

# NJDOT FY2009 FINAL REPORT

## Statewide Transportation Improvement Program

| DBNum<br>MPO | Route | Section/Description   | Phase | Fund    | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status                      |
|--------------|-------|---|-------|---------|------------------------|---------------------|---------------|----------------------|-----------------------------------|
| NS0311       |       | <b>14th Street Viaduct</b>  | CON   | STP-NJ  | \$10.500               | \$0.000             |               | 9/1/2009             |                                   |
| NJTPA        |       | <p>The 14th street viaduct in the City of Hoboken and Union City was constructed in 1910. Despite several emergency repairs, the structure is very poor condition. The existing viaduct will be replaced with a multi-girder structure on the existing alignment.</p> <p>This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$45.0 million for construction.</p>   |       |         |                        |                     |               |                      | Planned Authorization for FY 2009 |
| 02311        |       | <b>69th Street Bridge</b>   | ERC   | STATE   | \$10.000               | \$10.000            | \$10.000      |                      |                                   |
| NJTPA        |       | <p>NJ Transit will construct a new bridge to provide a grade separation at 69th Street over the North Bergen Railroad Yard, The project is located on 69th Street between West Side Avenue and Nolan Avenue which is to the west of US Route 1&amp;9. A grade separation at 69th Street would eliminate the current at-grade crossing which causes frequent automobile delays due to long freight trains moving through this area. The grade separation would eliminate the at-grade crossing of the CSX and NYS&amp;W rail lines, as well as the Hudson Bergen Light Rail System. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$65.000 million.</p>   |       |         |                        |                     |               |                      | Funding Obligated                 |
| X242         |       | <b>Accident Reduction Program</b>   | EC    | HSIP    | \$1.465                | \$1.465             |               | 9/1/2009             |                                   |
| NJTPA        |       | <p>This is a comprehensive program of safety improvements designed to counter hazardous conditions and locations identified by the Safety Management System. Treatments include raised pavement marker installation whose goal is a measurable reduction in the nighttime and wet weather accidents, pavement improvements at locations identified as having significant crash history due to pavement related skid problems, and utility pole delineation. This program will also provide for the removal of fixed objects which have been identified as safety hazards. In addition, funding will be provided for the development and implementation of quick-turnaround projects at locations which show excessive occurrence of accidents as well as remediation of potentially hazardous conditions.</p> |       |         |                        |                     |               |                      | FY09 Transition List              |
| 98551        |       | <b>Baldwin Avenue, Intersection Improvements, Hoboken</b>   | CON   | ARRA-NJ | \$0.000                | \$1.000             | \$0.000       |                      |                                   |
| NJTPA        |       | <p>The existing road will be realigned and widened to accommodate increased traffic due to improvements along the waterfront.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded construction project. Total funding needed for construction is anticipated to be \$5,000,000.</p> <p>The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$2,562,748 (balance available \$2,562,748); (ID# NJ 032); SAFETEA-LU Section 3577 \$1,600,000 (available 20% per year) (ID# NJ 244).</p>  |       |         |                        |                     |               |                      | FY09 Transition List              |
| 06391        |       | <b>Barrier Gate Replacement</b>   | CON   | STATE   | \$5.000                | \$5.000             |               |                      |                                   |
| NJTPA        |       | <p>The project consists of replacement of barrier gates, warning gates, traffic signals, etc. at two locations, Route 71 over the Shark River in Monmouth County, and Route 88 over the Inland Waterway in Ocean County.</p>  |       |         |                        |                     |               |                      | Planned Authorization for FY 2009 |

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| FSN0968      |  | <b>Bayonne Resurfacing - Avenue C from 1st St. to 18th St.</b> | CON   | ARRA-NJ | \$0.000                | \$1.293             | \$0.000       |                      |                      |
| NJTPA        | <i>Bayonne Resurfacing - Avenue C from 1st St. to 18th St.</i> |  |       |         |                        |                     |               |                      | FY09 Transition List |

|         |   |  |     |         |         |         |         |            |                   |
|---------|---|--|-----|---------|---------|---------|---------|------------|-------------------|
| FSN0941 |   | <b>Beach Boulevard Bridge, Replacement, Ocean County</b> | CON | ARRA-NJ | \$0.000 | \$5.406 | \$5.492 | 11/19/2009 |                   |
| NJTPA   | <i>The Beach Blvd. Bridge #1 is a five span, timber pile supported, voided box beam bridge built in 1967. The voided box beam superstructure is showing signs of deterioration thru longitudinal cracks and rust stains from interior reinforcement. The overall rating of the structure is FAIR due the deteriorating superstructure; however, the bridge lane width is restricted to keep live load off beams that have failed. The proposed replacement will be concrete, the design would differ from the original in that the five spans would be reduced to four spans and there would be only three pile bents within the waterway. These three pile bents would be concrete filled pipe piles, rather than timber. Replacement will be on the existing alignment.</i> |  |     |         |         |         |         |            | Funding Obligated |

|         |  |   |     |         |         |         |         |           |                   |
|---------|--|---|-----|---------|---------|---------|---------|-----------|-------------------|
| FSN0943 |  | <b>Beaver Dam Bridge Painting, Ocean County</b> | CON | ARRA-NJ | \$0.000 | \$0.575 | \$0.577 | 8/24/2009 |                   |
| NJTPA   | <i>This project consists of the painting of the Beaver Dam Bridge in order to halt deterioration and maintain structural integrity. The structure needs to be blasted clean to remove scale, rust and pitting. The hydraulic drawspan bridge is comprised of two main steel girders, steel floor beams and steel elements for bracing.</i> |   |     |         |         |         |         |           | Funding Obligated |

|       |   |  |     |      |         |         |  |  |                                   |
|-------|---|--|-----|------|---------|---------|--|--|-----------------------------------|
| 98537 |   | <b>Bergen Arches through Jersey City Palisades</b> | LFA | DEMO | \$1.000 | \$1.000 |  |  |                                   |
| NJTPA | <i>Funding is provided for a Needs Assessment/CMS/Concept Development Study/Feasibility Assessment of the Bergen Arches rail cut through the Jersey City Palisades for the provision of improved east-west transit and/or vehicular access to the Hudson County Waterfront.</i> |  |     |      |         |         |  |  | Planned Authorization for FY 2009 |
|       | <i>The following special Federal appropriation was allocated to this project. TEA-21/Q92 \$28,190,236 (balance available \$25,813,457 ID #NJ 064).</i>  |  |     |      |         |         |  |  |                                   |

|        |  |                               |     |        |         |         |  |  |                                   |
|--------|--|-------------------------------|-----|--------|---------|---------|--|--|-----------------------------------|
| NS9810 |  | <b>Berkeley Avenue Bridge</b> | DES | STP-NJ | \$0.000 | \$0.000 |  |  |                                   |
| NJTPA  | <i>Berkeley Avenue Bridge over the Second River is located in the Township of Bloomfield. Built in 1922, Berkeley Bridge is now structurally deficient and functionally obsolete. The existing horizontal and vertical sight distance for motorists is substandard. The County is proposing to replace the existing bridge with a new two-span bridge with slight horizontal alignment improvements.</i> |                               |     |        |         |         |  |  | Planned Authorization for FY 2009 |

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| NS9810       |       | <b>Berkeley Avenue<br/>Bridge</b>   | ROW   | STP-NJ   | \$0.200                | \$0.000             |               |                      |   |
| NJTPA        |       | <i>Berkeley Avenue Bridge over the Second River is located in the Township of Bloomfield. Built in 1922, Berkeley Bridge is now structurally deficient and functionally obsolete. The existing horizontal and vertical sight distance for motorists is substandard. The County is proposing to replace the existing bridge with a new two-span bridge with slight horizontal alignment improvements.</i>  |       |          |                        |                     |               |                      | Project Slip to FY2010                      |
| NS0206       |       | <b>Berkshire Valley<br/>Road Bridge over<br/>Rockaway River</b>   | ROW   | STP-NJ   | \$0.290                | \$0.000             |               |                      |   |
| NJTPA        |       | <i>Bridge 1400-832 Berkshire Valley Road over the Rockaway River in Jefferson Township is a single span acrow panel steel truss built in 1984. The bridge has inadequate turning radii, substandard lane widths and is structurally deficient and functionally obsolete. The County will replace the existing bridge with a widened structure that will accommodate two 12-foot lanes, two six-foot shoulders and a five foot side walk.</i>  |       |          |                        |                     |               |                      | Planned Authorization<br>for FY 2009        |
| 98342        |       | <b>Bloomfield Avenue<br/>Bridge over<br/>Montclair Line</b>   | CON   | STATE    | \$5.920                | \$5.920             |               | 3/1/2009             |   |
| NJTPA        |       | <i>This is a minor bridge rehabilitation. The superstructure of the Bloomfield Avenue Bridge over NJ TRANSIT will be replaced and repairs made to the substructure. The scope of work will also include the improvement of both roadway approaches and the retaining walls leading to the bridge from the intersection with Maple Avenue/Pine Street to the west approach roadway and the approach roadway to the east. To facilitate traffic control, one lane of traffic in each direction will be allowed during construction.</i> |       |          |                        |                     |               |                      | Planned Authorization<br>for FY 2009        |
| 03304        |       | <b>Bridge Deck<br/>Replacement<br/>Program</b>  | CON   | ARRA-DOI | \$0.000                | \$37.600            | \$36.501      | 4/14/2009            |   |
| NJTPA        |       | <i>This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks.</i>   |       |          |                        |                     |               |                      | Drawdown Line Item -<br>Not Fully Obligated |
| 03304        |       | <b>Bridge Deck<br/>Replacement<br/>Program</b>  | DES   | ARRA-DOI | \$0.000                | \$4.000             | \$3.668       |                      |   |
| NJTPA        |       | <i>This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks.</i>   |       |          |                        |                     |               |                      | Drawdown Line Item -<br>Not Fully Obligated |

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| 03304        |  | <b>Bridge Deck Replacement Program</b>       | CON   | STP-NJ   | \$0.000                | \$3.000             | \$0.000       |                      |  |
| NJTPA        | <p><i>This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks.</i></p>   |  |       |          |                        |                     |               |                      | FY09 Transition List                     |
| 03304        |  | <b>Bridge Deck Replacement Program</b>       | CON   | BRIDGE   | \$30.000               | \$30.000            | \$29.370      |                      |  |
| NJTPA        | <p><i>This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks.</i></p>   |  |       |          |                        |                     |               |                      | Drawdown Line Item - Not Fully Obligated |
| X07E         |  | <b>Bridge Inspection, Local Bridges</b>      | EC    | BRIDGE   | \$5.900                | \$5.900             | \$5.900       | 1/26/2009            |  |
| NJTPA        | <p><i>This program will provide regular structural inspection of local bridges as required by federal law. This program will also enable the in-depth scour evaluation of potentially scour susceptible local bridges which were not fully evaluated as part of the prior effort.</i></p>  |  |       |          |                        |                     |               |                      | Funding Obligated                        |
| X07A         |  | <b>Bridge Inspection, State NBIS Bridges</b> | EC    | BRIDGE   | \$8.650                | \$8.650             | \$8.650       | 1/26/2009            |  |
| NJTPA        | <p><i>This program will provide regular structural inspection of state highway and NJ TRANSIT highway-carrying bridges as required by federal law. This program will also enable the in-depth scour evaluation of potentially scour susceptible bridges which were not fully evaluated as part of the prior effort.</i></p>  |  |       |          |                        |                     |               |                      | Funding Obligated                        |
| X08          |  | <b>Bridge Painting Program</b>               | EC    | STP      | \$12.000               | \$12.000            | \$10.512      | 6/30/2009            |  |
| NJTPA        | <p><i>This program will provide painting of the steel on various bridges as an anti-corrosion measure in order to extend the life of these bridges. Bridge painting contracts will be awarded to preserve and extend the useful life of bridges. The bridge painting contracts will be constituted from an approved list of bridges based on the availability and regional breakdown of funding.</i></p> |  |       |          |                        |                     |               |                      | Funding Obligated                        |
| X08          |  | <b>Bridge Painting Program</b>               | EC    | ARRA-DOI | \$0.000                | \$75.000            | \$76.651      |                      |  |
| NJTPA        | <p><i>This program will provide painting of the steel on various bridges as an anti-corrosion measure in order to extend the life of these bridges. Bridge painting contracts will be awarded to preserve and extend the useful life of bridges. The bridge painting contracts will be constituted from an approved list of bridges based on the availability and regional breakdown of funding.</i></p> |  |       |          |                        |                     |               |                      | Drawdown Line Item - Fully Obligated     |

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| FSN0941      |  | <b>Bridge Q-09,<br/>Replacement,<br/>Sussex County</b> | CON   | ARRA-NJ | \$0.000                | \$0.600             | \$0.627       | 11/30/2009           |  |
| NJTPA        | <p><i>This is a bridge replacement project for Bridge Q-09 carrying CR 620 (Main Street) over Glen Brook in Sparta Township. A temporary structure has been in place since the original bridge was destroyed in 2000 flood. The replacement design is complete, and all permits have been approved and acquired, and a Categorical Exclusion Document (CED) is also approved for this project.</i></p>   |  |       |         |                        |                     |               |                      | <b>Funding Obligated</b>                     |
| FSN0941      |  | <b>Bridge Q-11,<br/>Replacement,<br/>Sussex County</b> | CON   | ARRA-NJ | \$0.000                | \$1.200             | \$0.000       |                      |  |
| NJTPA        | <p><i>This is a bridge replacement project to carry Glen Road (CR 620) over Sparta Glen Brook. A temporary structure has been in place since 2000 when bridge Q-11 was destroyed. The replacement design is complete. All permits have been approved and acquired. The Categorical Exclusion Document (CED) is also approved for this project.</i></p>   |  |       |         |                        |                     |               |                      | <b>FY09 Transition List</b>                  |
| HP01015      |  | <b>CARGOMATE</b>                                       | ERC   | DEMO    | \$0.750                | \$0.750             |               |                      |  |
| NJTPA        | <p><i>CARGOMATE is a trade name for an ITS application which tracks the location of intermodal assets such as containers, truck chassis, generators set and drayage tractors belonging to partner operations in port and terminal areas. PAR Government Systems has joined with the FHWA and Maersk SeaLand shipping to deploy this pilot system in the Port Newark/Port Elizabeth area. NJDOT is the pass-through agency for funding.</i></p> <p><i>The following special Federal appropriations were allocated to this project. FY 2001/ITS \$750,000.</i></p> |  |       |         |                        |                     |               |                      | <b>Planned Authorization<br/>for FY 2009</b> |
| 06316        |  | <b>Carteret Ferry<br/>Service Terminal</b>             | ERC   | HPP20   | \$1.010                | \$1.010             |               |                      |  |
| NJTPA        | <p><i>This project will provide for the construction of a ferry terminal.</i></p> <p><i>This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded design/right of way/construction project. Total funding needed for design/right of way/construction is anticipated to be \$1,680,000.</i></p> <p><i>The following special Federal appropriation was allocated to this project: FY 2005 SAFETEA-LU, Section 2871 \$1,680,000 (available 20% per year)(ID #NJ 215).</i></p>                                     |  |       |         |                        |                     |               |                      | <b>Planned Authorization<br/>for FY 2009</b> |
| 98547        |  | <b>Carteret Industrial<br/>Road</b>                    | ERC   | DEMO    | \$2.075                | \$2.075             | \$1.388       | 9/9/2009             |  |
| NJTPA        | <p><i>This project will address upgrades to the existing Carteret Industrial Road into Woodbridge Township.</i></p> <p><i>The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$3,075,299 (balance available \$2,075,299)(ID #NJ 038).</i></p>   |  |       |         |                        |                     |               |                      | <b>Funding Obligated</b>                     |

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| 06344        |   | <b>Carteret,<br/>International Trade<br/>and Logistics<br/>Center Roadway<br/>Improvements</b> | ERC   | HPP20   | \$2.083                | \$2.083             |               |                      |                                      |
| NJTPA        | <p><i>The FY 2005 Federal earmarks have provided funding to provide access to a planned warehouse facility in the vicinity of Exit 12 of the NJ Turnpike. This project will need to be coordinated with a planned NJ Turnpike project to construct a Linden-Carteret Connector.</i></p> <p><i>The following special Federal appropriations were allocated to this project. SAFETEA-LU FY 2005 High Priority \$1,000,000, available 20% per year (ID NJ 257); The FY 2005 High Priority also provided \$1,200,000, available 20% per year (ID NJ 199).</i></p> |  |       |         |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |
| NS9314       |   | <b>Cemetery Road<br/>Bridge over Pequest<br/>River</b>   | ROW   | STP-NJ  | \$0.600                | \$0.600             | \$0.600       | 9/23/2009            |                                      |
| NJTPA        | <p><i>Cemetery Road crosses the Pequest River in Independence Township. The bridge is in poor condition and is deteriorating. It is eligible for the National Register of Historic Places. The structure will be replaced.</i></p>  |  |       |         |                        |                     |               |                      | Funding Obligated                    |
| N0409        |   | <b>Central Avenue,<br/>Roadway<br/>Resurfacing and<br/>Improvements</b>                        | CON   | STP-NJ  | \$6.000                | \$0.000             |               |                      |                                      |
| NJTPA        | <p><i>This project includes roadway resurfacing, traffic signal improvements, construction of pedestrian ramps, restriping, upgrading of existing storm drainage system and curb and sidewalk replacement from the East Orange city line to Martin Luther King, Jr. Boulevard.</i></p>  |  |       |         |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |
| FSN0943      |   | <b>Chester Branch<br/>Railroad<br/>Rehabilitation</b>  | CON   | ARRA-NJ | \$0.000                | \$5.800             | \$5.800       | 11/24/2009           |                                      |
| NJTPA        | <p><i>This project will rehabilitate four miles of the Chester Branch Railroad. The present condition of the track has caused numerous derailments, negatively impacting the line's customers and compromising the safety of train crews. This project will include track change out, tie replacements, new ballasts, 3 #8 switches-complete, 3 #8 switch timbers, 1 #8 turnout, surfacing of the entire right of way, new runarounds and turnouts, brush cutting, wood chipping and tie removal.</i></p>   |  |       |         |                        |                     |               |                      | Funding Obligated                    |

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|       |  |   |     |       |          |          |                 |  |  |
|-------|--|---|-----|-------|----------|----------|-----------------|--|--|
| 98523 |  | <b>Clifton Avenue/Nesbitt Street Bridges over Morristown Line</b> | CON | STATE | \$23.905 | \$22.224 | <b>\$14.224</b> |  |  |
|-------|--|---|-----|-------|----------|----------|-----------------|--|--|

**NJTPA**

*The Clifton Avenue superstructure will be replaced and the substructure will be repaired. A steel multi-beam design will be used for the new bridge. Sidewalks will be provided on both sides of the bridge. Geometric improvements will be made to improve the turning radius for access to the I-280 EB ramp.*

*The Nesbitt Street superstructure will be replaced and the substructure will be repaired. Steel, multi-beam design will be used for the new bridge. Sidewalks will be provided on both sides of the bridge. Geometric improvements will be made to improve turning radius for access to the I-280 EB ramp. Both locations will have an acceptable width for shared use of the outside lane adjacent to the sidewalk for bicycle compatibility. The sidewalks and crosswalks meet the Pedestrian Compatible Design criteria.*

*In addition, the bridge superstructures on the I-280 structures at Clifton Avenue and Nesbitt Street will be replaced.*

Funding Obligated

|         |  |   |     |         |         |         |                |            |  |
|---------|--|---|-----|---------|---------|---------|----------------|------------|--|
| FSN0943 |  | <b>Columbia Turnpike, Resurfacing, Morris Avenue to Park Avenue, (CR 510)</b> | CON | ARRA-NJ | \$0.000 | \$0.490 | <b>\$0.512</b> | 10/23/2009 |  |
|---------|--|---|-----|---------|---------|---------|----------------|------------|--|

**NJTPA**

*The proposed project consists of 2" of pavement milling, 2" of resurfacing, drainage inlet replacement, traffic stripes and loop detector replacement along 1.09 miles of Columbia Turnpike (CR 510) between Morris Avenue and Park Avenue. All non-compliant storm drain inlets that come into contact with resurfacing work will be replaced pursuant to New Jersey Pollutant Discharge Elimination System requirements. All work will be done within the limits of the existing pavement and the roadway will not be widened.*

Funding Obligated

|         |  |   |     |         |         |         |                |  |  |
|---------|--|---|-----|---------|---------|---------|----------------|--|--|
| FSN0943 |  | <b>County Bridge MN-10 Reconstruction and Rehabilitation of Millhurst Dam</b> | CON | ARRA-NJ | \$0.000 | \$1.946 | <b>\$0.000</b> |  |  |
|---------|--|---|-----|---------|---------|---------|----------------|--|--|

**NJTPA**

*This project will reconstruct the CR-527 (Sweetmans Lane) bridge (MN-10) over Manalapan Brook in Manalapan Township and the adjacent Millhurst Dam and spillway. The existing roadway is supported by the dam and the bridge, constructed in 1953, passes over its spillway. The existing road fails to meet current standards, and the bridge currently has a 10-ton weight limit. This project will widen CR-527 to current standards and realign it to avoid interference with an historic mill building. The earthen embankment dam will be widened to accommodate the new road geometry. The spillway walls will be replaced with a new reinforced concrete structure. A sidewalk will be added.*

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|         |  |  |     |         |         |         |                |  |  |
|---------|--|--|-----|---------|---------|---------|----------------|--|--|
| FSN0943 |  | <b>County Bridge S-31, Priority 1 Structural Steel Repairs</b> | CON | ARRA-NJ | \$0.000 | \$1.300 | <b>\$0.000</b> |  |  |
|---------|--|--|-----|---------|---------|---------|----------------|--|--|

**NJTPA**

*This project will repair structural steel elements on the Oceanic Bridge (S-31), a 57 span bridge with a double link deck girder bascule span built in 1939 and reconstructed in 1970. This bridge carries County Route 8A (Bingham Avenue - Locust Point Road) over the Navesink River in the Borough of Rumson. The steel components of the bridge are in very poor condition with extensive corrosion, section loss and fatigue damage. Corrective action will include blast cleaning, painting, cover plate repairs and the replacement of deteriorated cross-bracing members.*

