? How can the fabrication and the construction schedule be coordinated to minimize the project's impact?

NJ Transit

Sign Off on Scope by NJ Transit Director/Manager:		☐ **Yes** ☐ **No**	**Date:**	

Bus Operations	
Reviewers:	

NJ TRANSIT Contact Person (Director/Manager level) in Bus Service Planning for this Project					
Name:		**Title:**		**Telephone:**	
E-Mail:		**Mailing Address:**			

Bus service in project area:	☐ Yes ☐ Planned ☐ No

NJT Bus lines operating on roadways affected by the Project	
Bus Route Numbers:	
Garages operating affected lines:	

Other service providers operating bus service on affected roadways	
Bus Company Names:	

Contact Persons at other bus service providers					
Name:		**Title:**		**Telephone:**	
E-Mail::		**Mailing Address:**			

NJ TRANSIT Pedestrian/Bicycle Review Contact Person					
Name:		**Title:**		**Telephone:**	
E-Mail:		**Mailing Address:**			

Bus stop and bus shelters affected by project:	☐ Yes ☐ No

Bus Stops											
Location:	☐ On Street ☐ At Street ☐ Mid-block Offset										
Existing stop:	☐ Yes ☐ No	**Potential stop:**	☐ Yes ☐ No	**Layover:**	☐ Yes ☐ No	**Shelter:**	☐ Yes ☐ No				
Bus Stop Signs	☐ Yes ☐ No	**Information Displays:**	☐ Yes ☐ No	**Stop Type:**	☐ In Lane ☐ Shoulder ☐ Cut-Out						
Potential for Improving Stops:	☐ Yes ☐ No	**Bus Operations:**	☐ Yes ☐ No	**Signage/Shelters:**	☐ Yes ☐ No						
Pedestrian Access:	☐ Yes ☐ No										

Pedestrian routes to bus stops affected:	☐ Yes ☐ No	**Access from adjacent property:**	☐ Yes ☐ No
Access along same side of road:	☐ Yes ☐ No	**Access from opposite side of road**	☐ Yes ☐ No

Description of Pedestrian Routes affected by project

Description of Alternate Route Needed

Are bus route detours required?	☐ Yes ☐ No	**Significant delay during construction:**	☐ Yes ☐ No
Detour during construction:	☐ Yes ☐ No	**Permanent route change:**	☐ Yes ☐ No
Impact to deadhead route:	☐ Yes ☐ No		

Description of route segment affected by project

Description of detour

Construction Start Date:		**Construction End Date:**	

Park and Rides or Other Bus Facilities in Scoping Area	
Existing park/ride affected during construction, mitigation needed?	☐ Yes ☐ No
Existing park/ride permanently affected by project. Mitigation needed?	☐ Yes ☐ No
Potential excess parcel needs to be reviewed for park/ride feasibility:	☐ Yes ☐ No
Bus stop or other location candidate for bike racks/lockers:	☐ Yes ☐ No

Rail/LRT Operations	
Reviewers:	

NJ TRANSIT Contact Person (Director/Manager level) in Rail/LRT for this Project					
Name:		**Title:**		**Telephone:**	
E-Mail::		**Mailing Address:**			

Are there NJ TRANSIT rail/LRT property and rail line/s in proximity to NJDOT project?	☐ Yes ☐ No

Rail Line Name:		**Mileposts:**	

Electric traction power lines present?	☐ Yes ☐ No	**Voltages:**	

Buried NJ TRANSIT facilities in vicinity of projects?	☐ Yes ☐ No	**Mileposts:**	
Description of buried facilities			

Grade crossings in proximity to NJDOT project:	☐ Yes ☐ No	**Mileposts:**	
Description of grade crossings	**AAR Crossing ID**	**Railroad Milepost**	

Crossing equipment in proximity to NJDOT project:	☐ Yes ☐ No	**Mileposts:**	
Description of crossing equipment			

Overhead bridges in proximity to NJDOT project:	☐ Yes ☐ No	**Mileposts:**		**Railroad bridge milepost id**
Description of bridge				

Under grade bridges in proximity to NJDOT project:	☐ Yes ☐ No	**Mileposts:**		**Railroad bridge milepost id**
Description of bridge				

Stations in proximity to NJDOT project:	☐ Yes ☐ No	**Station Name:**	

Impact on vehicular access to stations/facilities:	☐ Yes ☐ No	**Significant delay during construction:**	☐ Yes ☐ No

Detour during construction:	☐ Yes ☐ No	**Permanent route change:**	☐ Yes ☐ No

Description of route affected by Project

Description of Detour

Construction Start Date:		**Construction End Date:**	

Pedestrian routes to station affected:	☐ Yes ☐ No	**Access from adjacent property:**	☐ Yes ☐ No
Access along same side of road:	☐ Yes ☐ No	**Access from opposite side of road:**	☐ Yes ☐ No

Description of pedestrian routes affected by project

Description of alternate route needed

Park and Rides or Other Rail Facilities in Scoping Area	
Existing park/ride affected during construction, mitigation needed?	☐ Yes ☐ No
Existing park/ride permanently affected by project. Mitigation needed?	☐ Yes ☐ No

Describe Mitigation

Proximity of construction to NJ TRANSIT rail/LRT tracks:	
Will the project require any track or power outages?	☐ Yes ☐ No
Will the project require NJ Transit rail flagging:	☐ Yes ☐ No
Will the project require access through NJ Transit Rail property?	☐ Yes ☐ No
Will the project require NJ Transit RR/LRT utility work?	☐ Yes ☐ No
Are there any Rail/LRT infrastructure improvements scheduled/under way in proximity to NJDOT project?	☐ Yes ☐ No

Describe Improvements

Infrastructure Improvements			
Construction Start Date:		**Construction End Date:**	

Capital Planning and Programs	
Reviewers:	

NJ TRANSIT Contact Person (Director/Manager level) in Project Development					
Name:		**Title:**		**Telephone:**	
E-Mail::		**Mailing Address:**			

NJ TRANSIT Contact Person (Director/Manager level) in Capital Project Management					
Name:		**Title:**		**Telephone:**	
E-Mail::		**Mailing Address:**			

Are there NJ TRANSIT projects in planning/design/construction in proximity to NJDOT project?	☐ Yes ☐ No

Describe the following:

NJ Transit project description

Property Impacts

Traffic Impacts

Vehicular Access Impacts

Pedestrian Access Impacts

Other Access

Construction Start Date for NJ Transit Project:	☐ Yes ☐ No	**Construction End Date for NJ Transit Project:**	☐ Yes ☐ No