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| 09300        |  | <b>County Route 539,<br/>Reconstruction at<br/>Fort Dix Entrance</b>  | CON   | ARRA-NJ | \$0.000                | \$0.150             | \$0.197       | 7/28/2009            |                             |
| NJTPA        | <p><i>The project will widen and resurface/reconstruct 1500 feet of Ocean County Route 539 to provide left turn lanes and right turn acceleration/deceleration lanes to the new Fort Dix entrance for the Consolidated Logistics and Training Facility for the NJ Army national Guard, Lakehurst Naval Air Engineering Station.</i></p>  |   |       |         |                        |                     |               |                      | <b>Funding Obligated</b>    |
| 09300        |  | <b>County Route 539,<br/>Reconstruction at<br/>Fort Dix Entrance</b>  | CON   | PLH     | \$0.000                | \$0.210             | \$0.210       | 7/28/2009            |                             |
| NJTPA        | <p><i>The project will widen and resurface/reconstruct 1500 feet of Ocean County Route 539 to provide left turn lanes and right turn acceleration/deceleration lanes to the new Fort Dix entrance for the Consolidated Logistics and Training Facility for the NJ Army national Guard, Lakehurst Naval Air Engineering Station.</i></p>  |   |       |         |                        |                     |               |                      | <b>Funding Obligated</b>    |
| FS09393      |  | <b>Court Street, Bridge<br/>over the<br/>Hackensack River</b>   | CON   | ARRA-NJ | \$0.000                | \$16.788            | \$0.000       |                      |                             |
| NJTPA        | <p><i>This project provides for the rehabilitation of the Court Street Bridge over the Hackensack River in Bergen County. The existing bridge is a center-bearing swing span Warren thru truss bridge with two steel girder approach spans supported on a concrete structure. The overall length of the structure is 316 feet. The bridge will be dismantled, and the approach spans will be reconstructed using concrete box beams. The mechanical and electrical equipment will be completely rehabilitated or replaced. The sufficiency rating is 1.</i></p>                    |   |       |         |                        |                     |               |                      | <b>FY09 Transition List</b> |
| FSN0943      |  | <b>East Main Street,<br/>Resurfacing,<br/>Hilltop<br/>Road/Mountain<br/>Avenue Intersection<br/>to Cold Hollow<br/>Road, (CR 510)</b> | CON   | ARRA-NJ | \$0.000                | \$0.290             | \$0.410       | 10/29/2009           |                             |
| NJTPA        | <p><i>The proposed project consists of 2" of pavement milling, 2" of resurfacing, drainage inlet replacement, traffic stripes and loop detector replacement along one mile +/- of East Main Street (CR 510) between the Hilltop Road/Mountain Avenue intersection and Cold Hill Road. All non-compliant storm drain inlets that come into contact with resurfacing work will be replaced pursuant to New Jersey Pollutant Discharge Elimination System requirements. All work will be done within the limits of the existing pavement and the roadway will not be widened.</i></p> |   |       |         |                        |                     |               |                      | <b>Funding Obligated</b>    |
| NS0109       |  | <b>Eighth Street Bridge</b>   | DES   | STP-NJ  | \$0.600                | \$1.300             | \$1.820       | 11/24/2009           |                             |
| NJTPA        | <p><i>The Eighth Street Bridge over the Passaic River in the City of Passaic is classified as structurally deficient and fracture critical. The overall condition of the bridge is considered to be poor and it is posted for 13 ton, 19 ton and 30 ton weight restriction. The County plans to improve the condition of the structure through either rehabilitation or replacement.</i></p>   |   |       |         |                        |                     |               |                      | <b>Funding Obligated</b>    |

# NJDOT FY2009 FINAL REPORT

## Statewide Transportation Improvement Program

| DBNum<br>MPO | Route | Section/Description | Phase | Fund | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status |
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|         |  |  |     |         |         |         |         |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|
| FSN0940 |  | <b>Elizabeth Intersection Improvements, Contract 1</b> | CON | ARRA-NJ | \$0.000 | \$0.684 | \$0.000 |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|

NJTPA Upgrade of three signalized intersections in the City of Elizabeth at the intersection of:

FY09 Transition List

S. Broad Street (CR 623) at Sumner Street  
 S. Broad Street (CR 623) at South Street  
 Pearl Street (CR 614) at Washington Avenue

This project will involve:

Replacement of antiquated signal equipment, including poles, mast arms, LED indicators, countdown pedestrian indicators and battery backup systems, upgrading of all regulatory signage and striping. Safety enhancements for pedestrian, bicycle and auto traffic, replacement/repair of handicap ramps, timing of lights and coordination with nearby intersections/corridors. All work will be in accordance with current MUTCD standards.

|         |  |  |     |         |         |         |         |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|
| FSN0940 |  | <b>Elizabeth Intersection Improvements, Contract 2</b> | CON | ARRA-NJ | \$0.000 | \$0.567 | \$0.000 |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|

NJTPA Upgrade of three signalized intersections in the City of Elizabeth at the intersections of:

FY09 Transition List

N. Broad Street (CR 623) at Wilder Street  
 W. Grand Street (CR 610) at Grove Street (CR 614)  
 Magie Avenue (CR 618) at Monmouth Avenue

This project will involve:

Replacement of antiquated signal equipment, including poles, mast arms, LED indicators, countdown pedestrian indicators, and battery backup systems, upgrading of all regulatory signage and striping, safety enhancements for pedestrian, bicycle and auto traffic, replacement/repair of handicap ramps, timing of lights and coordination with nearby intersections/corridors. All work will be in accordance with current MUTCD standards.

|         |  |  |     |         |         |         |         |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|
| FSN0940 |  | <b>Elizabeth Intersection Improvements, Contract 3</b> | CON | ARRA-NJ | \$0.000 | \$0.853 | \$0.000 |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|

NJTPA Upgrade of four signalized intersections in the City of Elizabeth at the intersections of:

FY09 Transition List

West Jersey Street (CR 612) at Chilton Street (NJ 27)  
 W. Grand Street (CR 610) at Chilton Street (NJ 27)  
 Orchard Street (CR 618) at Chilton Street  
 Orchard Street (CR 618) at Cherry Street

This project will involve:

Milling (2") and resurfacing (2") 2,850 feet of Orchard Street (CR 618) from Westfield Avenue (NJ 28) to Morris Avenue (CR 629). Replacement of antiquated signal equipment, including poles, mast arms, LED indicators, countdown pedestrian indicators, and battery backup systems, upgrading of all regulatory signage and striping, safety enhancements for pedestrian, bicycle and auto traffic, replacement/repair of handicap ramps, timing of lights and coordination with nearby intersections/corridors. All work will be in accordance with current MUTCD standards.

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|--------------|-------|---|-------|---------|------------------------|---------------------|---------------|----------------------|--------------------------------------|
| 08378        |       | <b>Elizabeth River<br/>Bicycle/Pedestrian<br/>Path</b>  | ERC   | HPP20   | \$0.379                | \$0.379             |               |                      |                                      |
| NJTPA        |       | <p><i>The intent of this project is to create a bicycle and pedestrian trail, with educational outposts, signage, seating and lighting, that will run parallel to the west side of the Elizabeth River, from South Broad St. to Atlantic St., within the City of Elizabeth, NJ. The trail will be constructed out of an environmentally friendly previous surface, the width will conform to NJDOT specifications, and the design will maintain the integrity of the Olmstead influence throughout the Elizabeth River Parkway and Mattano park. The project is the subject of a SAFETEA-LU earmark (NJ 221) in the amount of \$400,000.</i></p>  |       |         |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |
| FSN0940      |       | <b>Elizabeth,<br/>Intersection<br/>Improvements,<br/>Union County</b>   | CON   | ARRA-NJ | \$0.000                | \$0.000             | \$0.000       |                      |                                      |
| NJTPA        |       | <p><i>This project will provide for the upgrading of various signalized intersections in the City of Elizabeth at the intersection of S. Broad Street (CR 623) and Sumner Street, the intersection of S. Broad Street (CR 623) and South Street, the intersection of Pearl Street (CR 614) and Washington Avenue, the intersection of N. Broad Street (CR 623) and Wilder Street, the intersection of W. Grand Street (CR 610) and Grove Street (CR 614), and the intersection of Magie Avenue (CR 618) and Monmouth Avenue. The project will involve replacement of antiquated signal equipment, including poles, mast arms, LED indicators, countdown pedestrian indicators, and battery backup systems, as well as all regulatory signage and striping upgrades. The project will also include safety enhancements for pedestrian, bicycle and auto traffic, handicap ramps replacement/repair, timing of and coordination lights with nearby intersections/corridors. All work will be in accordance with current MUTCD standards.</i></p>  |       |         |                        |                     |               |                      | Funding Not<br>Obligated/Not Needed  |
| FSN0940      |       | <b>Elizabeth/Hillside<br/>Intersection<br/>Improvements</b>   | CON   | ARRA-NJ | \$0.000                | \$0.426             | \$0.000       |                      |                                      |
| NJTPA        |       | <p><i>Upgrade of one signalized intersection, removal of one signal system and installation of a new signal system in the City of Elizabeth and Township of Hillside at the intersections of:<br/>N. Broad Street (CR 623) at King Street (Upgrade)<br/>N. Broad Street (CR 623) at Lexington Street (Removal)<br/>N. Broad Street (CR 623) at Lower Road (New)<br/>This project will involve:<br/>Replacement of antiquated signal equipment, including poles, mast arms, LED indicators, countdown pedestrian indicators, and battery backup systems at N. Broad Street and King Street, removal of the existing traffic signal at N. Broad Street and Lexington Street as current traffic patterns no longer warrant this signal, installation of a new signal system at N. Broad Street and Lower Road as current traffic patterns warrant this signal, upgrading of all regulatory signage and striping, safety enhancements for pedestrian, bicycle and auto traffic, replacement/repair of handicap ramps, timing of lights and coordination with nearby intersections/corridors. All work will be in accordance with current MUTCD standards.</i></p> |       |         |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |
| X181         |       | <b>Emergency Service<br/>Patrol</b>   | EC    | EB      | \$7.200                | \$7.200             | \$7.200       | 1/27/2009            |                                      |
| NJTPA        |       | <p><i>This program will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs can reduce this delay significantly.</i></p>   |       |         |                        |                     |               |                      | Funding Obligated                    |

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## Statewide Transportation Improvement Program

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|---|-------|---|-------|---------|------------------------|---------------------|---------------|----------------------|--------------|
| NS9606  |       | <b>Fifth Avenue<br/>Bridge (AKA Fair<br/>Lawn Avenue<br/>Bridge) over Passaic<br/>River</b>   | DES   | STP-NJ  | \$0.800                | \$0.000             |               |                      |              |
| <p><b>NJTPA</b> <i>The Fifth Avenue Bridge crosses the Passaic River and connects Route 20 in Paterson to River Road in Fair Lawn. Fifth Avenue Bridge is in very poor condition with a deteriorating substructure, section loss in the superstructure, and inadequate geometry. It is height and weight restricted, requiring trucks to detour around it. The bridge is eligible for the National Register of Historic Places. The County is proposing to replace the existing bridge with a new slightly wider bridge at the same location.</i></p>   |       |   |       |         |                        |                     |               |                      |              |
| <b>Planned Authorization for FY 2009</b>  |       |   |       |         |                        |                     |               |                      |              |
| NS0414  |       | <b>Garden State<br/>Parkway<br/>Interchange 91<br/>Improvements and<br/>Burnt Tavern Road</b> | DES   | STP-NJ  | \$0.000                | \$3.100             | \$0.000       |                      |              |
| <p><b>NJTPA</b> <i>The current configuration of Exit 91 allows only northbound entrance and southbound exit to and from the Parkway. This limited access causes motorists to those areas east and west of the interchange to have to find alternative routes to access the Garden State Parkway thus increasing travel miles.</i></p> <p><i>In the southeast quadrant of the interchange, the County will construct an exit ramp from northbound Garden State Parkway (GSP) to Burrsville Road and an entrance ramp to northbound GSP from Burrsville Road with a signalized intersection. This will require widening of northbound GSP to accommodate the access ramp and widening of Burrsville Road for vehicles turning left into the entrance ramp. The existing access road between Burnt Tavern Road and Burrsville Road will be eliminated. In the southwest quadrant of the interchange, the applicant proposes the construction of a new entrance ramp to southbound GSP from Lanes Mill Road West with a signalized intersection. The existing southbound GSP service road shall be extended to the Dorado Park &amp; Ride and a new connector road shall be constructed from Herborn Avenue to Lanes Mill Road West, intersecting with the new southbound GSP ramps. In the northwest quadrant, the applicant proposes a new loop ramp from westbound Burnt Tavern Road with access to southbound GSP and a new signalized intersection for the proposed Herborn Avenue connector road at Burnt Tavern Road. In the northeast quadrant of the interchange, the County will construct a new northbound GSP service road for access from eastbound Burnt Tavern Road and Burrsville Road. The existing signalized intersection at Burnt Tavern Road and Lanes Mill Road East shall be modified to provide two left turn lanes from eastbound Burnt Tavern Road to Lanes Mill Road East. The applicant proposes an additional northbound GSP entrance ramp from Lanes Mill Road East through the Brick Township Park &amp; Ride. The existing ramp to northbound GSP would be removed.</i></p> |       |   |       |         |                        |                     |               |                      |              |
| <b>FY09 Transition List</b>   |       |   |       |         |                        |                     |               |                      |              |
| FSN0943   |       | <b>Glen Alpine Road,<br/>Resurfacing, US 202<br/>to Lee's Hill Road,<br/>(CR 646)</b>         | CON   | ARRA-NJ | \$0.000                | \$0.405             | \$0.467       | 10/26/2009           |              |
| <p><b>NJTPA</b> <i>The proposed project consists of 2" of pavement milling, 2" of resurfacing, drainage inlet replacement, traffic stripes and loop detector replacement along 1.73 miles of Glen Alpine Road (CR 646) between Route 202 and Lee's Hill Road. All non-compliant storm drain inlets that come into contact with resurfacing work will be replaced pursuant to New Jersey Pollutant Discharge Elimination System requirements. All work will be done within the limits of the existing pavement and the roadway will not be widened.</i></p>  |       |   |       |         |                        |                     |               |                      |              |
| <b>Funding Obligated</b>  |       |   |       |         |                        |                     |               |                      |              |

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|         |  |   |     |         |         |         |         |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|
| FSN0968 |  | <b>Guiderail Installation/Replacement Program, Middlesex County</b> | CON | ARRA-NJ | \$0.000 | \$6.731 | \$0.000 |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|

**NJTPA** *A countywide evaluation of guiderails along all county routes was performed and reported in an April 2002 final report. The report identified the locations where new guiderails were warranted and existing guiderails were not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments, as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards.*

FY09 Transition List

|         |  |                        |     |      |         |         |  |  |  |
|---------|--|------------------------|-----|------|---------|---------|--|--|--|
| HP01002 |  | <b>Halls Mill Road</b> | DES | DEMO | \$0.700 | \$0.700 |  |  |  |
|---------|--|------------------------|-----|------|---------|---------|--|--|--|

**NJTPA** *Improvements to Halls Mill Road from Route 33 Bypass to CR 524 will include realignment and widening to four travel lanes as well as other improvements.*

Planned Authorization for FY 2009

*The following special Federal appropriations were allocated to this project. FY 2001/Section 378/45A \$7,982,400 (balance available \$7,611,419, ID# NJ 067) and FY 2001/Military Appropriations/31T \$1,000,000 (balance available \$1,000,000, ID# NJA1).*

|         |  |                        |     |      |         |         |  |  |  |
|---------|--|------------------------|-----|------|---------|---------|--|--|--|
| HP01002 |  | <b>Halls Mill Road</b> | ROW | DEMO | \$1.000 | \$1.000 |  |  |  |
|---------|--|------------------------|-----|------|---------|---------|--|--|--|

**NJTPA** *Improvements to Halls Mill Road from Route 33 Bypass to CR 524 will include realignment and widening to four travel lanes as well as other improvements.*

Planned Authorization for FY 2009

*The following special Federal appropriations were allocated to this project. FY 2001/Section 378/45A \$7,982,400 (balance available \$7,611,419, ID# NJ 067) and FY 2001/Military Appropriations/31T \$1,000,000 (balance available \$1,000,000, ID# NJA1).*

|         |  |   |     |         |         |         |  |  |  |
|---------|--|---|-----|---------|---------|---------|--|--|--|
| HP01012 |  | <b>Hudson River Waterfront Walkway - Weehawken Cove</b> | CON | ARRA-NJ | \$0.000 | \$0.000 |  |  |  |
|---------|--|---|-----|---------|---------|---------|--|--|--|

**NJTPA** *This project will provide for construction of approximately 800 feet of walkway along the Hudson River waterfront at Weehawken Cove.*

Planned Authorization for FY 2009

*The project received an earmark in the amount of \$750,000. The project is also being funded under the NJDOT Transportation was previously authorized in the amount of \$1,879,000 of TCSP funds. This authorization was rescinded due to lack of billing. The funds will have to be authorized again in 2007. This project is also subject to an FY 2006 appropriation in the amount of \$750,000.*

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|         |  |   |     |         |         |         |         |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|
| FSN0943 |  | <b>Intersection Improvements, Morris County</b> | CON | ARRA-NJ | \$0.000 | \$0.350 | \$0.000 |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|

|              |  |                             |
|--------------|--|-----------------------------|
| <b>NJTPA</b> | <p><i>This project will improve two intersections in the Township of East Hanover: CR-632 (Ridgedale Avenue) at Deforest Avenue and Ridgedale Avenue at Troy Road. Faulty and failing signal equipment is causing delays at these intersections. Proposed improvements at the Deforest Avenue intersection include a total replacement of the traffic signal equipment, the addition of a right turn lane from northbound Ridgedale onto Deforest, new pavement markings to allow for opposing left turn lanes on Ridgedale, wheelchair accessible curb ramps (with NJDOT-approved detectable warning devices), pedestrian push buttons and countdown pedestrian signals. Proposed improvements at the Troy Road intersection include a partial replacement of signal equipment.</i></p> | <b>FY09 Transition List</b> |
|--------------|--|-----------------------------|

|       |  |                              |    |       |         |         |  |  |  |
|-------|--|------------------------------|----|-------|---------|---------|--|--|--|
| 00376 |  | <b>ITS Coalition Funding</b> | EC | HPP10 | \$0.100 | \$0.100 |  |  |  |
|-------|--|------------------------------|----|-------|---------|---------|--|--|--|

|              |  |  |
|--------------|--|--|
| <b>NJTPA</b> | <p><i>Federal ITS funding appropriated from the Federal Highway Administration for TRANSCOM Coalition and I-95 Corridor Coalition and its member agencies is distributed through the NJDOT. This funding provides for the development, installation and operation of ITS facilities and programs to monitor traffic, manage incidents and provide traveler information to the public, especially in the metropolitan New York City area and along I-95. Projects and programs are selected and monitored by the multi-agency representative in the coalitions. Additionally, SAFETEA-LU money provides \$640,000 for expanding the Regional ITS System in NJ, NY and CT.</i></p> | <b>Planned Authorization for FY 2009</b> |
|--------------|--|--|

|       |  |                              |    |       |         |         |  |  |  |
|-------|--|------------------------------|----|-------|---------|---------|--|--|--|
| 00376 |  | <b>ITS Coalition Funding</b> | EC | HPP20 | \$0.540 | \$0.540 |  |  |  |
|-------|--|------------------------------|----|-------|---------|---------|--|--|--|

|              |  |  |
|--------------|--|--|
| <b>NJTPA</b> | <p><i>Federal ITS funding appropriated from the Federal Highway Administration for TRANSCOM Coalition and I-95 Corridor Coalition and its member agencies is distributed through the NJDOT. This funding provides for the development, installation and operation of ITS facilities and programs to monitor traffic, manage incidents and provide traveler information to the public, especially in the metropolitan New York City area and along I-95. Projects and programs are selected and monitored by the multi-agency representative in the coalitions. Additionally, SAFETEA-LU money provides \$640,000 for expanding the Regional ITS System in NJ, NY and CT.</i></p> | <b>Planned Authorization for FY 2009</b> |
|--------------|--|--|

|         |  |  |     |         |         |         |         |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|
| FSN0946 |  | <b>Jersey City, Roadway Resurfacing - Sip Avenue and Newark Avenue</b> | CON | ARRA-NJ | \$0.000 | \$0.000 | \$0.000 |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|

|              |  |  |
|--------------|--|--|
| <b>NJTPA</b> | <p><i>This project will provide for the resurfacing of approximately 1.64 miles of streets. Selected streets will be milled and paved curb to curb and ADA ramps, grates, and catch basin curb pieces will be installed.</i></p> | <b>Planned Authorization for FY 2009</b> |
|--------------|--|--|

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|--------------|--|--|-------|--------|------------------------|---------------------|---------------|----------------------|-----------------------------------|
| NS0103       |  | <b>JFK Boulevard/32nd Street Pedestrian Crossing</b> | ROW   | STP-NJ | \$0.250                | \$0.000             |               |                      |                                   |
| NJTPA        | <p>The County will be constructing a new pedestrian overpass, which will allow safety and convenient pedestrian crossing.</p>  |  |       |        |                        |                     |               |                      | Planned Authorization for FY 2009 |
| NS0103       |  | <b>JFK Boulevard/32nd Street Pedestrian Crossing</b> | CON   | STP-NJ | \$0.000                | \$0.000             | \$0.000       |                      |                                   |
| NJTPA        | <p>The County will be constructing a new pedestrian overpass, which will allow safety and convenient pedestrian crossing.</p>  |  |       |        |                        |                     |               |                      | Planned Authorization for FY 2009 |
| 08379        |  | <b>Laurel Avenue Bridge Replacement</b>              | LPD   | HPP20  | \$0.758                | \$0.758             |               |                      |                                   |
| NJTPA        | <p>Replacement of NJ Transit bridge (carrying NJ Coast Line) over Laurel Avenue.</p> <p>The following special Federal appropriation was allocated to this project. FY06 SAFETEA LU/HPP \$800,000. (ID # NJ -118, balance available \$730,078)</p>  |  |       |        |                        |                     |               |                      | Planned Authorization for FY 2009 |
| 06318A       |  | <b>Liberty Corridor Planning Study</b>               | PLS   | HPP20  | \$0.080                | \$0.080             | \$0.151       | 8/31/2009            |                                   |
| NJTPA        | <p>The Liberty Corridor, a Corridor of national and Regional Significance, is a multifaceted economic development strategy championed by Senator Menendez. This planning effort, undertaken by the Liberty Corridor Policy Institute at NJIT, will serve to develop a foundation of information and analysis from which strategic infrastructure and land use investment decisions can be made. This effort shall include the development of a Management and Implementation Plan: a comprehensive, implementable, coordinated, economically driven, environmentally sensitive, port related development plan. The "Liberty Corridor Management and Implementation Plan" will guide public and private sector decisions; provide a corridor identity; lay out specific improvement approaches and themes; be consistent with other plans and programs; and have wide stakeholder involvement.</p> <p>The SAFETEA-LU highway earmarks included the following funding: \$400,000 High Priority (Section 1701), ID #NJ 176, available 20% per year.</p> |  |       |        |                        |                     |               |                      | Funding Obligated                 |
| 08376        |  | <b>Livingston Pedestrian Streetscape</b>             | ERC   | HPP20  | \$0.682                | \$0.682             | \$0.645       | 11/24/2009           |                                   |
| NJTPA        | <p>The project includes new lighting, sidewalks, pavers, signage and benches. Also included are bollards, trash receptacles and bicycle racks. Project location: Mt. Pleasant Ave. (NJ 10) and Livingston Ave. This project is the subject of a SAFETEA-LU earmark in the amount of \$720,000, (ID #NJ 233, available 20% per year).</p>   |  |       |        |                        |                     |               |                      | Funding Obligated                 |

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|--------------|-------|--|-------|-----------|------------------------|---------------------|---------------|----------------------|--|
| X065         |       | <b>Local CMAQ Initiatives</b>  | EC    | CMAQ      | \$2.000                | \$2.000             | \$0.200       |                      |  |
| NJTPA        |       | <i>Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and is continued under SAFETEA-LU. CMAQ funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.</i>  |       |           |                        |                     |               |                      | Drawdown Line Item - Not Fully Obligated |
| X41B1        |       | <b>Local County Aid, NJTPA</b>   | ERC   | STATE     | \$53.856               | \$53.856            | \$53.763      |                      |  |
| NJTPA        |       | <i>This program provides funds allocated to the counties within the NJTPA MPO area for transportation improvements under the New Jersey Transportation Trust Fund Act.</i>   |       |           |                        |                     |               |                      | Funding Obligated                        |
| X98B1        |       | <b>Local Municipal Aid, NJTPA</b>  | ERC   | STATE     | \$53.847               | \$53.847            | \$53.847      |                      |  |
| NJTPA        |       | <i>This program provides funds allocated to municipalities in the NJTPA area for transportation improvements under the New Jersey Transportation Trust Fund Act.</i>   |       |           |                        |                     |               |                      | Funding Obligated                        |
| 04314        |       | <b>Local Safety/High Risk Rural Roads Program</b>  | ERC   | HSIP      | \$3.000                | \$3.164             | \$2.479       |                      |  |
| NJTPA        |       | <i>The Local Safety Program will provide funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a short period of time, generally, less than twelve months from problem identification to completion of construction. This program also encompasses mandatory federal funding of \$1.7 million per year for High Risk Rural Roads, for safety countermeasures on rural major or minor collector roads, or on rural local roads.</i> |       |           |                        |                     |               |                      | Drawdown Line Item - Not Fully Obligated |
| 06314        |       | <b>Long Branch Ferry Terminal</b>  | FA    | FERRY     | \$1.611                | \$1.611             |               |                      |  |
| NJTPA        |       | <i>This project will provide for the design and construction of facilities for ferry service from Long Branch, New Jersey to New York and other destinations.</i>  |       |           |                        |                     |               |                      | Planned Authorization for FY 2009        |
| 06314        |       | <b>Long Branch Ferry Terminal</b>  | FA    | FERRY-FTA | \$1.672                | \$1.672             |               |                      |  |
| NJTPA        |       | <i>This project will provide for the design and construction of facilities for ferry service from Long Branch, New Jersey to New York and other destinations.</i>  |       |           |                        |                     |               |                      | Planned Authorization for FY 2009        |

# NJDOT FY2009 FINAL REPORT

## Statewide Transportation Improvement Program

| DBNum<br>MPO | Route | Section/Description  | Phase | Fund    | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status                      |
|--------------|-------|--|-------|---------|------------------------|---------------------|---------------|----------------------|-----------------------------------|
| NP0301       |       | <b>Long Valley Safety Project</b>  | LPD   | HPP20   | \$0.758                | \$0.758             |               |                      |                                   |
| NJTPA        |       | <p><i>Long Valley Bypass is proposed to avoid the steep grade at Scholeys Mountain Road north of CR 513 and the narrow historic stone bridge. Construction is proposed for two miles of roadway, a bridge over the South Branch of the Raritan River, and replacement of existing culverts. The Bypass would begin at the top of Scholey's Mountain Road and Camp Washington Road and proceed downhill to the intersection with East Mill Road, CR 513, 1300 feet east of the intersection of Fairmount Road</i></p> <p><i>The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, Section 189, ID #NJ 120, \$800,000 (available 20% per year).</i></p> |       |         |                        |                     |               |                      | Planned Authorization for FY 2009 |
| 06393        |       | <b>Main Street Bypass, Sayreville</b>  | ERC   | STATE   | \$2.000                | \$2.000             |               |                      |                                   |
| NJTPA        |       | <p><i>Funding is provided for completion of the construction of the Main Street Bypass Road, which will serve as the new primary East/West collector road in the Borough of Sayreville. The project has a multi-year funding agreement. Total NJDOT commitment to this project is \$10.0 million.</i></p>  |       |         |                        |                     |               |                      | Planned Authorization for FY 2009 |
| 98546        |       | <b>Market Street/Essex Street/Rochelle Avenue</b>  | CON   | DEMO    | \$3.844                | \$3.844             |               |                      |                                   |
| NJTPA        |       | <p><i>A scoping study will provide recommended improvements to the intersection and bridge at this location.</i></p> <p><i>The following special Federal appropriations were allocated to this project. TEA-21/Q92, ID# NJ023, \$3,844,123 (balance available \$3,844,123).</i></p>  |       |         |                        |                     |               |                      | Planned Authorization for FY 2009 |
| NS9812       |       | <b>McClellan Street Underpass</b>  | DES   | STP-NJ  | \$1.150                | \$0.000             |               |                      |                                   |
| NJTPA        |       | <p><i>The City of Newark is proposing improvements to the McClellan Street Underpass. Improvement will include improved drainage and horizontal and vertical clearances.</i></p>   |       |         |                        |                     |               |                      | Planned Authorization for FY 2009 |
| FSN0943      |       | <b>Mendham Road, Indianhead Road to Kadena Road, Resurfacing, (CR 510)</b>   | CON   | ARRA-NJ | \$0.000                | \$0.487             | \$0.487       | 10/26/2009           |                                   |
| NJTPA        |       | <p><i>The proposed project consists of 2" of pavement milling, 2" of resurfacing, drainage inlet replacement, traffic stripes and loop detector replacement along 1.5 miles of Mendham Road (CR 510) between Indianhead Road and Kadena Road. All non-compliant storm drain inlets that come into contact with resurfacing work will be replaced pursuant to New Jersey Pollutant Discharge Elimination System requirements. All work will be done within the limits of the existing pavement and the roadway will not be widened.</i></p>   |       |         |                        |                     |               |                      | Funding Obligated                 |

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|         |  |   |     |         |         |         |         |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|
| FSN0943 |  | Mendham Road,<br>Indianhead Road to<br>Kadena Road,<br>Resurfacing, (CR<br>510) | CON | ARRA-NJ | \$0.000 | \$0.000 | \$0.000 |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|

**NJTPA** *The proposed project consists of 2" of pavement milling, 2" of resurfacing, drainage inlet replacement, traffic stripes and loop detector replacement along 1.5 miles of Mendham Road (CR 510) between Indianhead Road and Kahdena Road. All non-compliant storm drain inlets that come into contact with resurfacing work will be replaced pursuant to New Jersey Pollutant Discharge Elimination System requirements. All work will be done within the limits of the existing pavement and the roadway will not be widened.*

FY09 Transition List

|      |  |                          |     |        |         |         |         |           |  |
|------|--|--------------------------|-----|--------|---------|---------|---------|-----------|--|
| X30A |  | Metropolitan<br>Planning | PLS | STP-NJ | \$0.850 | \$4.090 | \$2.600 | 9/14/2009 |  |
|------|--|--------------------------|-----|--------|---------|---------|---------|-----------|--|

**NJTPA** *The Department supports the federally mandated metropolitan planning organization (MPO) transportation planning process. The Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible State and local officials, public and private transit operators and the general public.*

Drawdown Line Item -  
Not Fully Obligated

|      |  |                          |     |        |         |         |         |           |  |
|------|--|--------------------------|-----|--------|---------|---------|---------|-----------|--|
| X30A |  | Metropolitan<br>Planning | PLS | PL-FTA | \$3.023 | \$3.023 | \$3.023 | 9/11/2009 |  |
|------|--|--------------------------|-----|--------|---------|---------|---------|-----------|--|

**NJTPA** *The Department supports the federally mandated metropolitan planning organization (MPO) transportation planning process. The Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible State and local officials, public and private transit operators and the general public.*

Funding Obligated

|      |  |                          |     |    |         |         |         |           |  |
|------|--|--------------------------|-----|----|---------|---------|---------|-----------|--|
| X30A |  | Metropolitan<br>Planning | PLS | PL | \$8.588 | \$8.588 | \$9.587 | 6/29/2009 |  |
|------|--|--------------------------|-----|----|---------|---------|---------|-----------|--|

**NJTPA** *The Department supports the federally mandated metropolitan planning organization (MPO) transportation planning process. The Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible State and local officials, public and private transit operators and the general public.*

Funding Obligated

|        |  |   |     |        |         |         |         |           |  |
|--------|--|---|-----|--------|---------|---------|---------|-----------|--|
| NS0503 |  | Middle Valley Road<br>Bridge over South<br>Branch of Raritan<br>River | DES | STP-NJ | \$0.430 | \$0.430 | \$0.840 | 9/21/2009 |  |
|--------|--|---|-----|--------|---------|---------|---------|-----------|--|

**NJTPA** *The existing bridge is a temporary structure constructed in 1981 to replace the then obsolete original structure built in 1928. It is a single-span, triple-reinforced Acrow Panel Steel Truss supported on stone masonry abutments. It carries one lane of traffic. This structure has inadequate deck geometry, substandard lane widths and an obsolete bridge railing system. The county proposes to replace the bridge with a two-lane bridge with shoulders on both sides.*

Drawdown Line Item -  
Fully Obligated

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|       |  |   |     |       |         |         |  |  |  |
|-------|--|---|-----|-------|---------|---------|--|--|--|
| 07329 |  | <b>Millburn<br/>Townwalk, adjacent<br/>to the west Branch<br/>of the Rahway River</b> | ERC | HPP20 | \$0.120 | \$0.120 |  |  |  |
|-------|--|---|-----|-------|---------|---------|--|--|--|

**NJTPA** *This project is intended to link two important economic activity generators: The Paper Mill Playhouse and Millburn Township's central business district. The proposed trail and greenway will be constructed along the West Branch of the Rahway River and will go from the Paper Mill Playhouse to the mid-block path between Main Street and Lackawanna Place ending at Millburn Avenue. The trail would extend alongside Municipal Lot 1.*

*The following special Federal appropriations were allocated to this project: (FY 2006 SAFETEA-LU, ID# NJ155, \$600,000 available 20% per year).*

Planned Authorization  
for FY 2009

|        |  |   |     |        |         |         |  |  |  |
|--------|--|---|-----|--------|---------|---------|--|--|--|
| NS9306 |  | <b>Monmouth County<br/>Bridges W7, W8, W9<br/>over Glimmer Glass<br/>and Debbie's Creek</b> | DES | STP-NJ | \$1.734 | \$0.000 |  |  |  |
|--------|--|---|-----|--------|---------|---------|--|--|--|

**NJTPA** *This project is comprised of the replacement of three existing deficient bridges, which carry Brielle Road over Glimmer Glass Creek and Green Avenue over Debbie's Creek. Due to its three-component perpendicular configuration, the project site is locally known as "Three Bridges." All three structures, whether movable or fixed, will be replaced in-kind with bridges meeting current design standards and thus improve roadway geometrics. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$20.0 million for construction.*

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

Planned Authorization  
for FY 2009

|        |  |   |     |       |         |         |  |  |  |
|--------|--|---|-----|-------|---------|---------|--|--|--|
| NS9306 |  | <b>Monmouth County<br/>Bridges W7, W8, W9<br/>over Glimmer Glass<br/>and Debbie's Creek</b> | DES | HPP20 | \$1.266 | \$1.266 |  |  |  |
|--------|--|---|-----|-------|---------|---------|--|--|--|

**NJTPA** *This project is comprised of the replacement of three existing deficient bridges, which carry Brielle Road over Glimmer Glass Creek and Green Avenue over Debbie's Creek. Due to its three-component perpendicular configuration, the project site is locally known as "Three Bridges." All three structures, whether movable or fixed, will be replaced in-kind with bridges meeting current design standards and thus improve roadway geometrics. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$20.0 million for construction.*

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

Planned Authorization  
for FY 2009

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|       |  |  |     |       |         |         |         |            |  |
|-------|--|--|-----|-------|---------|---------|---------|------------|--|
| 09535 |  | <b>Montclair State University Roadway Improvements</b> | CON | HPP20 | \$0.000 | \$2.040 | \$2.160 | 11/30/2009 |  |
|-------|--|--|-----|-------|---------|---------|---------|------------|--|

**NJTPA**

*In an ongoing effort to improve the safety and functionality of the existing vehicular and pedestrian circulation patterns, MSU will reconfigure the college entrances and roadways that intersect with Normal Avenue. The scope of improvements includes the following:  
 Converting College Avenue from a one way two-lane entrance used by all campus visitors, students, faculty and staff to a signal lane ceremonial entry drive reserved for visitors only; Improving the safety of the College Avenue entrance with new decorative sidewalks, standard light poles, benches and bollards, raised crosswalks, textured handicap ramps, dedicated vehicle and bus drop off/pick up areas, improved service delivery access and complimentary landscape plantings; Reconstructing Carlisle Avenue currently a one-way two lane exit road to accommodate the campus community's day to day traffic with an additional entrance travel lane and a Normal Avenue westbound right turn lane into campus; Additionally, a proposal for a traffic signal at the intersection of Normal and Carlisle Avenue to accommodate the entering traffic; Regarding the Normal Avenue/Carlisle Avenue intersection, this intersection has been designed to accommodate the new entering traffic with and without a signal. At this point in time, the University intends to bid the traffic signal as an alternate dependent upon the available funding.*

*This project is the subject of a special appropriation: SAFETEA-LU, Technical Corrections Act of 2008, Sec 105 (139), \$2,040,000.*

Planned Authorization  
for FY 2009

|       |  |  |     |        |         |         |         |           |  |
|-------|--|--|-----|--------|---------|---------|---------|-----------|--|
| 93259 |  | <b>Morris Avenue Bridge over Morristown Line</b> | DES | STP-NJ | \$0.800 | \$0.800 | \$1.200 | 9/24/2009 |  |
|-------|--|--|-----|--------|---------|---------|---------|-----------|--|

**NJTPA**

*This project is a bridge replacement of the Morris Avenue (CR 651) bridge over NJ Transit (Structure No. 2062-156). The superstructure will be replaced and repairs made to the substructure with minor road improvements. The proposed bridge will have a 15 ft. lane and 5 ft. sidewalk in each direction.*

Funding Obligated

|       |  |  |     |        |         |         |         |  |  |
|-------|--|--|-----|--------|---------|---------|---------|--|--|
| 93259 |  | <b>Morris Avenue Bridge over Morristown Line</b> | ROW | STP-NJ | \$0.520 | \$0.520 | \$0.485 |  |  |
|-------|--|--|-----|--------|---------|---------|---------|--|--|

**NJTPA**

*This project is a bridge replacement of the Morris Avenue (CR 651) bridge over NJ Transit (Structure No. 2062-156). The superstructure will be replaced and repairs made to the substructure with minor road improvements. The proposed bridge will have a 15 ft. lane and 5 ft. sidewalk in each direction.*

Drawdown Line Item -  
Not Fully Obligated

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|         |  |   |     |         |         |         |         |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|
| FSN0946 |  | <b>Newark Avenue, Roadway Improvements, Jersey City</b> | CON | ARRA-NJ | \$0.000 | \$4.308 | \$0.000 |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|

**NJTPA** FY09 Transition List

*Under the Newark Avenue Roadway Improvements, the proposed streetscape from Coles St. to the Hudson County Bridge west of 7th Street consists of the replacement of existing curb, construction of new ADA mandated curb ramps with detectable warning surfaces (DWS), replacement of existing sidewalk with new concrete sidewalk, replacing existing aluminum and timber streetlights with energy efficient decorative lights, resetting of existing parking meters on powder coated black poles, new trees in 5' x 5' pits, installation of decorative benches and trash receptacles, and depending on field conditions the reconstruction of vaults/coal chutes under the sidewalks. This section will also be milled and paved and phased into the general milling and paving portion from the Hudson County Bridge to Summit Avenue.*

*The proposed improvements will include the construction of ADA mandated curb ramps with DWS and associated curb and sidewalk at deficient intersections, replacement damaged or deteriorating curb and sidewalks at miscellaneous locations, and depending on field conditions, possible drainage inlet grates, casting and manhold replacement, installation of new traffic signs behind the curb and traffic stripes and markings, including polymer resin crosswalks at certain selected locations, and replacement of loop detectors with video image detectors. The roadway will not be widened.*

|         |  |   |     |         |         |         |         |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|
| FSN0945 |  | <b>Newark City, Street Resurfacing at Various Locations</b> | CON | ARRA-NJ | \$0.000 | \$4.894 | \$0.000 |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|

**NJTPA** FY09 Transition List

*This program entails the construction of roadway improvements and resurfacing at various locations throughout Newark. Sidewalk, curbing and minor drainage improvements will take place along the project limits as deemed required. Handicap ramp repair and replacement, as needed, will be included in this project. No right-of-way acquisition is anticipated for this project.*

|         |  |   |     |         |         |         |         |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|
| FSN0946 |  | <b>Newark City, Wilson Avenue and Rome Street, Traffic Signal</b> | CON | ARRA-NJ | \$0.000 | \$0.300 | \$0.000 |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|

**NJTPA** FY09 Transition List

*This traffic signalization project will address the continuing issue of excessive delays and congestion in this area of Newark. The project will provide for updated traffic signals at the intersection of Wilson Avenue and Rome/Jabez Street, as well as the replacement of traffic controllers and the development of new signal timing plans.*

|        |  |   |     |        |         |         |         |            |  |
|--------|--|---|-----|--------|---------|---------|---------|------------|--|
| NS9909 |  | <b>Newburgh Road Bridge over Musconetcong River</b> | DES | STP-NJ | \$0.425 | \$0.425 | \$0.762 | 11/10/2009 |  |
|--------|--|---|-----|--------|---------|---------|---------|------------|--|

**NJTPA** Drawdown Line Item - Fully Obligated

*Built in 1908, the Newburgh Road Bridge over the Musconetcong River in Washington and Mansfield Townships in Morris and Warren Counties is functionally obsolete. The existing bridge is a two span structure. The bridge deck consists of simply supported multiple rolled steel stringers and is supported on stone masonry abutments and a mid-span pier. The bridge has inadequate deck geometry, inadequate turning radii, substandard lane widths, and has been prioritized as a high priority for in-depth scour evaluation. Morris County will replace the existing bridge with a bridge on a new alignment that meets current width, horizontal and vertical alignment, structure capacity, and safety standards.*

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|--------------|-------|---|-------|--------|------------------------|---------------------|---------------|----------------------|--------------------------------------|
| N063         |       | <b>NJTPA, Future Projects</b>   | ERC   | STP-NJ | \$2.276                | \$9.396             |               | 9/1/2009             |                                      |
| NJTPA        |       | <i>This program provides funding for graduates of the Local Scoping Program as well as other local projects to be selected by the North Jersey Transportation Planning Authority, the designated Metropolitan Planning Organization for northern New Jersey.</i>  |       |        |                        |                     |               |                      | Planned Authorization for FY 2009    |
| X80A         |       | <b>NJTPA, Local Scoping Program</b>   | LPD   | STP-NJ | \$2.000                | \$0.000             | \$0.061       | 7/20/2009            |                                      |
| NJTPA        |       | <i>This program provides funding for project planning and scoping work by the North Jersey Transportation Planning Authority, the Metropolitan Planning Organization for northern New Jersey.</i>   |       |        |                        |                     |               |                      | Drawdown Line Item - Fully Obligated |
| 06318F       |       | <b>North Avenue Corridor Improvement Project (NACI)</b>   | ERC   | HPP20  | \$1.112                | \$1.112             |               |                      |                                      |
| NJTPA        |       | <i>This project consists of Section 1,3 and 4 of the four sections of the NACI project. It will result in final design for all four sections, and construction of Sections 1,3 and 4 providing direct ramp connections from North Avenue to Jersey Gardens Boulevard, construction of a flyover of the Kapkowski Road/North Avenue intersection, and grade separation of the North Avenue/Dowd Avenue and North Avenue/Division Street intersections. The new ramp connections and grade separations will reduce traffic at two major intersections, eliminate one of the three signalized intersections, eliminate a dangerous weave condition for eastbound North Ave traffic attempting to access the current Jersey Gardens on-ramp, and bolster bi-directional flow in support of future port-related and commercial uses. North Ave is a key east-west thoroughfare that lies between the intersections of US 1&amp;9 and the Port Authority Marine Terminals at Port Newark and Elizabeth. It is a critical link that connects State and Interstate highways, NJ Turnpike Interchange 13A, Newark Liberty International Airport, the Marine Terminal Complex and major warehouse/distribution facilities, industrial parks and retail/commercial centers.<br/>This project is also funded through the following special appropriations: 1) FY06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$10,000,000; 2)TEA-21, ID# NJ027, \$2,050,199, Balance available = \$1,866; 3) SAFETEA-LU, ID# NJ200, \$4,560,000 (available 20% per year); 4) SAFETEA-LU, ID# NJ258, \$1,000,000 (available 20% per year).</i> |       |        |                        |                     |               |                      | Planned Authorization for FY 2009    |

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|        |  |   |     |       |         |         |  |  |  |
|--------|--|---|-----|-------|---------|---------|--|--|--|
| 06318F |  | <b>North Avenue Corridor Improvement Project (NACI)</b> | ERC | HPP10 | \$9.189 | \$9.189 |  |  |  |
|--------|--|---|-----|-------|---------|---------|--|--|--|

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

*This project is also funded through the following special appropriations: 1) FY06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$10,000,000; 2)TEA-21, ID# NJ027, \$2,050,199, Balance available = \$1,866; 3) SAFETEA-LU, ID# NJ200, \$4,560,000 (available 20% per year); 4) SAFETEA-LU, ID# NJ258, \$1,000,000 (available 20% per year).*

Planned Authorization  
for FY 2009

|        |  |  |     |       |          |          |          |           |  |
|--------|--|--|-----|-------|----------|----------|----------|-----------|--|
| 06318C |  | <b>North Jersey Railroad Doublestack Clearance</b> | CON | HPP10 | \$11.027 | \$10.873 | \$10.873 | 8/13/2009 |  |
|--------|--|--|-----|-------|----------|----------|----------|-----------|--|

**NJTPA** *This project will raise the overhead clearances on Conrail's National Docks Secondary Line from the existing 19'6" to the industry intermodal standard of 20'6". These clearance improvements will be achieved through a combination of rock and brick tunnel liner removal (Bergen Tunnel), complete removal of the tunnel roof to the surface (Waldo Tunnel) and removal of two unused overhead railroad bridges. This line serves as one of the main access links for intermodal and automotive rail traffic between the Port of New York and New Jersey and the U.S. rail network. This access is currently constrained by height limitations in two rail tunnels: the Waldo Tunnel and the Bergen Tunnel, both located in Jersey City. This project is also funded through a special appropriation, FY06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$12,000,000, (\$10,873,000 available).*

Funding Obligated

|        |  |   |     |        |         |         |         |           |  |
|--------|--|---|-----|--------|---------|---------|---------|-----------|--|
| NS9803 |  | <b>NY Susquehanna and Western Rail Line Bicycle/Pedestrian Path</b> | DES | STP-NJ | \$0.000 | \$1.500 | \$1.923 | 9/16/2009 |  |
|--------|--|---|-----|--------|---------|---------|---------|-----------|--|

**NJTPA** *NYS&W Bicycle and Pedestrian Path will provide for the construction of a pedestrian and bicycle path over an existing railroad bed from Post Lane (Riverdale) to Mountain View Station (Wayne) which is approximately 6 miles.*

Funding Obligated

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|         |  |  |     |         |         |         |         |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|
| FSN0940 |  | <b>Park Avenue Corridor Improvements, Union County</b> | CON | ARRA-NJ | \$0.000 | \$0.875 | \$0.000 |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|

**NJTPA** *This project will provide for upgrading of three signalized intersections along Park Avenue (CR 531), in the City of Plainfield at the intersection of Park Avenue and South End Parkway, the intersection of Park Avenue and Randolph Road, the intersection of Park Avenue and Ninth Street/Prospect Street and one minor upgrade at the intersection of Park Avenue and Eighth Street only for corridor continuity. The project will involve replacement of antiquated signal equipment, as well as upgrading of all regulatory signage and striping. The islands in the intersection of Park Avenue and Ninth Street/Prospect Street will be eliminated. The project will also include safety enhancements for pedestrian, bicycle and auto traffic, replacement/repair of handicap ramps, as well as timing and coordination of lights along the corridor from South End Parkway to Seventh Street. All work will be in accordance with current MUTCD standards. This project impacts the Van Wyck Brook Historic District, the Crescent Area Historic District and the Orville Taylor Waring House, 900 Park Avenue.*

FY09 Transition List

|       |  |   |     |       |         |         |         |           |  |
|-------|--|---|-----|-------|---------|---------|---------|-----------|--|
| 06325 |  | <b>Passaic River-Newark Bay Restoration and Pollution Abatement Project, Route 21, River Road, CR 510</b> | ERC | HPP20 | \$0.204 | \$0.204 | \$0.719 | 7/17/2009 |  |
|-------|--|---|-----|-------|---------|---------|---------|-----------|--|

**NJTPA** *The Passaic Valley Sewerage Commission Newark Treatment Plant (600 Wilson Avenue, Newark, NJ) is proposing to upgrade its wastewater treatment plant to increase its wet weather treatment capacity, to make substantive improvements to the Head End facilities and to its Final Clarifying facility. These projects will allow PVSC to have the equipment reliability that is necessary to continue maximum efficiency.*

Funding Obligated

*The following special Federal appropriation was allocated to this project. FY06 SAFETEA LU/High Priority ID No. 2689--\$800,000 (ID# NJ206) (available at 20% per year) and ID No. 3442--\$400,000 (ID# NJ-229) (available at 20% per year).*

|       |  |  |     |        |         |         |         |           |  |
|-------|--|--|-----|--------|---------|---------|---------|-----------|--|
| N9910 |  | <b>Paterson Hamburg Turnpike Over Pequannock River</b> | CON | STP-NJ | \$3.400 | \$3.400 | \$3.005 | 9/16/2009 |  |
|-------|--|--|-----|--------|---------|---------|---------|-----------|--|

**NJTPA** *The rehabilitation of this structure will provide adequate sight distance and eliminate the weight limitation posting. The new deck should be 32 feet curb-to-curb with a 6-foot sidewalk. The substructure requires modification and repair to accommodate the new superstructure.*

Funding Obligated

|         |  |  |     |         |         |         |         |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|
| FSN0947 |  | <b>Pavement Rehabilitation Program, Hunterdon County</b> | CON | ARRA-NJ | \$0.000 | \$0.000 | \$0.000 |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|

**NJTPA** *The project will include milling and delaminating existing surface course +/- 1-2 inches and resurfacing with a 3 lift. Minor base course repairs will be made as needed. All existing storm drainage inlets will be modified to conform to current Stormwater requirements. In addition, all pavement markings inclusive of the bicycle lanes will be delaminated with long life epoxy traffic paint. Raised pavement markers will be added to center lane striping. All traffic signing will be inspected and replaced as needed.*

Planned Authorization for FY 2009

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|--------------|---|--|-------|-------|------------------------|---------------------|---------------|--------------------------------------|--------------|
| 09348        |   | <b>Plainsboro Traffic Calming Project</b>      | ERC   | HPP20 | \$0.000                | \$0.693             | \$0.000       |                                      |              |
| NJTPA        | <p>The project consists of the continuing implementation of the traffic calming improvements along Plainsboro Road. Included are improvements for pedestrian safety, vehicular access from adjacent neighborhoods and alternative transportation usage.</p> <p>The following special Federal appropriation was allocated to this project: FY 2006 Appropriations Bill \$700,000. ID # NJ 281.</p>   |  |       |       |                        |                     |               | Planned Authorization for FY 2009    |              |
| 07331        |   | <b>Pompton Lakes Downtown Streetscape</b>      | CON   | HPP20 | \$0.758                | \$0.758             | \$1.359       | 7/30/2009                            |              |
| NJTPA        | <p>This proposed streetscape project intends to enhance pedestrian safety and to better complement the downtown commercial district. Improvements include replacing existing sidewalks, installing new curbing, crosswalks and street lights. The project limits are from the monuments at the intersection of the Paterson/Hamburg Turnpike and Wanaque Avenue to the NY Susquehanna and Western Railroad Grade Crossing on Wanaque Avenue, including side streets to public school and other public facilities in the Borough of Pompton Lakes, Passaic County</p> <p>This project is also funded through the following special appropriations: 1) FY06 SAFETEA-LU, ID# NJ234, \$650,000); 2) FY06 SAFETEA-LU, ID# NJ108, \$650,000.</p>  |  |       |       |                        |                     |               | Funding Obligated                    |              |
| 06318B       |   | <b>Port Reading Junction</b>                   | CON   | HPP10 | \$4.595                | \$4.595             | \$3.595       |                                      |              |
| NJTPA        | <p>The Port Reading Junction project will create a double-track rail connection between the CSX Railroad's West Trenton Line, The Norfolk Southern Railroad's Lehigh Valley Line and Conrail's Port reading Secondary Line in the vicinity of Manville, New Jersey. Presently these lines come together in Manville in an area of single track operation. When a train from any one of these three lines occupies that single track section, movements on the other two lines are frozen until the single track segment is cleared. This project will install new track on both the Lehigh Valley and West Trenton lines, along with associated switches and rail crossovers between these tracks, creating a double-track connection which will allow two trains to operate on this section of railroad simultaneously, eliminating the delays caused by the current single track operation. This rail junction is a critical component of the State's rail system for all three railroads and handles an average of 56 trains per day originating and terminating at Port Newark/Elizabeth and merchandise trains destined for markets in the southeast and midwest. It is currently operating at or near capacity. This connection is projected to handle up to 75 trains per day by 2025. This project is also funded through a special appropriation, FY 06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$5,000,000 (\$4,594,695 available).</p> |  |       |       |                        |                     |               | Funding Obligated                    |              |
| 99321        |   | <b>Project Development, Preliminary Design</b> | PD    | EB    | \$6.750                | \$6.750             | \$6.750       | 9/24/2009                            |              |
| NJTPA        | <p>This program will provide for preliminary design work on projects which have satisfactorily completed the feasibility assessment phase. Projects eligible to be funded under this line item are listed in the approved Project Development Work Program and Study and Development Program.</p>   |  |       |       |                        |                     |               | Drawdown Line Item - Fully Obligated |              |

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|--------------|--|---|-------|----------|------------------------|---------------------|---------------|----------------------|--------------------------------------|
| 08377        |  | <b>Prospect Avenue<br/>Culvert, Summit</b>                                    | ERC   | HPP20    | \$0.303                | \$0.303             |               |                      |                                      |
| NJTPA        | <p><i>This project replaces the Prospect Ave. culvert in Summit City, Union County. This project is the subject of a SAFETEA-LU earmark (NJ 146) in the amount of \$320,000 (available 20% per year).</i></p>  |   |       |          |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |
| 04390        |  | <b>Rahway River<br/>Corridor Greenway<br/>Bicycle and<br/>Pedestrian Path</b> | CON   | HPP20    | \$0.000                | \$1.200             | \$0.000       |                      |                                      |
| NJTPA        | <p><i>This project will provide the extension of the Rahway River Corridor Greenway bicycle and pedestrian path through South Orange and into East Orange.</i></p> <p><i>The following special Federal appropriations were allocated to this project. FY 2004/Section 115/H17 \$270,000 (balance available \$270,000).</i></p>   |   |       |          |                        |                     |               |                      | Unprogrammed                         |
| 07330        |  | <b>Rahway Streetscape<br/>Replacement</b>                                     | ERC   | HPP20    | \$0.388                | \$0.388             |               |                      |                                      |
| NJTPA        | <p><i>This project intends to create a cleaner, safer and more pedestrian friendly environment in the Rahway Central Business District. Improvements will include replacing the sidewalk and curbing, pavement resurfacing, installing new period streetlights, tress and tree grates, street furniture, and installing safer pedestrian decorative crosswalks. This is the third phase of an ongoing streetscape project.</i></p> <p><i>This project is also funded through the following special appropriation: FY06 SAFETEA-LU, ID# NJ192, \$400,000, (available 20% per year).</i></p> |   |       |          |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |
| X35A1        |  | <b>Rail-Highway<br/>Grade Crossing<br/>Program, Federal</b>                   | EC    | ARRA-DOI | \$0.000                | \$3.000             | \$2.028       | 10/22/2009           |                                      |
| NJTPA        | <p><i>This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.</i></p>  |   |       |          |                        |                     |               |                      | FY09 Transition List                 |
| X35A1        |  | <b>Rail-Highway<br/>Grade Crossing<br/>Program, Federal</b>                   | EC    | RHC      | \$2.600                | \$2.600             | \$2.731       | 9/18/2009            |                                      |
| NJTPA        | <p><i>This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.</i></p>  |   |       |          |                        |                     |               |                      | Funding Obligated                    |

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|        |  |   |     |        |         |         |         |            |  |
|--------|--|---|-----|--------|---------|---------|---------|------------|--|
| NS0010 |  | <b>Reformatory Road Bridge (C-88) over Beaver Brook</b> | CON | STP-NJ | \$1.500 | \$1.500 | \$0.769 | 11/30/2009 |  |
|--------|--|---|-----|--------|---------|---------|---------|------------|--|

**NJTPA** *Bridge #C-88 Reformatory Road over the Beaver Brook in Clinton Township was built in 1926 and is comprised of a simple span concrete encased rolled steel beam superstructure. The county proposes to replace the bridge with a modern structure having adequate deck geometry, sidewalks, shoulders, improved vertical alignment and safety features. The construction will include the replacement of the existing bridge. The replacement bridge will consist of a single span precast concrete superstructure supported by reinforced concrete, U-type abutments on spread footings.*

Drawdown Line Item - Not Fully Obligated

|      |  |   |    |     |         |         |         |           |  |
|------|--|---|----|-----|---------|---------|---------|-----------|--|
| X03A |  | <b>Restriping Program &amp; Line Reflectivity Management System</b> | EC | STP | \$6.800 | \$6.800 | \$4.293 | 7/28/2009 |  |
|------|--|---|----|-----|---------|---------|---------|-----------|--|

**NJTPA** *This program is administered by NJDOT and will provide for the application of long-life pavement markings and raised pavement markers on the state highway system. In addition, a new Line Reflectivity Management Unit will be formed within Maintenance Engineering, Operations, to take reflectivity readings of pavement markings in order to more efficiently develop the annual striping program for NJDOT. All equipment purchases will be funded by the NJDOT Equipment line item.*

Drawdown Line Item - Not Fully Obligated

|         |  |  |     |         |         |         |         |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|
| FSN0941 |  | <b>Resurfacing Program, Passaic County, Contact 9, (Clifton)</b> | CON | ARRA-NJ | \$0.000 | \$1.178 | \$0.000 |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|

**NJTPA** *Proposed improvements consist of milling 2" and paving 2" at the following locations: Broad Street (CR 509) Allwood Road through Van Houten Avenue; Broad Street (CR 509) Hazel Street through Grove Street; Grove Street (CR 623) Broad Street through US 46 East ramp; Grove Street (CR 623) NJ Route 3 through Essex/Passaic County line; Valley Road (CR 621) Stanley Street through Clifton/Paterson municipality line. Proposed improvements will remain within the existing curbline. Associated work includes resetting of existing manholes and inlets; along with replacing all obliterated pavement lines and markings with long-life thermoplastic material. In addition, work will include replacing and retrofitting existing inlet castings with upgraded head castings to meet the NJDEP storm water restricted castings; along with new bicycle safe riding grates. Where necessary, sawcutting and sealing of asphalt joints will be included on those roads with existing base course, where lifting is evident. Where necessary, signs will also be replaced.*

FY09 Transition List

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|         |  |   |     |         |         |         |         |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|
| FSN0941 |  | <b>Resurfacing Program, Passaic County, Contract 1, (Ringwood-West Milford)</b> | CON | ARRA-NJ | \$0.000 | \$1.077 | \$0.000 |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|

NJTPA

*Proposed improvements consist of 1 1/2" pavement overlay at the following locations: Greenwood Lake Turnpike (CR 511) Action Auto to Skyline Drive (Ringwood), Greenwood Lake Turnpike (CR 511) east of Awosting Road to south of East Shore Road (W. Milford), Marshall Hill Road (CR 696) Lincoln Avenue to Airport Road (W. Milford). Proposed improvements consist of 1 1/2" pavement overlay and guiderail replacement at the following locations: Sloatsburg Road (CR 697) Greenwood Lake Turnpike to New York State line (Ringwood), Lakewide Avenue (CR 511) 1 mile north of Union Valley Road to New York State line (W. Milford). Proposed improvements will remain within the existing curbline. Associated work includes resetting of existing manholes and inlets; along with replacing all obliterated Pavement Lines and Markings, with long-life Thermoplastic material. In addition, work will include replacing and retrofitting existing inlet castings with upgraded head castings to meet the NJDEP storm water restricted castings; along with new bicycle safe riding grates. Where necessary, sawcutting and sealing of asphalt joints will be included in those roads with existing base course, where lifting is evident. Where necessary, signs will also be replaced.*

FY09 Transition List

|         |  |   |     |         |         |         |         |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|
| FSN0941 |  | <b>Resurfacing Program, Passaic County, Contract 10, (Clifton-Paterson)</b> | CON | ARRA-NJ | \$0.000 | \$0.523 | \$0.000 |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|

NJTPA

*Proposed improvements consist of milling 2" and paving 2" at the following locations: Mount Prospect Avenue (CR 609) Allwood Road through Van Houten Avenue; River Road (CR 624) Essex County line through Oak Street/Railroad underpass; Clifton Avenue (CR 611) Paulison Avenue through Van Houten Avenue; Clifton Avenue (CR 611) Getty Avenue through Lexington Avenue; Crooks Avenue (CR 630) Lakeview Avenue through NJ Route 20/US Route 46; Crooks Avenue (CR 630) Hazel Street through Wabash Avenue.*

*Proposed improvements will remain within the existing curbline. Associated work includes resetting of existing manholes and inlets; along with replacing all obliterated pavement lines and markings, with long-life thermoplastic material. In addition, work will include replacing and retrofitting existing inlet castings with upgraded head castings to meet the NJDEP storm water restricted castings; along with new bicycle safe riding grates. Where necessary, sawcutting and sealing of asphalt joints will be included on those roads with existing base course, where lifting is evident. Where necessary, signs will also be replaced.*

FY09 Transition List

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|--------------|--|---|-------|---------|------------------------|---------------------|---------------|----------------------|----------------------|
| FSN0941      |  | <b>Resurfacing<br/>Program, Passaic<br/>County, Contract 11,<br/>(Wayne)</b>                      | CON   | ARRA-NJ | \$0.000                | \$2.479             | \$0.000       |                      |                      |
| NJTPA        | <p><i>Proposed improvements consist of milling 2" and paving 2" at the following locations: Alps Road (CR 504 and CR 670) French Hill Road to Paterson-Hamburg Turnpike; French Hill Road (CR 640) Hopper Lane to Alps Road; Jackson Avenue (CR 678) Black Oak Ridge to Paterson-Hamburg Turnpike; Oldham Road (CR 685) Preakness Avenue to Central Avenue; Paterson-Hamburg Turnpike (CR 689) Colfax Road to Squad Place; Paterson-Hamburg Turnpike (CR 504) Shop-Rite Culvert to College Road; Paterson-Hamburg Turnpike (US 202) Terhune Drive to Dawes Highway; Ratzler Road (CR 705) Valley Road to Paterson-Hamburg Turnpike; Valley Road (CR 681) MacDonald Drive to Ratzler Road. Proposed improvements will remain within the existing curbline. Associated work includes resetting of existing manholes and inlets; along with replacing all obliterated pavement lines and markings with long-life thermoplastic material. In addition, work will include replacing and retrofitting existing inlet castings with upgraded head castings to meet the NJDEP storm water restricted castings; along with new bicycle safe riding grates. Where necessary, sawcutting and sealing of asphalt joints will be included on those roads with existing base course, where lifting is evident. Where necessary, signs will also be replaced.</i></p>                           |   |       |         |                        |                     |               |                      | FY09 Transition List |
| FSN0941      |  | <b>Resurfacing<br/>Program, Passaic<br/>County, Contract 2,<br/>(Wayne)</b>                       | CON   | ARRA-NJ | \$0.000                | \$0.804             | \$0.000       |                      |                      |
| NJTPA        | <p><i>Proposed improvements consist of guiderail replacement and 1.5" pavement overlay at the following locations: Colfax Road (CR 687) Vale Road through Terhune Drive; Fairfield Road (CR 670) NJ Route 23 South through US route 46 West. Proposed improvements consist of guiderail replacement and milling 2" and paving 2" at the following location: Preakness Avenue (CR 666) Valley Road through Garside Avenue. Proposed improvements consist of milling 2" and paving 2" at the following location: Colfax Road (CR 687) Paterson-Hamburg Turnpike through Tulip Terrace. Proposed improvements will remain within the existing curbline. Associated work includes resetting of existing manholes and inlets; along with replacing all obliterated Pavement Lines and Markings, with long-life Thermoplastic material. In addition, work will include replacing and retrofitting existing inlet castings with upgraded head castings to meet the NJDEP storm water restricted castings; along with new bicycle safe riding grates. Where necessary, sawcutting and sealing of asphalt joints will be included on those roads with existing base course, where lifting is evident. Guiderail replacement will occur on vegetated surface and will include crashworthy end Treatments, meeting Federal Standards. Where necessary, signs will also be replaced.</i></p> |   |       |         |                        |                     |               |                      | FY09 Transition List |
| FSN0941      |  | <b>Resurfacing<br/>Program, Passaic<br/>County, Contract 3,<br/>(Hawthorne/North<br/>Haledon)</b> | CON   | ARRA-NJ | \$0.000                | \$0.516             | \$0.000       |                      |                      |
| NJTPA        | <p><i>Proposed improvements consist of milling 2" and paving 2" at the following locations: Diamond Bridge Avenue (CR 654) Goffle Road to Lafayette Avenue; Lafayette Avenue (CR 665) Diamond Bridge Avenue to Goffle Road; North 8th Street (CR 657) Goffle Road to Prescott Avenue; Warburton Avenue Goffle Road to Lafayette Avenue. Proposed improvements consist of 1 1/2" pavement overlay at the following locations: Squaw Brook Road (CR 671) Oakdale Road south to High Mountain Road. Proposed improvements will remain within the existing curbline. Associated work includes resetting of existing manholes and inlets; along with replacing all obliterated Pavement Lines and Markings, with long-life Thermoplastic material. In addition, work will include replacing and retrofitting existing inlet castings with upgraded head castings to meet the NJDEP storm water restricted castings; along with new bicycle safe riding grates. Where necessary, sawcutting and sealing of asphalt joints will be included on those roads with existing base course, where lifting is evident. Where necessary, signs will also be replaced.</i></p>   |   |       |         |                        |                     |               |                      | FY09 Transition List |

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|---------|--|--|-----|---------|---------|---------|---------|--|--|
| FSN0941 |  | <b>Resurfacing Program, Passaic County, Contract 4, (Little Falls)</b> | CON | ARRA-NJ | \$0.000 | \$0.425 | \$0.000 |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|

**NJTPA** *Proposed improvements consist of milling 2" and paving 2" at the following locations: Long Hill Road (CR 631) Notch Road through Lower Notch road; Main Street (CR 631) Essex County line through NJ Route 23; Main Street (CR 631) Montclair Avenue through Wilmore Avenue; Francisco Avenue (CR 612) Ridge Road through Long Hill Road. Proposed improvements will remain within the existing curbline. Associated work includes resetting of existing manholes and inlets; along with replacing all obliterated pavement lines and markings, with long-life thermoplastic material. In addition, work will include replacing and retrofitting existing inlet castings with upgraded head castings to meet the NJDEP storm water restricted castings; along with new bicycle safe riding grates. Where necessary, sawcutting and sealing of asphalt joints will be included on those roads with existing base course, where lifting is evident. Where necessary, signs will also be replaced.*

FY09 Transition List

|         |  |  |     |         |         |         |         |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|
| FSN0941 |  | <b>Resurfacing Program, Passaic County, Contract 5, (Totowa/Woodland Park)</b> | CON | ARRA-NJ | \$0.000 | \$0.560 | \$0.000 |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|

**NJTPA** *Proposed improvements consist of milling 2" and paving 2" at the following locations: Riverview Drive (CR 640) Railroad Bridge through Totowa/Wayne line; Totowa Road (CR 640/644) Union Boulevard through Lincoln Street; Weasel Drive Road (CR 634) Rifle Camp Road through Woodland Park/Clifton Line; Browertown Road (CR 635) Lackawanna Avenue through Mulrooney Circle. Proposed improvements will remain within the existing curbline. Associated work includes resetting of existing manholes and inlets; along with replacing all obliterated pavement lines and markings, with long-life thermoplastic material. In addition, work will include replacing and retrofitting existing inlet castings with upgraded head castings to meet the NJDEP storm water restricted castings; along with new bicycle safe riding grates. Where necessary, sawcutting and sealing of asphalt joints will be included on those roads with existing base course, where lifting is evident. Where necessary, signs will also be replaced.*

FY09 Transition List

|         |  |  |     |         |         |         |         |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|
| FSN0941 |  | <b>Resurfacing Program, Passaic County, Contract 6, (West Milford/Pompton Lakes/Bloomingtondale)</b> | CON | ARRA-NJ | \$0.000 | \$0.703 | \$0.000 |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|

**NJTPA** *Proposed improvements consist of milling 2" and paving 2" at the following locations: Main Street (CR 694) Reeve Avenue through Reeve Bridge (Bloomingtondale); Paterson-Hamburg Turnpike (CR 689/511 Alt.) Morris County line through Wayne line (Pompton Lakes); Union Valley Road (CR 513) County Culvert PC-432 through Plymouth Avenue (West Milford); Macopin Road (CR 639) Mountain Springs Road through Echo Lake Road (West Milford). Proposed improvements will remain within the existing curbline. Associated work includes resetting of existing manholes and inlets; along with replacing all obliterated pavement lines and markings, with long-life thermoplastic material. In addition, work will include replacing and retrofitting existing inlet castings with upgraded head casting to meet the NJDEP storm water restricted castings; along with new bicycle safe riding grates. Where necessary, sawcutting and sealing of asphalt joints will be included on those roads with existing base course, where lifting is evident. Where necessary, signs will also be replaced.*

FY09 Transition List

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
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|         |  |  |     |         |         |         |         |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|
| FSN0941 |  | <b>Resurfacing Program, Passaic County, Contract 7, (Paterson/Haledon)</b> | CON | ARRA-NJ | \$0.000 | \$0.481 | \$0.000 |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|

**NJTPA** *Proposed improvements consist of milling 2" and paving 2" at the following locations: Grand Street (CR 638) McBride Avenue through New Street, Paterson; Lakeview Avenue (CR 623) Crooks Avenue through Maryland Avenue (I-80 Bridge), Paterson; West Broadway Avenue (CR 673) Union Avenue through Katz Avenue (Paterson, Haledon); Spruce Street (CR 639) Grand Street through McBride Avenue (Paterson); Front Street (CR 666) Wayne Avenue through Preakness Avenue (Paterson); Madison Avenue (CR 649) Main Street through Tenth Avenue (Paterson); Belmont Avenue (CR 675) Burhans Avenue through Haledon Avenue (Haledon). Proposed improvements will remain within the existing curbline. Associated work includes resetting of existing manholes and inlets; along with replacing all obliterated pavement lines and markings with long-life thermoplastic material. In addition, work will include replacing and retrofitting existing inlet castings with upgraded head castings to meet the NJDEP storm water restricted castings; along with new bicycle safe riding grates. Where necessary, sawcutting and sealing of asphalt joints will be included on those roads with existing base course, where lifting is evident. Where necessary, signs will also be replaced.*

FY09 Transition List

|         |  |   |     |         |         |         |         |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|
| FSN0941 |  | <b>Resurfacing Program, Passaic County, Contract 8, (Paulison Avenue - Peach Street to River Drive)</b> | CON | ARRA-NJ | \$0.000 | \$0.540 | \$0.000 |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|

**NJTPA** *Proposed improvements consist of milling 2" and paving 2" on Paulison Avenue between Peach Street and River Drive in Passaic City, Passaic County. Proposed improvements will remain within the existing curbline. Associated work includes resetting of existing manholes and inlets; along with replacing all obliterated pavement lines and markings with long-life thermoplastic material. In addition, work will include replacing and retrofitting existing inlet castings with upgraded head castings to meet the NJDEP storm water restricted castings; along with new bicycle safe riding grates. Where necessary, sawcutting and sealing of asphalt joints will be included on those roads with existing base course, where lifting is evident. Where necessary, signs will also be replaced.*

FY09 Transition List

|         |  |  |     |         |         |         |         |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|
| FSN0940 |  | <b>Roadway Improvements and Handicap Ramps, Union County</b> | CON | ARRA-NJ | \$0.000 | \$4.588 | \$0.000 |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|

**NJTPA** *This project will provide milling, resurfacing and handicap ramp construction of approximately 12.6 miles of various Union County roads in Berkeley Heights, Elizabeth, Kenilworth, Linden, Mountainside, Rahway, Roselle Park, Scotch Plains, Springfield, Summit, Union, Watchung (Somerset County), and Westfield. The project will involve pavement repair (2" milling and 2" resurfacing), handicap ramp replacement/repair, all regulatory street name signage upgrades, traffic striping replacement, as well as State mandated stormwater management upgrades on existing inlets. All work will be in accordance with current MUTCD standards.*

FY09 Transition List

*This project passes in front of the borough Funeral Home, Springfield and Morris Avenue, Summit, and it passes through Echo Lake Park, Mountainside, both on the historic register.*

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|--------------|-------|---|-------|---------|------------------------|---------------------|---------------|----------------------|----------------------|
| FSN0968      |       | <b>Roadway<br/>Resurfacing<br/>Program, Essex<br/>County</b>  | CON   | ARRA-NJ | \$0.000                | \$9.876             | \$10.739      | 9/10/2009            |                      |
| NJTPA        |       | <p><i>This project will entail milling and resurfacing of county roadways. Additional work items would include any required resetting and/or reconstruction of manholes, inlets, replacement of inlet curb pieces and installation of bicycle safe inlet grates, replacement of existing traffic signal loop detectors, crosswalk improvements, such as installation of barrier free access ramps and detectable warning surface plates, sidewalk and curb restoration, cleaning of existing drainage systems, re-striping of traffic lines, stop bars and pedestrian crossings. These roadways are rated with poor surface pavement conditions and require immediate roadway resurfacing.</i></p>  |       |         |                        |                     |               |                      | Funding Obligated    |
| FSN0944      |       | <b>Roadway<br/>Resurfacing<br/>Program, Middlesex<br/>County</b>  | CON   | ARRA-NJ | \$0.000                | \$7.514             | \$0.000       |                      |                      |
| NJTPA        |       | <p><i>This program will provide for the rehabilitation of approximately 29 miles of roadways at 11 different sites. Most of the targeted road sections are near or have reached the end of their preferred resurfacing life schedule and are showing signs of deterioration. Work to be performed includes milling, paving targeted sections with hot mix asphalt, installing all necessary long life pavement markings and raised pavement markers and constructing required sidewalk ramps. Roadways targeted for rehabilitation include sections of CR 16, CR 18, CR 520, CR 524, CR 527 and CR 537.</i></p>   |       |         |                        |                     |               |                      | FY09 Transition List |
| FSN0943      |       | <b>Roadway<br/>Resurfacing<br/>Program,<br/>Monmouth County</b>   | CON   | ARRA-NJ | \$0.000                | \$5.438             | \$0.000       |                      |                      |
| NJTPA        |       | <p><i>This program will provide for the rehabilitation of approximately 29 miles of roadway at 11 different sites. Most of the targeted road sections are near or have reached the end of their preferred resurfacing life schedule and are showing signs of deterioration. Work to be performed includes milling, paving targeted sections with hot mix asphalt, installing all necessary long life pavement markings and raised pavement markers and constructing required public sidewalk ramps. Roadways targeted for rehabilitation include sections of CR 16, CR 18, CR 520, CR 524, CR 527 and CR 537.</i></p>   |       |         |                        |                     |               |                      | FY09 Transition List |
| FSN0968      |       | <b>Roadway<br/>Resurfacing<br/>Program, Ocean<br/>County</b>  | CON   | ARRA-NJ | \$0.000                | \$2.646             | \$2.673       | 9/11/2009            |                      |
| NJTPA        |       | <p><i>This pavement overlay project entails a 2 1/2" mill and 2 1/2" Superpave Hot Mix Asphalt resurfacing of various roadways in Ocean County. This resurfacing work is necessary to remove existing surface cracking and pavement oxidation. This work will extend and preserve the pavement life to prevent costly future full reconstruction work. All construction will remain within existing curbs or edge of pavement. This road is currently in compliance with AASHTO design standards and has minimum 8' shoulder lanes. Incidental construction shall include pavement striping, upgrading guiderail terminal end treatments to meet current standards, upgrading stream flow stormwater grates to bicycle safe stormwater grates and installing 'eco' retro fit plates on curb inlets currently lacking such features in order for all inlet structures to comply with the current NJDEP stormwater regulations.</i></p> |       |         |                        |                     |               |                      | Funding Obligated    |

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|--------------|---|---|-------|---------|------------------------|---------------------|---------------|----------------------|---|
| FSN0941      |   | <b>Roadway<br/>Resurfacing<br/>Program, Passaic<br/>County</b>                                    | CON   | ARRA-NJ | \$0.000                | \$0.000             | \$0.000       |                      |   |
| NJTPA        | <p><i>The Resurfacing Project consists of the milling of existing 2-inches of existing asphalt surface course and replacement with 2-inches of new Hot Asphalt Riding Surface Course; staying within the existing pavement limits. Some roadways will not require milling, only a 2-inch Hot Mix Surface Course overlay. Associated work includes resetting of existing manholes and inlets; along with replacing all obliterated Pavement Lines and Markings, with long-life Thermoplastic material. In addition, work will include replacing and retrofitting existing inlet castings with upgraded head castings to meet the NJDEP storm water restricted castings; along with new bicycle safe riding grates. Where necessary, sawcutting and sealing of asphalt joints will be included on those roads with existing base course, where lifting is evident.</i></p>  |   |       |         |                        |                     |               |                      | Planned Authorization<br>for FY 2009    |
| FSN0941      |   | <b>Roadway<br/>Resurfacing<br/>Program, Somerset<br/>County</b>                                   | CON   | ARRA-NJ | \$0.000                | \$5.649             | \$5.558       | 5/28/2009            |   |
| NJTPA        | <p><i>This project provides construction and inspection of various County roads which are located throughout Somerset County. Those roads are in need of resurfacing due to their pavement condition. This work will consist of milling 2 to 6 inches of the existing roadway widths and resurfacing with HMA19M64 base course 0 to 4 inches thick and HMA 9.5M64 Surface Course 2" thick. Existing curbing will also be replaced in kind as needed and roadways restriped. The existing roadway profiles will be maintained. This project will extend the life of the roadway and delay the need for complete reconstruction.</i></p>  |   |       |         |                        |                     |               |                      | Funding Obligated                       |
| NS0105       |   | <b>Rockafellows Mill<br/>Road Bridge over<br/>South Branch of<br/>Raritan River (RQ-<br/>164)</b> | CON   | STP-NJ  | \$1.175                | \$1.175             | \$1.185       | 9/11/2009            |   |
| NJTPA        | <p><i>The purpose of this project is the historic preservation of a National Register Resource through structural rehabilitation, strengthening and safety improvements. The existing bridge, constructed in 1900, is a single-span, pinned, steel Pratt through truss having an overall length of 140 feet. The bridge is structurally deficient, functionally obsolete, and is posted for a three-ton weight restriction due to low inventory ratings. A sensitive rehabilitation and safety improvement is required to preserve the structure in service and will result in a 15-ton load rating while maintaining the historic character and function of the bridge. The upper chord will be strengthened with cover plates, damaged lower chord members will be replaced in kind as will vertical and diagonal members. Truss bearings will also be replaced. The deck, stringer and floor beams will be replaced with modern steel having greater structural capacity while being of similar size and shape. Traffic safety will be addressed by the regrading of an existing blind southbound approach, and the addition of vehicular railing designed to protect the bridge and its ornamental lattice railing from impact.</i></p> |   |       |         |                        |                     |               |                      | Funding Obligated                       |
| NS0209       |   | <b>Rosemont-Raven<br/>Rock Road Bridge<br/>over Lockatong<br/>Creek</b>                           | DES   | STP-NJ  | \$0.280                | \$0.280             | \$0.477       | 9/3/2009             |   |
| NJTPA        | <p><i>The Rosemont-Raven Rock Road bridge over the Lockatong Creek was built in 1878 to service the community of Delaware Township. The bridge is functionally obsolete and structurally deficient, placing this historic structure in critical condition due to low inventory ratings. The county will do rehabilitation alternatives for the structure.</i></p>   |   |       |         |                        |                     |               |                      | Drawdown Line Item -<br>Fully Obligated |

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|--------------|--|--|-------|-----------|------------------------|---------------------|---------------|----------------------|--------------------------------------|
| FSN0956      |  | <b>Safety Upgrade<br/>Replacement of<br/>Bridge Guiderail<br/>End Treatments at<br/>82 Bridges, Ocean<br/>County</b> | CON   | ARRA-NJ   | \$0.000                | \$0.925             | \$0.930       | 9/18/2009            |                                      |
| NJTPA        | <p><i>This project will upgrade the existing end treatments of the guiderails on 82 bridges to extruder end sections. This will bring each bridge with guide rail to Federal standards.</i></p>  |  |       |           |                        |                     |               |                      | Funding Obligated                    |
| 05381        |  | <b>Sandy Hook Ferry<br/>Service</b>  | ERC   | FERRY-FTA | \$0.226                | \$0.226             |               |                      |                                      |
| NJTPA        | <p><i>Construct year-round ferry dock at Sandy Hook unit of Gateway National Recreation Area. The FY 2005 federal appropriations provided \$400,000 of Ferry Boat funding. The FY 2002 Federal appropriations provided \$1,000,000 of Ferry Boat funding.</i></p> <p><i>The following special Federal appropriations were allocated to this project. FY 2005/Ferry Boats \$396,800 (balance available \$264,533), FY 2002/Ferry Funds \$1,000,000.</i></p>   |  |       |           |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |
| PL0201       |  | <b>Sandy Hook Multi-<br/>Use Pathway, Phase<br/>2</b>  | ERC   | FERRY-FTA | \$0.226                | \$0.226             |               |                      |                                      |
| NJTPA        | <p><i>This project will provide for the construction of approximately 4000 linear feet of multi-use pathway from the entrance to Gateway National Recreation Area to the ferry terminal. Approximately 75% of the work will be new construction of a 12-foot asphalt path separated from existing roads; 25% will be reconfiguration of existing roads to safely accommodate users. Associated pathway elements consist of: universally accessible curbing, reconfiguration of crosswalks, signs, plaza with shade structure, educational exhibits, benches, shade-tree plantings, bicycle racks, road striping, and site rehabilitation. Phase 2 will link the main path from the ferry terminal to historic Fort Hancock, museums, the Sandy Hook lighthouse, and two nearby beaches with food service and rest rooms.</i></p> |  |       |           |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |
| HP01009      |  | <b>School Road East</b>  | CON   | DEMO      | \$1.197                | \$1.197             |               |                      |                                      |
| NJTPA        | <p><i>This project will provide for the reconstruction of School Road East.</i></p> <p><i>The following special Federal appropriations were allocated to this project. FY 2001/Section 378/45A \$1,197,360 (balance available \$1,197,360) (ID# NJ 077).</i></p>   |  |       |           |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |
| 98552        |  | <b>Secaucus Connector</b>  | LFA   | DEMO      | \$3.588                | \$3.588             |               |                      |                                      |
| NJTPA        | <p><i>This project will provide for a highway connector between Route 1&amp;9 (Tonnel Avenue) and New Jersey Turnpike at Secaucus Intermodal Transfer Rail Station and Trans-Hudson Corridor at Bergen Arches. Work will not be initiated on this project until a decision has been made regarding the Bergen Arches study. Any action taken on this project must be coordinated with the NJ Department of Transportation.</i></p> <p><i>The following special Federal appropriations were allocated to this project. TEA-21-Q92 \$3,587,847 (balance available \$3,587,847) (ID# NJ055).</i></p>  |  |       |           |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |

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|--------------|---|---|-------|---------|------------------------|---------------------|---------------|----------------------|----------------------|
| FSN0968      |   | <b>Secaucus<br/>Resurfacing -<br/>Secaucus Rd.,<br/>Seaview Ave. &amp;<br/>Paterson Plank Rd.</b> | CON   | ARRA-NJ | \$0.000                | \$0.932             | \$0.000       |                      |                      |
| NJTPA        | <p><i>This project will include complete roadway resurfacing (variable depth milling and HMA overlay) with traffic striping, signs and marking, along with concrete curb replacement. Handicapped ramps and NJDEP compliant inlet curb heads will be installed or replaced where needed. Additional storm drainage will be added to supplement the existing drainage system.</i></p>  |   |       |         |                        |                     |               |                      | FY09 Transition List |
| X239A4       |   | <b>Sign Structure<br/>Replacement<br/>Contract 2007-1</b>   | CON   | STATE   | \$11.950               | \$4.128             | \$3.668       |                      |                      |
| NJTPA        | <p><i>This project will provide for the repair/replacement of sign structures located on state highways in the central and northern part of the state. This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed is anticipated to be \$11.95 million.</i></p>   |   |       |         |                        |                     |               |                      | Funding Obligated    |
| FSN0946      |   | <b>Sip Avenue,<br/>Resurfacing, Jersey<br/>City</b>   | CON   | ARRA-NJ | \$0.000                | \$0.250             | \$0.000       |                      |                      |
| NJTPA        | <p><i>The proposed project consists of 2" of pavement milling, 2" of resurfacing, and, depending on field conditions, possible drainage inlet and manhole replacement, installation of handicapped curb ramps with detectable warning surfaces, replacement of storm flow grates and obsolete or deteriorated catch basins and catch basin castings, in-kind replacement of concrete curbs and sidewalks, installation of new traffic signs behind the curb, and traffic stripes and markings along 0.18 miles of Sip Avenue between John F. Kennedy Boulevard and Bergen Avenue. All non-compliant storm drain inlets that come into contact with resurfacing work will be replaced pursuant to New Jersey Pollutant Discharge Elimination System requirements. Any new grates will be bicycle-friendly. The roadway will not be widened. Work is not anticipated to extend below the pavement box. No utility relocation or guiderail are proposed.</i></p> |   |       |         |                        |                     |               |                      | FY09 Transition List |
| NS9313       |   | <b>South First Street<br/>Bridge over<br/>Elizabeth River</b>                                     | CON   | STP-NJ  | \$4.000                | \$4.000             | \$3.875       | 11/26/2008           |                      |
| NJTPA        | <p><i>The new, fixed-span bridge will have a 30-foot roadway and sidewalk and will be raised to a 12-foot underclearance as agreed to by the US Coast Guard. The new bridge will meet AASHTO and NJDOT standards. Approach roadways will be improved accordingly. All MOA and CED requirements will be met, including recording and historical preservation of the remaining bridge machinery.</i></p>  |   |       |         |                        |                     |               |                      | Funding Obligated    |

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|         |  |  |     |         |         |         |         |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|
| FSN0940 |  | <b>Springfield Avenue, Intersection Improvements, Union County</b> | CON | ARRA-NJ | \$0.000 | \$0.510 | \$0.000 |  |  |
|---------|--|--|-----|---------|---------|---------|---------|--|--|

**NJTPA** *This project will provide for upgrading two signalized intersections along Springfield Avenue (CR 615), in the Township of Cranford at the intersection of Springfield Avenue and N. Union Avenue, and the intersection of Springfield Avenue and Orange Avenue. The project will involve the replacement of antiquated signal equipment, including poles, mast arms, LED indicators, countdown pedestrian indicators, and battery backup systems, as well as upgrading all regulatory signage and striping. The project will also include safety enhancements for pedestrian, bicycle and auto traffic, replacement/repair of handicap ramps, as well as timing of lights and coordination with nearby intersections/corridors. All work will be in accordance with current MUTCD standards.*

*This project has a visual impact on the north Cranford Historic District, the Rahway River Historic District and the Crane House.*

FY09 Transition List

|         |  |   |     |         |         |         |         |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|
| FSN0940 |  | <b>Terrill Road Corridor Signalization-Somerset County Line to Martine Avenue, Union County</b> | CON | ARRA-NJ | \$0.000 | \$1.420 | \$0.000 |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|

**NJTPA** *This project will provide for the upgrading of seven signalized intersections in the City of Plainfield, Township of Scotch Plains and Borough of Fanwood at the intersection of Terrill Road (CR 611) and Front Street (CR 620), the intersection of Terrill Road and 2nd Street, the intersection of Terrill Road and Midway Avenue (CR 610)/3rd Street, the intersection of Terrill Road and South Avenue (NJSH 28), the intersection of Terrill Road and E. 7th Street/LaGrande Avenue (CR 601), the intersection of Terrill Road and Cooper Road, as well as the intersection of Raritan Road (CR 611) and Martine Avenue (CR 655). The project will involve replacement of antiquated signal equipment, as well as upgrading all regulatory signage and striping. The project will also include safety enhancements for pedestrian, bicycle and auto traffic, replacement/repair of handicap ramps, as well as timing and coordination of lights along the corridor. All work will be in accordance with current MUTCD standards. 850 Terrill Road, located 380' south of the intersection of Terrill and LaGrande is registered as an Historic Property.*

FY09 Transition List

|      |  |                  |    |      |         |         |         |           |  |
|------|--|------------------|----|------|---------|---------|---------|-----------|--|
| X43K |  | <b>TMA-NJTPA</b> | EC | CMAQ | \$4.000 | \$4.000 | \$3.955 | 7/28/2009 |  |
|------|--|------------------|----|------|---------|---------|---------|-----------|--|

**NJTPA** *This program will provide annual funding of Keep Middlesex Moving (KMM), Hudson, Meadowlink, Trans Options, Ridewise, and HART Commuter Information Services, Transportation Management Associations (TMA) to reduce commuter work trips. The types of initiatives each TMA will participate in include ridesharing information services, Employer TDM Services, corridor management support, park and ride promotion, traffic mitigation projects, Work First New Jersey, coordination of transportation services for transportation disadvantaged populations, transit development and promotion, and other incentive and demonstration programs in transportation demand management for commuters.*

Funding Obligated

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|--------------|-------|---|-------|--------|------------------------|---------------------|---------------|----------------------|--------------|
| N0106        |       | Traffic Calming Project, Norfolk St., Jones St., Irvine Turner Blvd. Newark | CON   | STP-NJ | \$0.000                | \$3.300             | \$4.269       | 9/23/2009            |              |

NJTPA *The Norfolk Street, Jones Street, Irvine Turner Boulevard Traffic Calming project will provide for roadway reconstruction including curbs, sidewalks, lighting, traffic signals, traffic calming measures and a bikeway.* Funding Obligated

|     |  |                                   |    |    |         |         |         |           |  |
|-----|--|-----------------------------------|----|----|---------|---------|---------|-----------|--|
| X99 |  | Traffic Operations Center (North) | EC | EB | \$6.950 | \$6.950 | \$6.912 | 1/27/2009 |  |
|-----|--|-----------------------------------|----|----|---------|---------|---------|-----------|--|

NJTPA *This program will provide for the development and implementation of state-of-the-art traffic management techniques in the North Jersey area, including maintaining a traffic operations center; incident management and construction traffic mitigation; highway advisory radio; operation and maintenance of computerized traffic signals, traffic surveillance, and motorist information systems; minor ITS installations and other techniques.* Funding Obligated

|     |  |                                   |    |    |         |         |         |           |  |
|-----|--|-----------------------------------|----|----|---------|---------|---------|-----------|--|
| X82 |  | Traffic Operations Center (South) | EC | EB | \$0.650 | \$0.650 | \$0.650 | 1/27/2009 |  |
|-----|--|-----------------------------------|----|----|---------|---------|---------|-----------|--|

NJTPA *This program will provide for the development and implementation of state-of-the-art traffic management techniques including maintaining a traffic operations center; incident management and construction traffic mitigation; highway advisory radio; operation and maintenance of computerized traffic signal, traffic surveillance, motorist information systems; minor ITS installations; TOC operation for Route 29 tunnel; operation of the DOT Emergency Call Center (CDU);and other techniques.* Funding Obligated

|         |  |   |     |         |         |         |         |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|
| FSN0943 |  | Traffic Signal Improvements- Littleton Road/Parsippany Boulevard, Morris County | CON | ARRA-NJ | \$0.000 | \$0.200 | \$0.000 |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|

NJTPA *This project consists of the partial replacement of out dated traffic signal equipment in order to eliminate continual delays caused at the intersection due to faulty and failing signal equipment and a poor lane configuration. The existing loop detector system will be replaced with a video detection system. The project includes a minor widening to the Littleton Road (Legis Route 202) eastbound approach to accommodate right turn movements in a separate lane. Additionally, the project will replace pavement markings on the eastbound and westbound approaches to the intersection. Curb ramps will be installed on the southwest corner of the intersection. The project is at the intersection of Littleton Road/Parsippany Boulevard and Parsippany Road (CR 511)/Littleton Road (CR 630).* FY09 Transition List

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|--------------|-------|---|-------|---------|------------------------|---------------------|---------------|----------------------|-----------------------------------|
| FSN0943      |       | <b>Traffic Signal Improvements-West Hanover Avenue and Burnham Road, Morris County</b>  | CON   | ARRA-NJ | \$0.000                | \$0.200             | \$0.000       |                      |                                   |
| NJTPA        |       | <p><i>This project consists of the total replacement of out dated traffic signal equipment in order to eliminate continual delays. The existing loop detector system will be replaced with a video detection system. An emergency pre-emption device will be included for the adjacent fire house, which will expedite emergency fire calls. Minor changes are being made to the corner radii, including curb ramps. Other improvements include restriping, new energy efficient signal heads, new wiring, poles, emergency back-up system and pedestrian safety improvements. All activities involved with this signal replacement occur within 200' of the center lines of the intersection of West Hanover Avenue and Burnham Road-Stiles Avenue.</i></p>  |       |         |                        |                     |               |                      | FY09 Transition List              |
| 02354        |       | <b>Train Preemption for Traffic Signals - North II</b>  | CON   | HSIP    | \$5.990                | \$5.990             | \$6.319       |                      |                                   |
| NJTPA        |       | <p><i>This project will provide Train Preemption for 18 additional traffic signals in proximity to railroad crossings which were not included in the original Train Preemption contract.</i></p> <p><i>The scope of work includes investigation, design and construction of preemption related work. It includes work to modify the traffic signals at the subject locations and the nearby railroad warning devices to provide an adequate traffic clearance interval when a train approaches.</i></p>   |       |         |                        |                     |               |                      | Funding Obligated                 |
| X125         |       | <b>TRANSCOM Traffic and Incident Management</b>   | EC    | EB      | \$0.900                | \$0.900             | \$0.900       | 9/24/2009            |                                   |
| NJTPA        |       | <p><i>This program will provide funding for New Jersey's share of the costs of this multi-agency sponsored organization, which provides instant traffic and incident management information to participating transportation agencies in the Northeast New Jersey/New York and Connecticut area.</i></p>   |       |         |                        |                     |               |                      | Funding Obligated                 |
| 9324A        |       | <b>Tremley Point Access Local Roadway Improvements</b>  | ERC   | HPP10   | \$9.189                | \$9.189             |               |                      |                                   |
| NJTPA        |       | <p><i>The Tremley Point Connector Road is a new four-lane, predominantly pile-supported, approximately 1.1 mile long roadway/bridge featuring two 12-foot lanes in each direction and 3-foot wide right shoulders. The redevelopment of the Tremley Point area of Linden has been the subject of numerous reports and analysis. The local roadway system in Linden is unable to support the increase in truck traffic anticipated by the redevelopment of the Tremley Point Brownfield into more than six million square feet of warehouse and distribution space. The Tremley Point area is located less than 10 miles from Port Elizabeth, Newark and Newark Liberty International Airport. The NJ Turnpike is currently advancing the Environmental Assessment document with the USCG for a Connector Road from NJ Turnpike Interchange 12 to Tremley Point. This project is also funded through a special appropriation, FY06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$10,000,000, (\$9,189,390 available), and will be used for environmental mitigation.</i></p> |       |         |                        |                     |               |                      | Planned Authorization for FY 2009 |

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|         |  |                                      |     |         |         |         |         |           |  |
|---------|--|--------------------------------------|-----|---------|---------|---------|---------|-----------|--|
| FSN0969 |  | <b>Union City,<br/>Signalization</b> | CON | ARRA-NJ | \$0.000 | \$1.000 | \$1.000 | 12/8/2009 |  |
|---------|--|--------------------------------------|-----|---------|---------|---------|---------|-----------|--|

**NJTPA** *This project will provide for the upgrading of existing traffic signal equipment at various intersections in the City of Union City, Hudson County.*

Drawdown Line Item - Fully Obligated

*The intersections are as follows:*

1. New York Avenue and 8th Street;
2. New York Avenue and 11th/12th Streets;
3. New York Avenue and 26th Street;
4. New York Avenue and 29th Street;
5. New York Avenue and 47th Street;
6. Bergenline Avenue and 40th Street;
7. Summit Avenue and 28th Street;
8. Hudson Avenue and 38th Street;
9. Hudson Avenue and 39th Street;
10. Hudson Avenue and 46th Street.

*This group of signals is the second phase of an overall traffic signalization improvement plan to replace aging and malfunctioning equipment by the City of Union City. This project will include the removal of all existing traffic signal equipment and replacement with equipment that complies with all current standards and regulations.*

|       |  |   |     |         |         |         |         |  |  |
|-------|--|---|-----|---------|---------|---------|---------|--|--|
| 08436 |  | <b>Union City, Street<br/>Improvements &amp;<br/>Traffic Signal<br/>Replacement</b> | CON | ARRA-NJ | \$0.000 | \$0.000 | \$0.000 |  |  |
|-------|--|---|-----|---------|---------|---------|---------|--|--|

**NJTPA** *This project will provide for improvements to Summit Avenue between 7th and 11th Streets. The improvements will include replacement of concrete curbing and sidewalks, a stamped colored concrete accent strip, installation of shade trees, milling and paving of the roadway, and replacement of the pavement markings and line striping. The project may also include the installation of imprinted crosswalks.*

Planned Authorization for FY 2009

|       |  |   |     |       |         |         |         |  |  |
|-------|--|---|-----|-------|---------|---------|---------|--|--|
| 08436 |  | <b>Union City, Street<br/>Improvements &amp;<br/>Traffic Signal<br/>Replacement</b> | ERC | HPP20 | \$0.000 | \$0.584 | \$0.000 |  |  |
|-------|--|---|-----|-------|---------|---------|---------|--|--|

**NJTPA** *This project will provide for improvements to Summit Avenue between 7th and 11th Streets. The improvements will include replacement of concrete curbing and sidewalks, a stamped colored concrete accent strip, installation of shade trees, milling and paving of the roadway, and replacement of the pavement markings and line striping. The project may also include the installation of imprinted crosswalks.*

Planned Authorization for FY 2009

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## Statewide Transportation Improvement Program

| DBNum<br>MPO | Route | Section/Description | Phase | Fund | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status |
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|         |  |   |     |         |         |         |         |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|
| FSN0943 |  | Upgrade of Electrical Components at Signalized Intersections, Monmouth County | CON | ARRA-NJ | \$0.000 | \$3.000 | \$0.000 |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|

**NJTPA** *This project would upgrade existing signalization equipment at numerous intersections countywide. A number of signalized intersections are operating at a low level of service due to technologically obsolete equipment. This project would upgrade several signal systems with up-to-date electronic components including, but not limited to, phase controllers, menu driven voltage monitors, battery back-up systems, camera detection systems, vehicular signal indications, pedestrian signal indications, pedestrian push button assemblies, preemption equipment and ancillary electrical components.*

FY09 Transition List

|         |  |   |     |         |         |         |         |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|
| FSN0943 |  | Village Road, Lee's Hill Road to 1.3 miles East, Resurfacing (CR 646) | CON | ARRA-NJ | \$0.000 | \$0.274 | \$0.000 |  |  |
|---------|--|---|-----|---------|---------|---------|---------|--|--|

**NJTPA** *The proposed project consists of 2" of pavement milling, 2" of resurfacing, drainage inlet replacement, traffic stripes and loop detector replacement along 1.3 miles +/- of Village Road (CR 646) beginning at Lee's Hill Road and running 1.3 miles east. All non-compliant storm drain inlets that come into contact with resurfacing work will be replaced pursuant to New Jersey Pollutant Discharge Elimination System requirements. All work will be done within the limits of the existing pavement and the roadway will not be widened.*

FY09 Transition List

|        |  |   |     |        |         |         |         |            |  |
|--------|--|---|-----|--------|---------|---------|---------|------------|--|
| NS9607 |  | West Brook Road Bridge over Wanaque Reservoir | DES | STP-NJ | \$1.100 | \$1.350 | \$1.350 | 11/20/2009 |  |
|--------|--|---|-----|--------|---------|---------|---------|------------|--|

**NJTPA** *The West Brook Road Bridge carries West Brook Road over the Wanaque Reservoir in Ringwood. West Brook Road Bridge is in very poor condition with a deteriorating substructure and inadequate geometry. The lane widths and lack of shoulders or sidewalks create safety problems. The bridge is eligible for the National Register of Historic Places. The existing bridge will be replaced with a new bridge on a new alignment. The new bridge will be located south of the existing bridge. Roadway geometry will be improved as will the existing approaches.*

Funding Obligated

|        |  |                          |     |        |         |         |  |  |  |
|--------|--|--------------------------|-----|--------|---------|---------|--|--|--|
| NS9805 |  | White Bridge Road Bridge | ROW | STP-NJ | \$0.125 | \$0.000 |  |  |  |
|--------|--|--------------------------|-----|--------|---------|---------|--|--|--|

**NJTPA** *The County will replace the existing structure with a 26-foot wide new bridge. The new bridge will have two 12 foot lanes and a one foot should on either side. A cantilever attachment will support a new sidewalk. Additionally the approaches will be re-aligned to improve geometry.*

Planned Authorization for FY 2009

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## Statewide Transportation Improvement Program

| DBNum<br>MPO | Route | Section/Description   | Phase | Fund    | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status      |
|--------------|-------|---|-------|---------|------------------------|---------------------|---------------|----------------------|-------------------|
| FSN0943      |       |   | CON   | ARRA-NJ | \$0.000                | \$0.200             | \$0.284       | 10/29/2009           |                   |
| NJTPA        | 202   | <p><i>The proposed project consists of 2" of pavement milling, 2" of resurfacing, drainage inlet replacement, traffic stripes and loop detector replacement along .62 miles of Main Street (Route 202). All non-compliant storm drain inlets that come into contact with resurfacing work will be replaced pursuant to New Jersey Pollutant Discharge Elimination System requirements. All work will be done within the limits of the existing pavement and the roadways will not be widened.</i></p>   |       |         |                        |                     |               |                      | Funding Obligated |
| FSN0943      |       | <b>Main Street, Barney Lane to Boonton Turnpike, Resurfacing</b>  | CON   | ARRA-NJ | \$0.000                | \$0.330             | \$0.425       | 10/22/2009           |                   |
| NJTPA        | 202   | <p><i>The proposed project consists of 2" of pavement milling, 2" of resurfacing, drainage inlet replacement, traffic stripes and loop detector replacement along 1.55 miles of Main Street (Route 202) between Barney Lane and Boonton Turnpike. All non-compliant storm drain inlets that come into contact with resurfacing work will be replaced pursuant to New Jersey Pollutant Discharge Elimination System requirements. All work will be done within the limits of the existing pavement and the roadway will not be widened.</i></p>  |       |         |                        |                     |               |                      | Funding Obligated |
| NS0603       |       | <b>Stirling Road (CR 527 &amp; 531), Bridge over West Branch of the Stony Brook</b>   | CON   | STP-NJ  | \$2.500                | \$2.500             | \$2.505       | 5/28/2009            |                   |
| NJTPA        | 527   | <p><i>This project will investigate the rehabilitation or replacement of bridge L1010. The existing bridge was built in 1935 and is now structurally deficient due to the poor condition of its superstructure. The bridge spans the west branch of the Stony Brook on Stirling Road (CR 527 &amp; 531) in the Borough of Watchung.</i></p>   |       |         |                        |                     |               |                      | Funding Obligated |
| NS0006       |       | <b>West Front Street Bridge (S-17) over Swimming River</b>  | DES   | STP-NJ  | \$1.500                | \$1.500             | \$1.510       | 11/26/2008           |                   |
| NJTPA        | CR 10 | <p><i>Bridge S-17; CR10 (West Front Street) over the Swimming River in Middletown Township and Red Bank Borough is a six-span, simply supported, through girder, stringer and floor beam system with an open steel grid deck structure constructed in 1921. The roadway the bridge carries provides a major east-west link between the Garden State Parkway and the employment/commercial areas of Red Bank, Middletown and Holmdel as well as the dense residential Boroughs of Fair Haven and Rumson. The existing structure will be removed and a new bridge located immediately north of the existing bridge will be constructed.</i></p> |       |         |                        |                     |               |                      | Funding Obligated |

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|--------------|--------|---|-------|---------|------------------------|---------------------|---------------|----------------------|----------------------|
| FSN0946      |        | <b>CR 501, JFK Boulevard Improvements - Section 17, (W52nd Street to Neptune Avenue)</b>  | CON   | ARRA-NJ | \$0.000                | \$0.580             | \$0.000       |                      |                      |
| NJTPA        | CR 501 | <i>Roadway resurfacing of Route 501 JFK Boulevard - Section 17. The current condition of the pavement ranges from fair to poor with numerous pavement cracks and rutting from heavy truck traffic. Construction will include complete roadway resurfacing (2" milling and 2" HMA overlay) with traffic stripes and markings. Handicap ramps and Eco-compliant inlet curb pieces will be installed or replaced where necessary. The roadway is an urban minor arterial with a speed limit of 25 MPH and runs from north to south through the entire county. The curb to curb width is about 60 feet with parking generally permitted on both sides. The roadway has curb and sidewalks on both sidewalks. The length of the project is about 4,700 LF. The limits of the project are from W52nd Street to Neptune Avenue.</i>  |       |         |                        |                     |               |                      | FY09 Transition List |
| FSN0946      |        | <b>CR 501, JFK Boulevard, Improvements to Pedestrian Indications, (18th to 27th Streets)</b>  | CON   | ARRA-NJ | \$0.000                | \$0.070             | \$0.000       |                      |                      |
| NJTPA        | CR 501 | <i>This project provides improvements to pedestrian indications along John F. Kennedy Blvd. East from 18th Street to 27th Street in North Bergen Township and the City of Union City. All existing pedestrian indications will be replaced with incandescent-look countdown LED units. The roadway is about 60 feet wide and has four traffic lanes with parking on both sides and no median. The length of the project is approximately 2,600 LF and contains about 9 intersections.</i>   |       |         |                        |                     |               |                      | FY09 Transition List |
| NS0102       |        | <b>South Orange Avenue Traffic, Operational and Roadway Improvements</b>  | DES   | STP-NJ  | \$0.750                | \$1.350             | \$1.663       | 11/24/2009           |                      |
| NJTPA        | CR 510 | <i>The project encompasses 1.6 miles of South Orange Avenue from Brookside Drive/Cherry Lane to Harding Drive. This section of roadway has many safety concerns associated with it. South Orange Avenue is a four-lane highway (two lanes in each direction) separated by a concrete barrier with no existing shoulders. The roadway contains many sharp horizontal curves which are compounded by the presence of reverse superelevation. Substandard placement of drainage structures, steep vertical grades, and substandard vertical curve lengths also exacerbate the safety problems. The county will investigate remedies for these problems as well as investigate the rehabilitation of an existing equine/pedestrian bridge which crosses South Orange Avenue and provides linkage to the South Mountain Reservation and existing bicycle pathways. The following special Federal appropriation was allocated to this project. FY 08 Omnibus Appropriations Bill, \$250,000 .</i> |       |         |                        |                     |               |                      | Funding Obligated    |

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|--------------|--------|---|-------|--------|------------------------|---------------------|---------------|----------------------|-----------------------------------|
| NS0102       |        | <b>South Orange Avenue Traffic, Operational and Roadway Improvements</b>  | DES   | DEMO   | \$0.250                | \$0.250             |               |                      |                                   |
| NJTPA        | CR 510 | <i>The project encompasses 1.6 miles of South Orange Avenue from Brookside Drive/Cherry Lane to Harding Drive. This section of roadway has many safety concerns associated with it. South Orange Avenue is a four-lane highway (two lanes in each direction) separated by a concrete barrier with no existing shoulders. The roadway contains many sharp horizontal curves which are compounded by the presence of reverse superelevation. Substandard placement of drainage structures, steep vertical grades, and substandard vertical curve lengths also exacerbate the safety problems. The county will investigate remedies for these problems as well as investigate the rehabilitation of an existing equine/pedestrian bridge which crosses South Orange Avenue and provides linkage to the South Mountain Reservation and existing bicycle pathways. The following special Federal appropriation was allocated to this project. FY 08 Omnibus Appropriations Bill, \$250,000 .</i> |       |        |                        |                     |               |                      | Planned Authorization for FY 2009 |
| 98528        |        | <b>Prospect Street Bridge over Morristown Line</b>  | DES   | STP-NJ | \$1.200                | \$1.200             | \$1.350       |                      |                                   |
| NJTPA        | CR 513 | <i>This project will provide for the replacement of the existing bridge superstructure with slight change in vertical alignment of the roadway geometry. The proposed bridge will be a 34-foot, single-span multi-beam steel structure with an overall width of 45 feet and 25 feet curb-to-curb distance. It will carry a 12-foot, 6-inch travel lane in each direction and an 8-foot, 6-inch sidewalk on both sides of the structure. The project will improve bridge underclearances and roadway geometry. Bridge aesthetic treatments to enhance the historic railroad setting will be provided. This project will be designed to be bicycle/pedestrian compatible.</i>   |       |        |                        |                     |               |                      | Funding Obligated                 |
| NS0002       |        | <b>County Route 515, Vernon Township, Phases II, III, IV</b>  | DES   | STP-NJ | \$2.000                | \$0.000             |               |                      |                                   |
| NJTPA        | CR 515 | <i>The County will be making safety improvements to CR 515 in Vernon Township from State Highway 94 to CR 638. Proposed improvements include the addition of a 10' wide southbound shoulder to be utilized by slow moving traffic, the addition of 6' wide shoulder on the northbound side, an emergency escape ramp, modifications to the exiting roadway alignment, improving drainage, and modifications to the existing traffic signage.</i>  |       |        |                        |                     |               |                      | Planned Authorization for FY 2009 |
| NS0505       |        | <b>County Route 517, Route 23 to Route 94</b>   | DES   | STP-NJ | \$3.000                | \$0.000             |               |                      |                                   |
| NJTPA        | CR 517 | <i>This section of road has severe vertical and horizontal geometry. The roadway connects two main arteries in Sussex County and carries traffic to recreational facilities in the Crystal Springs complex in Hardyston Township and has frontage on and connects directly to the Mountain Creek Recreational Area in Vernon Township. The County is concerned with the ability of the roadway to carry the anticipated increased volumes of traffic to and from the identified recreational areas as well as the safety of those traveling this route.</i>   |       |        |                        |                     |               |                      | Planned Authorization for FY 2009 |

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|--------------|--------|---|-------|---------|------------------------|---------------------|---------------|----------------------|--------------------------------------|
| FSN0939      |        | <b>CR 519, Roadway Improvements</b>   | CON   | ARRA-NJ | \$0.000                | \$3.720             | \$3.707       | 11/30/2009           |                                      |
| NJTPA        | CR 519 | <i>This project will provide pavement repair and resurfacing on CR 519, which is a major collector road on the Warren County road system. Traffic volumes on this roadway exceed 10,000 vehicles per day with a high percentage of truck traffic. The high volume of traffic and heavy trucks have caused ruts and cracking in the pavement surface. Correction of these conditions is needed to provide a safe riding surface for the general public. The proposed project will include milling the existing pavement to a depth of 4 inches. The project will restore the pavement to the original design cross section and profile. There will be no regrading of roadside berms or slopes. Minor restoration work along the road edge will be performed as necessary.</i> |       |         |                        |                     |               |                      | Drawdown Line Item - Fully Obligated |
| NS9703       |        | <b>Milford-Warren Glen Road</b>   | ROW   | STP-NJ  | \$0.250                | \$0.000             |               |                      |                                      |
| NJTPA        | CR 519 | <i>County Route 519, Milford-Warren Glen Road, is located in Holland Township. This 1.3 mile stretch of roadway consists of a long, steep grade and has been the location of several runaway truck and vehicle accidents. The proposed improvements include improving roadway geometry to meet 60km/h (35mph) design speed, provide 2 - 3.6 meter (12') lanes, 1-3.6 meter (12') southbound climbing lane, a 2.4 meter (8') northbound shoulder, a 1.2 meter (4') southbound shoulder adjacent to climbing lane, and an upgraded guide rail. Approximately 1.79 ha (4.41-acres) will be taken; 0.93 Ha (2.31- acres) of which will be taken from public recreation lands.</i>   |       |         |                        |                     |               |                      | Planned Authorization for FY 2009    |
| 08342        |        | <b>Readington - Tewksbury Transportation Improvement District</b>   | ERC   | HPP20   | \$0.379                | \$0.379             |               |                      |                                      |
| NJTPA        | CR 523 | <i>The purpose of this project is system preservation. The limits are Hunterdon County Rt. 523 from 1000 feet south of I-78 to 1400 feet north of Rockaway Road in the Township of Tewksbury, approx. MP 21 to MP 22. System preservation is being addressed by a Hot Mix Asphalt Overlay with repair and replacement of existing guide rail. This project is subject to SAFETEA-LU earmark, line #2915, \$400,000;(ID# NJ217, available 20% per year).</i>   |       |         |                        |                     |               |                      | Planned Authorization for FY 2009    |
| NS0601       |        | <b>County Route 571 at Francis Mills</b>  | DES   | STP-NJ  | \$0.000                | \$0.700             | \$0.000       |                      |                                      |
| NJTPA        | CR 571 | <i>CR 571 needs safety improvements from 500 ft north of Leesville Road to 500 ft south of Reed Road. The roadway consists of two reverse curves with a bridge between them and collector intersections at each end. This portion of CR 571 is susceptible to frequent single vehicle accidents under the current alignment. The existing bridge is also functionally obsolete and should be replaced. The County is proposing realigning the exiting roadway to improve horizontal and vertical geometry, provide two 12-foot travel lanes and two 10-foot shoulder and replace the existing bridge.</i>   |       |         |                        |                     |               |                      | FY09 Transition List                 |
| NS9806       |        | <b>Church Street Bridge</b>   | DES   | STP-NJ  | \$0.525                | \$0.000             |               |                      |                                      |
| NJTPA        | CR 579 | <i>The Church Street (CR 579) over the Lehigh Valley Main Line bridge project proposes the replacement or rehabilitation of the existing functionally obsolete bridge in an effort to improve substandard sight distance and inadequate deck geometry. The proposed undertaking would replace the existing bridge with a new two-lane bridge to the east and the bridge approaches will be improved.</i>  |       |         |                        |                     |               |                      | Planned Authorization for FY 2009    |

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|--------------|----------|---|-------|---------|------------------------|---------------------|---------------|----------------------|---|
| NS9907       |          | <b>Wertsville Road<br/>Bridge (E-166) over<br/>Back Brook</b>   | CON   | STP-NJ  | \$3.100                | \$3.100             | \$2.715       | 11/30/2009           |   |
| NJTPA        | CR 602   | <i>This project includes the replacement of the existing functionally obsolete Hunterdon County Bridge E166, which carries County Route 602 over the Back Brook. The existing structure, which carries two 10-foot, 10-inch lanes, will be replaced with a new structure carrying two 12-foot lanes and two six-foot shoulders. The project will also improve an existing culvert located to the west of Bridge E166, which carries County Route 602 over an unnamed Tributary to the Back Brook. This culvert will be replaced with a precast or rigid frame structure. The roadway approach work will be essentially on the same geometric alignment as the existing structure, while better defining the intersection of Dutch Lane, which falls between the bridge and the culvert.</i> |       |         |                        |                     |               |                      | Drawdown Line Item -<br>Not Fully Obligated |
| NS9906       |          | <b>Wertsville Road<br/>Bridge (E-174) over<br/>Tributary of Back<br/>Brook</b>  | ROW   | STP-NJ  | \$0.200                | \$0.200             | \$0.205       | 11/30/2009           |   |
| NJTPA        | CR 602   | <i>This project includes the replacement of the existing functionally obsolete Hunterdon County Bridge E174, which carries County Route 602 over a Tributary to the Back Brook. The existing structure, which carries two 12-foot lanes, will be replaced with a new structure carrying two 12-foot lanes and two six-foot shoulders. The project will also improve the substandard horizontal alignment of the roadway approaches.</i>   |       |         |                        |                     |               |                      | Funding Obligated                           |
| NS9911       |          | <b>Sussex County<br/>Route 605 Connector</b>  | LPD   | HPP20   | \$0.160                | \$0.160             |               |                      |   |
| NJTPA        | CR 605   | <i>The county will investigate alternatives for connecting CR 605 to Route 206/183.</i><br><br><i>The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, \$800,000 (available 20% per year), (ID# NJ153).</i>   |       |         |                        |                     |               |                      | Planned Authorization<br>for FY 2009        |
| NS9705       |          | <b>Bordentown<br/>Avenue/Ernston<br/>Road, Intersection<br/>Improvements</b>  | CON   | STP-NJ  | \$8.706                | \$8.706             |               |                      |   |
| NJTPA        | CR 615,6 | <i>This project includes improvements to the intersection of Bordentown Avenue and Ernston Road and the replacement of an existing Conrail bridge over Ernston Road. This intersection suffers from operational deficiencies due to the insufficient opening of the railroad bridge and substandard turning radii. Project limits include Locust and Villanova Drive along Ernston Road and Haven Terrace and Princeton Drive along Bordentown Avenue.</i>  |       |         |                        |                     |               |                      | FY09 Transition List                        |
| FSN0941      |          | <b>CR 616, Roadway<br/>Resurfacing</b>  | CON   | ARRA-NJ | \$0.000                | \$1.045             | \$0.000       |                      |   |
| NJTPA        | CR 616   | <i>This resurfacing project will mill 1 1/2" of asphalt and replace 2" of asphalt. Long life pavement markings and reflective pavement markings will also be part of this project. Existing signs will be upgraded.</i>   |       |         |                        |                     |               |                      | FY09 Transition List                        |

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|--------------|---------|--|-------|---------|------------------------|---------------------|---------------|----------------------|--------------------------------------|
| L070         |         | <b>Sussex Turnpike</b>   | ROW   | STP-NJ  | \$0.000                | \$1.200             | \$0.000       |                      |                                      |
| NJTPA        | CR 617  | <p><i>This project provides for reconstruction, minor widening for shoulder improvements, minor realignment, drainage improvements and traffic signal improvements along Sussex Turnpike from Black River (Route 10) to just east of West Hanover Avenue, for a total length of approximately 4.3 miles. The project also includes the minor realignment of the intersection of West Hanover Avenue and Brookside Road as well as a widening from two to four lanes (with no shoulders) from Calais Road to West Hanover Road. When completed, Sussex Turnpike from Route 10 to Calais Road will be one 12-foot lane in each direction with 6-foot shoulders. Sussex Turnpike from Calais Road to just east of West Hanover Avenue will be one 11-foot lane and one 12-foot lane in each direction with no shoulders. There will be 12-foot dedicated left-turn lanes on eastbound Sussex Turnpike at Millbrook and West Hanover Avenues. There will also be a dedicated 12-foot left-turn lane on westbound Sussex Turnpike at Calais Road.</i></p>                           |       |         |                        |                     |               |                      | FY09 Transition List                 |
| FSN0940      |         | <b>CR 620,<br/>Microsurfacing</b>  | CON   | ARRA-NJ | \$0.000                | \$0.056             | \$0.000       |                      |                                      |
| NJTPA        | CR 620  | <p><i>This is a microsurfacing project. It will extend the service life of the existing pavement and provide a highly skid-resistant surface that will serve to cut down on vehicles leaving the roadway and crossing lanes, a condition found to be present at this location. Long life pavement markings and reflective pavement markings will also be part of this project. Existing signs will be upgraded as part of this project.</i></p>  |       |         |                        |                     |               |                      | FY09 Transition List                 |
| NS9708       |         | <b>Landing Road<br/>Bridge Over<br/>Morristown Line</b>  | DES   | STP-NJ  | \$0.800                | \$0.000             |               |                      |                                      |
| NJTPA        | CR 631  | <p><i>Landing Road Bridge crosses over NJ TRANSIT railroad tracks in the township of Roxbury. Structural deterioration, along with substandard deck geometry, makes this bridge a good candidate for replacement. A larger structure is required due to the current and projected traffic volumes traversing from Sussex County to I-80 in Morris County. As a four-lane bridge is desired, a new alignment would be needed. In addition, a new signalized intersection would be needed. The study is now in its second phase of funding having received the community support necessary for the scoping process to be completed successfully. The existing bridge superstructure and substructure exhibit severe spalling and medium to wide cracks with large areas of leaching and efflorescence. Structurally deteriorated bridge along with substandard deck geometry, inadequate to carry current traffic volumes, requires bridge replacement. The county proposes to replace the old bridge with new alignment. This would enable construction for four lanes.</i></p> |       |         |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |
| 07357        |         | <b>Lincoln Avenue,<br/>Intersection Signal<br/>Replacements</b>  | CON   | HPP20   | \$0.371                | \$0.371             | \$0.279       | 10/28/2008           |                                      |
| NJTPA        | CR 632, | <p><i>This is a traffic signal improvement project. Two intersections are involved; Walnut Ave (CR 632) with Lincoln Ave east, and Centennial Ave (CR 615) with Lincoln Ave east, both in Cranford. The improvements include modern traffic signal devices, battery backup systems, LED signal indications, countdown pedestrian signals, exclusive left turn phases, camera imaging vehicle detection, optimized timing plan coordinated with the adjacent intersections, improved curb ramps, and high visibility signs and pavement markings. Additionally, and exclusive left turn lane for northbound Walnut Ave and an exclusive left turn lane for northbound Centennial Ave are included in the scope of work.</i></p> <p><i>The following special Federal appropriations were allocated to this project. (FY 2006 SAFETA-LU. ID #NJ 168, \$392,000, available 20% per year).</i></p>  |       |         |                        |                     |               |                      | Funding Obligated                    |

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|--------------|--------|---|-------|---------|------------------------|---------------------|---------------|----------------------|------------------------|
| FSN0947      |        | <b>CR 659, Fish House Resurfacing</b>   | CON   | ARRA-NJ | \$0.000                | \$0.275             | \$0.000       |                      |                        |
| NJTPA        | CR 659 | <i>Roadway resurfacing of Route 659 Fish House Road. The current pavement condition is poor with numerous cracks and potholes. Construction will include complete roadway resurfacing (2" milling and 2" HMA overlay) with traffic stripes, signs and markings. Eco-compliant inlet grates and curb pieces will be installed or replaced where necessary. Fish House Road has an ADT of about 11,000 VPD and has a posted speed limit of 25 MPH. The length of the project is about 3200 LF. Fish House Road is about 30 feet wide and has two traffic lanes with no parking on both sides. There are curbs on either side extending from the Route 7 interchange. Eventually the curbs drop out and Fish House Road has gravel shoulders. The limits for Fish House Road (CR 659) Resurfacing are from the terminus of ramps to Route 7 to the limit of paving (near PSE&amp;G).</i>   |       |         |                        |                     |               |                      | FY09 Transition List   |
| 97005B       |        | <b>Portway, Fish House Road/Pennsylvania Avenue</b>   | DES   | STP     | \$1.000                | \$1.000             |               | 7/1/2010             |                        |
| NJTPA        | CR 659 | <i>Pennsylvania Avenue/Fish House Road is a two-lane urban minor arterial that connects Central Avenue and Route 7. The roadway has an existing speed limit of 25 mph and has two travel lanes with no shoulders. Pennsylvania Avenue has an at-grade railroad crossing with Conrail located approximately 200 feet east of the Central Avenue/Pennsylvania Avenue signalized "T" intersection. The purpose of the project is to improve safety, mitigate the heavy truck congestion and improve the existing aging roadway to accommodate the growing demands. The project will improve safety by eliminating geometric substandard elements such as lack of shoulders and proper cross slope, as well as improve the Central Avenue/Pennsylvania Avenue signalized intersection to increase capacity and improve traffic movement. The at-grade rail crossing will be moved approximately 1200 feet from the intersection. The roadway will be designed specifically to provide superior regional connectivity and accommodate a heavily growing truck volume. Flooding problems will be addressed by providing a proper drainage system as well as improving the existing poor pavement condition.</i> |       |         |                        |                     |               |                      | Project Slip to FY2010 |
| FSN0947      |        | <b>CR 678 Secaucus Road Resurfacing</b>   | CON   | ARRA-NJ | \$0.000                | \$0.950             | \$0.000       |                      |                        |
| NJTPA        | CR 678 | <i>Roadway resurfacing of Route 678 Secaucus Road. The current condition of the 16 year old pavement ranges from fair to poor. Construction will include complete roadway resurfacing (2" milling and 2" HMA overlay) with traffic stripes, signs and markings. Handicap ramps and Eco-compliant inlet curb pieces will be installed or replaced where necessary. The roadway is an urban minor arterial with heavy truck traffic generally running from east to west of the county. Secaucus Road has a posted speed limit of 25MPH. The length of the project is about 8,250 LF. Actual limits of pavement resurfacing will be from 300 feet west of JF Kennedy Boulevard to US Routes 1&amp;9 east project limit and from US Routes 1&amp;9 west project limit to County Avenue. The US Routes 1&amp;9/Secaucus Road interchange (about 1000 LF) will not be paved, since it is recent project and in good condition.</i>  |       |         |                        |                     |               |                      | FY09 Transition List   |

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|--------------|--------|--|-------|---------|------------------------|---------------------|---------------|----------------------|----------------------|
| FSN0946      |        | <b>CR 681, Paterson Plank Road, Improvements to Pedestrian Indications, (So App 14th Street Via to Union Turnpike)</b>   | CON   | ARRA-NJ | \$0.000                | \$0.110             | \$0.000       |                      |                      |
| NJTPA        | CR 681 | <i>This project provides improvements to pedestrian indications along Paterson Plank Road. North from the Manhattan Avenue/South Wing Viaduct to Columbia Avenue in the City of Jersey City and North Bergen Township. All existing pedestrian indications will be replaced with incandescent-look countdown LED units. The roadway is about 35 feet wide and has two traffic lanes with parking on both sides and no median. The length of the project is approximately 9,500 LF and contains about 11 intersections.</i>   |       |         |                        |                     |               |                      | FY09 Transition List |
| FSN0947      |        | <b>CR 681, Paterson Plank Road, Resurfacing, (JFK Boulevard to So App 14th Street)</b>   | CON   | ARRA-NJ | \$0.000                | \$0.250             | \$0.000       |                      |                      |
| NJTPA        | CR 681 | <i>Roadway resurfacing of Route 681 Paterson Plank Road. The current condition of the 18 year old pavement ranges from fair to poor with numerous pavement cracks and scaling. Construction will include complete roadway resurfacing (2" milling and 2" HMA overlay) with traffic stripes and markings. Handicap ramps and Eco-compliant inlet curb pieces will be installed or replaced where necessary. The roadway is an urban minor arterial with a speed limit of 25 MPH and generally runs from south-east to north-west of the county. The curb to curb width is about 39 feet. In this area, Paterson Plank Road has two traffic lanes with parking on both sides. The length of the project is about 3,600 LF. About a third of the project runs through Washington Park (County). The limits for Paterson Plank Road (CR 681) Resurfacing are from JF Kennedy Blvd. to South Approach to 14th Street Viaduct) Jersey City and Union City.</i> |       |         |                        |                     |               |                      | FY09 Transition List |
| 00321        |        | <b>Schalks Station Road Bridge</b>   | DES   | STP-NJ  | \$0.800                | \$0.800             | \$1.180       | 9/24/2009            |                      |
| NJTPA        | CR 683 | <i>This project will provide for the replacement of the bridge deck that will maintain the existing steel superstructure and provide bicycle/pedestrian accessibility. A shared bicycle/pedestrian sidewalk lane will be provided through cantilever addition on the through girders along both the east and west sides of Schalk's Crossing Road. Repairs will be made to the substructure. Prior to any bridge rehabilitation, the railroad catenary system will be modified. Roadway improvements would include milling and resurfacing the existing roadway approaches for tie-ins to bridge.</i>  |       |         |                        |                     |               |                      | Funding Obligated    |
| FSN0946      |        | <b>CR 690 and CR 501, JFK Boulevard, Improvements to Pedestrian Indications</b>  | CON   | ARRA-NJ | \$0.000                | \$0.370             | \$0.000       |                      |                      |
| NJTPA        | CR 690 | <i>This project provides improvements to pedestrian indications along John F. Kennedy Blvd. East from W. 1st Street to W. 57th Street in the City of Bayonne. All existing pedestrian indications will e replaced with incandescent-look countdown LED units. The roadway is about 60 feet wide and has four traffic lanes with parking on both sides and no median. The length of the project is approximately 19,200 LF and contains about 44 intersections.</i>   |       |         |                        |                     |               |                      | FY09 Transition List |

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|--------------|--------|--|-------|---------|------------------------|---------------------|---------------|----------------------|--------------------------------------|
| FSN0946      |        | CR 693, 505 and 677,<br>JFK Boulevard East,<br>Improvements to<br>Pedestrian<br>Indications,<br>(Baldwin to<br>Woodcliff)  | CON   | ARRA-NJ | \$0.000                | \$0.175             | \$0.000       |                      |                                      |
| NJTPA        | CR 693 | <i>This project provides improvements to pedestrian indications along John F. Kennedy Blvd. East from Baldwin to Woodcliff. All existing pedestrian indications will be replaced with incandescent-look countdown LED units. The roadway is about 50 feet wide and has two traffic lanes with parking on both sides and no median. The length of the project is approximately 17,700 LF and contains about 26 intersections.</i>   |       |         |                        |                     |               |                      | FY09 Transition List                 |
| NS9310       |        | Hazel Street<br>Reconstruction   | CON   | STP-NJ  | \$0.000                | \$1.280             | \$1.425       | 9/23/2009            |                                      |
| NJTPA        | CR 702 | <i>This project, from Broad/Marshall Street to Crooks Avenue, includes widening of the existing roadway to 34 feet, to provide a parking lane on one side, new concrete curbing and sidewalk on both sides of roadway for the entire project length to better delineate the roadway for vehicles, and enhance pedestrian safety.</i><br><br><i>The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, Section 1185 \$3,200,000 (available 20% per year).</i>   |       |         |                        |                     |               |                      | Funding Obligated                    |
| NS9310       |        | Hazel Street<br>Reconstruction   | CON   | HPP 20  | \$0.000                | \$2.879             | \$2.879       | 9/23/2009            |                                      |
| NJTPA        | CR 702 | <i>This project, from Broad/Marshall Street to Crooks Avenue, includes widening of the existing roadway to 34 feet, to provide a parking lane on one side, new concrete curbing and sidewalk on both sides of roadway for the entire project length to better delineate the roadway for vehicles, and enhance pedestrian safety.</i><br><br><i>The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, Section 1185 \$3,200,000 (available 20% per year).</i>   |       |         |                        |                     |               |                      | Funding Obligated                    |
| 08357        | 1      | Heathcote Brook<br>Bridge  | CON   | STATE   | \$4.000                | \$4.000             |               | 5/1/2009             |                                      |
| NJTPA        |        | <i>Emergency repair to pavement was required in October 2007 due to settlement of bridge substructure. Inspection and temporary repairs were done to stabilize the condition and restore pavement and deck elevations. The project will replace the culvert on an emergency basis due to uncertainty of the durability of the temporary repairs to withstand further scour from significant storm events.</i>  |       |         |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |
| 031A         | 1      | Millstone River,<br>Bridge Replacement   | CON   | STATE   | \$8.953                | \$14.447            | \$14.447      |                      |                                      |
| NJTPA        |        | <i>This project is part of the Route 1, Penns Neck Improvements and will replace the bridge over the Millstone River as an independent project. The Millstone River bridge was constructed in 1928 and rehabilitated in 1959. The existing three-span bridge is 104 feet long and 76 feet wide. The structure is in poor condition. The bridge carries six travel lanes of Route 1 with no shoulders or sidewalks on either side. The existing bridge also carries gas, water, telephone and fiber optic utilities. The new structure will be two spans, 110 feet long and 126 feet wide and will accommodate six travel lanes with full shoulders/auxiliary lanes for bicycles and two sidewalks for pedestrians.</i> |       |         |                        |                     |               |                      | Funding Obligated                    |

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|      |   |  |     |       |         |         |         |           |  |
|------|---|--|-----|-------|---------|---------|---------|-----------|--|
| 9239 | 1 | <b>North of Ryders Lane to south of Milltown Road (6V)</b> | CON | HPP10 | \$9.189 | \$9.189 | \$3.400 | 11/5/2008 |  |
|------|---|--|-----|-------|---------|---------|---------|-----------|--|

**NJTPA** *The project includes the total replacement of the deficient bridge on the existing alignment, plus approach roadway profile and vertical sight distance improvements, improvement of ramp geometry and reducing the number of bridge spans from five to one. No additional through lanes are proposed. The typical section will be three 12-foot lanes, a 12-foot auxiliary lane, a 3-foot inside shoulder, and a 12-foot outside shoulder in each direction, separated by a concrete barrier curb. Elimination of the railroad line under the bridge is an important element of the preferred alternative. Also included are geometric improvements and four traffic signals along parallel service roads on both sides of Route 1 within the project limits. This project is being designed to be bicycle/pedestrian compatible. In addition, safety conditions will be improved for bicycle/pedestrians along College Farm Road and Access Road. This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed is anticipated to be \$19.06 million.*

Planned Authorization  
for FY 2009

*The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, \$1,600,000 (available 20% per year, ID #NJ 181), Liberty Corridor, \$10,000,000.*

|      |   |  |     |       |         |         |         |           |  |
|------|---|--|-----|-------|---------|---------|---------|-----------|--|
| 9239 | 1 | <b>North of Ryders Lane to south of Milltown Road (6V)</b> | CON | HPP20 | \$0.640 | \$0.640 | \$0.296 | 9/10/2008 |  |
|------|---|--|-----|-------|---------|---------|---------|-----------|--|

**NJTPA** *The project includes the total replacement of the deficient bridge on the existing alignment, plus approach roadway profile and vertical sight distance improvements, improvement of ramp geometry and reducing the number of bridge spans from five to one. No additional through lanes are proposed. The typical section will be three 12-foot lanes, a 12-foot auxiliary lane, a 3-foot inside shoulder, and a 12-foot outside shoulder in each direction, separated by a concrete barrier curb. Elimination of the railroad line under the bridge is an important element of the preferred alternative. Also included are geometric improvements and four traffic signals along parallel service roads on both sides of Route 1 within the project limits. This project is being designed to be bicycle/pedestrian compatible. In addition, safety conditions will be improved for bicycle/pedestrians along College Farm Road and Access Road. This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed is anticipated to be \$19.06 million.*

Funding Obligated

*The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, \$1,600,000 (available 20% per year, ID #NJ 181), Liberty Corridor, \$10,000,000.*

|      |   |  |     |     |          |          |          |  |  |
|------|---|--|-----|-----|----------|----------|----------|--|--|
| 9239 | 1 | <b>North of Ryders Lane to south of Milltown Road (6V)</b> | CON | NHS | \$23.015 | \$23.015 | \$28.800 |  |  |
|------|---|--|-----|-----|----------|----------|----------|--|--|

**NJTPA** *The project includes the total replacement of the deficient bridge on the existing alignment, plus approach roadway profile and vertical sight distance improvements, improvement of ramp geometry and reducing the number of bridge spans from five to one. No additional through lanes are proposed. The typical section will be three 12-foot lanes, a 12-foot auxiliary lane, a 3-foot inside shoulder, and a 12-foot outside shoulder in each direction, separated by a concrete barrier curb. Elimination of the railroad line under the bridge is an important element of the preferred alternative. Also included are geometric improvements and four traffic signals along parallel service roads on both sides of Route 1 within the project limits. This project is being designed to be bicycle/pedestrian compatible. In addition, safety conditions will be improved for bicycle/pedestrians along College Farm Road and Access Road. This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed is anticipated to be \$19.06 million.*

Funding Obligated

*The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, \$1,600,000 (available 20% per year, ID #NJ 181), Liberty Corridor, \$10,000,000.*

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|--------------|-------|---|-------|--------|------------------------|---------------------|---------------|----------------------|-------------------|
| 08356        | 1&9   | Pulaski Skyway  | FA    | STATE  | \$5.500                | \$5.500             | \$5.500       |                      |                   |
| NJTPA        |       | <i>This study will investigate the long term needs and implications of improving this historic structure.</i>   |       |        |                        |                     |               |                      | Funding Obligated |
| 08370        | 1&9   | Pulaski Skyway<br>Interim Repairs   | ERC   | BRIDGE | \$50.000               | \$50.000            | \$37.649      | 9/15/2009            |                   |
| NJTPA        |       | <i>Interim repairs for Route 1&amp;9, Pulaski Skyway. Interim repairs may include, but are not limited to, repairs to the balustrade, deck, pier caps, structural steel and spot painting, electrical safety, installation of protective netting over the NJ Turnpike and concrete encasement removal.</i>  |       |        |                        |                     |               |                      | Funding Obligated |
| 051          | 1&9T  | St. Paul's<br>Avenue/Conrail<br>Bridge (25)   | CON   | BRIDGE | \$48.147               | \$48.147            | \$49.911      | 11/5/2008            |                   |
| NJTPA        |       | <i>This project will replace the existing St. Paul's Avenue Viaduct with a new structure on a new alignment north of the existing structure. This new viaduct will provide direct connections to Route 1&amp;9T, Route 7 Wittpenn Bridge, Pulaski Skyway, Route 139 and the local network of streets in Jersey City. The structure will typically consist of 12-foot outside shoulders, 12-foot lanes, 1-foot inside shoulders with concrete median barriers. The project will maintain sidewalks to St. Paul's Avenue and extend to existing sidewalks. The design also includes sidewalks to Tonnelle Avenue. In addition the following structures will also be replaced--Tonnele Avenue over NJ TRANSIT (0902150), Tonnele Avenue (0902151), and Ramp D/Tonnele Circle (0906158). No special bicycle accommodations were made throughout the project; however, there are shoulders. This project is a part of Phase I of Portway, New Jersey's Intermodal Connection to World Trade.</i> |       |        |                        |                     |               |                      | Funding Obligated |
|              |       | <i>This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$236.4 million. This project is also funded through a special appropriation, FY06 SAFETEA-LU, NRS-1301,</i>  |       |        |                        |                     |               |                      |                   |
|              |       | <i>The following special Federal appropriations were allocated to this project. FY 2004/Section 115/H17 \$2,000,000 (balance available \$0).</i>  |       |        |                        |                     |               |                      |                   |
| 051          | 1&9T  | St. Paul's<br>Avenue/Conrail<br>Bridge (25)   | CON   | NHS    | \$29.509               | \$29.509            | \$19.300      | 11/5/2008            |                   |
| NJTPA        |       | <i>This project will replace the existing St. Paul's Avenue Viaduct with a new structure on a new alignment north of the existing structure. This new viaduct will provide direct connections to Route 1&amp;9T, Route 7 Wittpenn Bridge, Pulaski Skyway, Route 139 and the local network of streets in Jersey City. The structure will typically consist of 12-foot outside shoulders, 12-foot lanes, 1-foot inside shoulders with concrete median barriers. The project will maintain sidewalks to St. Paul's Avenue and extend to existing sidewalks. The design also includes sidewalks to Tonnelle Avenue. In addition the following structures will also be replaced--Tonnele Avenue over NJ TRANSIT (0902150), Tonnele Avenue (0902151), and Ramp D/Tonnele Circle (0906158). No special bicycle accommodations were made throughout the project; however, there are shoulders. This project is a part of Phase I of Portway, New Jersey's Intermodal Connection to World Trade.</i> |       |        |                        |                     |               |                      | Funding Obligated |
|              |       | <i>This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$236.4 million. This project is also funded through a special appropriation, FY06 SAFETEA-LU, NRS-1301,</i>  |       |        |                        |                     |               |                      |                   |
|              |       | <i>The following special Federal appropriations were allocated to this project. FY 2004/Section 115/H17 \$2,000,000 (balance available \$0).</i>  |       |        |                        |                     |               |                      |                   |

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|      |   |                                       |     |       |          |          |          |  |  |
|------|---|---------------------------------------|-----|-------|----------|----------|----------|--|--|
| 799B | 3 | <b>Park Avenue Bridge Replacement</b> | CON | STATE | \$18.130 | \$22.287 | \$17.137 |  |  |
|------|---|---------------------------------------|-----|-------|----------|----------|----------|--|--|

**NJTPA**      *This project proposes to replace the existing Park Avenue structure over Route 3 with a single span structure. Various ITS elements will be included in the design, including two dynamic message signs, cameras, and transmit readers to assist in future traffic operations.*

Funding Obligated

|     |   |  |     |     |         |         |         |           |  |
|-----|---|--|-----|-----|---------|---------|---------|-----------|--|
| 059 | 3 | <b>Valley Road and Notch/Rifle Camp Road Interchange</b> | DES | NHS | \$0.000 | \$0.357 | \$0.336 | 2/11/2009 |  |
|-----|---|--|-----|-----|---------|---------|---------|-----------|--|

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

Drawdown Line Item - Not Fully Obligated

*At the intersection of Route 46 and Route 3, a three-lane section will replace the existing two-lane connections. Route 46 will be realigned to converge with Route 3 from the right (not from the left as presently exists). Complete interchange upgrades will be made. The project will require the removal of four structures and replacing them with five new bridge structures. Each of these structures will be designed to meet minimum vertical underclearance of 16 feet, 6 inches. Four culverts will be impacted as well.*

*Structure Numbers to be replaced: 1606172, 1607150, 1607151 (replace with two structures), 1606167; Culverts to be extended: 1606170, 1606171, 1606173; Culverts to be abandoned: 1606168, 1606169. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$ 8.51 million for right of way. The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, \$9,600,000 ,ID# NJ170,(available 20% per year).*

|     |   |  |     |       |         |         |         |           |  |
|-----|---|--|-----|-------|---------|---------|---------|-----------|--|
| 059 | 3 | <b>Valley Road and Notch/Rifle Camp Road Interchange</b> | ROW | STATE | \$0.000 | \$9.000 | \$9.000 | 2/11/2009 |  |
|-----|---|--|-----|-------|---------|---------|---------|-----------|--|

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

Funding Obligated

*At the intersection of Route 46 and Route 3, a three-lane section will replace the existing two-lane connections. Route 46 will be realigned to converge with Route 3 from the right (not from the left as presently exists). Complete interchange upgrades will be made. The project will require the removal of four structures and replacing them with five new bridge structures. Each of these structures will be designed to meet minimum vertical underclearance of 16 feet, 6 inches. Four culverts will be impacted as well.*

*Structure Numbers to be replaced: 1606172, 1607150, 1607151 (replace with two structures), 1606167; Culverts to be extended: 1606170, 1606171, 1606173; Culverts to be abandoned: 1606168, 1606169. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$ 8.51 million for right of way. The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, \$9,600,000 ,ID# NJ170,(available 20% per year).*

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|     |   |  |     |       |         |         |  |  |  |
|-----|---|--|-----|-------|---------|---------|--|--|--|
| 059 | 3 | <b>Valley Road and Notch/Rifle Camp Road Interchange</b> | ROW | HPP20 | \$5.830 | \$1.500 |  |  |  |
|-----|---|--|-----|-------|---------|---------|--|--|--|

|       |    |   |  |  |  |  |  |                      |
|-------|----|---|--|--|--|--|--|----------------------|
| NJTPA | 46 | <p><i>From Notch/Rifle Camp Road to the Valley Road interchange, Route 46 will be widened to provide shoulders and acceleration/deceleration lanes. An express/local configuration will also be provided along eastbound Route 46. The Notch Road/Rifle Camp Road structure will be replaced and the ramp system will be reconstructed to form a full diamond interchange. Access is provided to Rt. 46 WB via an overpass at Clove Road.</i></p> |  |  |  |  |  | FY09 Transition List |
|-------|----|---|--|--|--|--|--|----------------------|

*At the intersection of Route 46 and Route 3, a three-lane section will replace the existing two-lane connections. Route 46 will be realigned to converge with Route 3 from the right (not from the left as presently exists). Complete interchange upgrades will be made. The project will require the removal of four structures and replacing them with five new bridge structures. Each of these structures will be designed to meet minimum vertical underclearance of 16 feet, 6 inches. Four culverts will be impacted as well.*

*Structure Numbers to be replaced: 1606172, 1607150, 1607151 (replace with two structures), 1606167; Culverts to be extended: 1606170, 1606171, 1606173; Culverts to be abandoned: 1606168, 1606169. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$ 8.51 million for right of way. The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, \$9,600,000 ,ID# NJ170,(available 20% per year).*

|     |   |  |     |       |         |         |  |          |  |
|-----|---|--|-----|-------|---------|---------|--|----------|--|
| 059 | 3 | <b>Valley Road and Notch/Rifle Camp Road Interchange</b> | DES | HPP20 | \$0.000 | \$6.827 |  | 2/1/2009 |  |
|-----|---|--|-----|-------|---------|---------|--|----------|--|

|       |    |   |  |  |  |  |  |                                   |
|-------|----|---|--|--|--|--|--|-----------------------------------|
| NJTPA | 46 | <p><i>From Notch/Rifle Camp Road to the Valley Road interchange, Route 46 will be widened to provide shoulders and acceleration/deceleration lanes. An express/local configuration will also be provided along eastbound Route 46. The Notch Road/Rifle Camp Road structure will be replaced and the ramp system will be reconstructed to form a full diamond interchange. Access is provided to Rt. 46 WB via an overpass at Clove Road.</i></p> |  |  |  |  |  | Planned Authorization for FY 2009 |
|-------|----|---|--|--|--|--|--|-----------------------------------|

*At the intersection of Route 46 and Route 3, a three-lane section will replace the existing two-lane connections. Route 46 will be realigned to converge with Route 3 from the right (not from the left as presently exists). Complete interchange upgrades will be made. The project will require the removal of four structures and replacing them with five new bridge structures. Each of these structures will be designed to meet minimum vertical underclearance of 16 feet, 6 inches. Four culverts will be impacted as well.*

*Structure Numbers to be replaced: 1606172, 1607150, 1607151 (replace with two structures), 1606167; Culverts to be extended: 1606170, 1606171, 1606173; Culverts to be abandoned: 1606168, 1606169. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$ 8.51 million for right of way. The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, \$9,600,000 ,ID# NJ170,(available 20% per year).*

|       |   |                                 |     |     |         |         |  |           |  |
|-------|---|---------------------------------|-----|-----|---------|---------|--|-----------|--|
| 94032 | 5 | <b>Rock Slope Stabilization</b> | DES | STP | \$0.750 | \$0.750 |  | 10/1/2009 |  |
|-------|---|---------------------------------|-----|-----|---------|---------|--|-----------|--|

|       |  |   |  |  |  |  |  |                      |
|-------|--|---|--|--|--|--|--|----------------------|
| NJTPA |  | <p><i>The project will stabilize the rock slope on Rt. 5 from the Fort Lee pump station (MP 2.57) to Undercliff Avenue (MP 2.74) in Edgewater Borough, Bergen County. This site is ranked within the top 5 of the Geotechnical Engineering Unit's Rockfall Hazard Management System (which has 254 ranked rock cuts).</i></p> |  |  |  |  |  | FY09 Transition List |
|-------|--|---|--|--|--|--|--|----------------------|

# NJDOT FY2009 FINAL REPORT

## Statewide Transportation Improvement Program

| DBNum<br>MPO   | Route | Section/Description                                   | Phase | Fund     | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status   |
|--|-------|---|-------|----------|------------------------|---------------------|---------------|----------------------|--|
| 94032  | 5     | <b>Rock Slope Stabilization</b>                       | ROW   | STATE    | \$0.150                | \$0.000             |               |                      |  |
| <p><b>NJTPA</b> <i>The project will stabilize the rock slope on Rt. 5 from the Fort Lee pump station (MP 2.57) to Undercliff Avenue (MP 2.74) in Edgewater Borough, Bergen County. This site is ranked within the top 5 of the Geotechnical Engineering Unit's Rockfall Hazard Management System (which has 254 ranked rock cuts).</i></p>   |       |   |       |          |                        |                     |               |                      | <div style="border: 1px solid black; padding: 2px;">Funding Not Obligated/Not Needed</div> |
| 075A   | 7     | <b>Hackensack River (Wittpenn) Bridge, Contract 1</b> | UTI   | HPP10    | \$9.189                | \$9.189             | \$4.754       | 8/11/2009            |  |
| <p><b>NJTPA</b> <i>This project will provide for the new river piers and fender system for a new vertical-lift bridge over the Hackensack River. The new bridge will be located approximately 200 feet north of the existing bridge. There will also be interim mechanical, electrical and structural repairs made to the existing Wittpenn Bridge.</i></p> <p><i>The existing movable Wittpenn Bridge currently provides four ten-foot travel lanes (two eastbound and two westbound) with no shoulders. There is no physical separation between opposing traffic on the bridge. The new vertical-lift structure will carry two 12-foot through lanes, a 12-foot auxiliary lane and an 8 to 10-foot right shoulder in each direction as well as a six-foot sidewalk along the eastbound roadway. An eight-foot median consisting of two three-foot left shoulders and a two-foot raised median barrier will separate opposing traffic flows. The new structure will accommodate pedestrian and bicycle traffic. This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$81.0 million for construction. This project carries federal demonstration funding as follows: FY 2006 SAFETEA-LU/PL 109-59 \$0.8M (ID# NJ 195 available 20% per year). \$180,300,000, and FY06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$10,000,000.</i></p> |       |   |       |          |                        |                     |               |                      | <div style="border: 1px solid black; padding: 2px;">Funding Obligated</div>                |
| 075C   | 7     | <b>Hackensack River (Wittpenn) Bridge, Contract 3</b> | DES   | ARRA-DOI | \$0.000                | \$4.500             | \$3.471       | 4/14/2009            |  |
| <p><b>NJTPA</b> <i>This project will provide for the new vertical-lift span over the Hackensack River. The new bridge is being constructed approximately 200 feet north of the existing bridge.</i></p> <p><i>The existing movable Wittpenn Bridge currently provides four 10-foot travel lanes (two eastbound and two westbound) with no shoulders. There is no physical separation between opposing traffic on the bridge. The new vertical lift structure will carry two 12-foot through lanes, a 12-foot auxiliary lane and an 8 to 10-foot right shoulder in each direction as well as a six-foot sidewalk along the eastbound roadway. An eight-foot median consisting of two three-foot left shoulders and a two-foot raised median barrier will separate opposing traffic flows. The new structure will accommodate pedestrian and bicycle traffic.</i></p>  |       |   |       |          |                        |                     |               |                      | <div style="border: 1px solid black; padding: 2px;">Funding Obligated</div>                |

# NJDOT FY2009 FINAL REPORT

## Statewide Transportation Improvement Program

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|      |   |   |     |          |         |         |         |           |  |
|------|---|---|-----|----------|---------|---------|---------|-----------|--|
| 075D | 7 | <b>Hackensack River<br/>(Wittpenn) Bridge,<br/>Contract 4</b> | DES | ARRA-DOI | \$0.000 | \$9.720 | \$9.716 | 6/17/2009 |  |
|------|---|---|-----|----------|---------|---------|---------|-----------|--|

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

**Funding Obligated**

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

|       |   |   |     |     |         |         |         |           |  |
|-------|---|---|-----|-----|---------|---------|---------|-----------|--|
| 97071 | 9 | <b>Craig Road/East<br/>Freehold Road,<br/>Intersection<br/>Improvements</b> | DES | NHS | \$1.000 | \$1.000 | \$0.709 | 3/25/2009 |  |
|-------|---|---|-----|-----|---------|---------|---------|-----------|--|

**NJTPA** *On the Route 9 and Craig Road intersection, it is proposed to add an additional lane in each direction. The majority of the widening will be in the existing grass median. A concrete barrier will be installed for safety. A reverse-loop jug handle for Route 9 northbound is proposed on the northern side of the Getty gas station. A deceleration lane for the jug handle will begin in advance of the traffic signal. Right and left turns will be permitted from the jug handle onto Pond Road. Route 9 northbound traffic destined for Pond Road southbound will continue to use the existing ramp which will be restricted to right turns. The Access Design unit has granted a waiver for cars and smaller trucks only, with ingress to the Getty gas station from the deceleration lane on Route 9 northbound. All vehicles will exit from the rear of the gas station onto Pond Road.*

**Funding Obligated**

*A traffic signal is proposed at the intersection of Craig/East Freehold Road and Pond Road. The signal will be coordinated with the Route 9 traffic signal. Left turns will be prohibited from Craig Road eastbound to Pond Road northbound. A left-turn lane and a through lane are being added to the westbound approach of East Freehold Road and Pond Road. Currently, it is a single-lane approach. The proposed improvement would provide for a left-turn lane, a through lane, and a shared through/right-turn lane. The southbound approach of Pond Road at Craig/East Freehold Road will be improved to include an exclusive right-turn lane. Currently, it is a single lane approach. The northbound Pond Road ramp to Route 9 northbound will be stop controlled.*

|       |    |  |     |     |  |         |         |          |  |
|-------|----|--|-----|-----|--|---------|---------|----------|--|
| 089A1 | 10 | <b>Commerce<br/>Boulevard<br/>Improvements</b> | DES | NHS |  | \$1.700 | \$1.765 | 2/4/2009 |  |
|-------|----|--|-----|-----|--|---------|---------|----------|--|

**NJTPA** *Intersection improvements at Route 10 and Commerce Boulevard will include jug handles and traffic signal installation, operational and safety improvements. This project is essential to provide traffic moves which were removed by the circle project. This project will provide for bicycle usage.*

**Funding Obligated**

# NJDOT FY2009 FINAL REPORT

## Statewide Transportation Improvement Program

| DBNum<br>MPO | Route | Section/Description  | Phase | Fund  | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status                      |
|--------------|-------|--|-------|-------|------------------------|---------------------|---------------|----------------------|-----------------------------------|
| 089          | 10    | <b>Route 10/53 Interchange ( 2L 3J)</b>  | CON   | STATE | \$11.860               | \$0.000             |               | 1/1/2009             |                                   |
| NJTPA        | 53    | <p><i>The existing ramps from Route 10 to Route 53 will be removed. Route 53 will have two new signals located at the ramps from Route 10, with 12-foot left-turn lanes at the signals. Route 53 will also have one 12-foot lane in each direction, with full 10-foot shoulders in both directions. In areas under the Route 10 structure, 15-foot bicycle compatible lanes will be provided.</i></p> <p><i>This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed for construction is anticipated to be \$14.4 million.</i></p>   |       |       |                        |                     |               |                      | Funding Not Obligated/Not Needed  |
| 93174        | 17    | <b>Railroad Avenue, Drainage Improvements</b>  | ROW   | STATE | \$0.320                | \$0.000             |               |                      |                                   |
| NJTPA        |       | <p><i>Flooding of Route 17 occurs at the border of East Rutherford and Rutherford Boroughs in the vicinity of the NJ TRANSIT railroad underpass roughly six times per year. The flooding is caused by an inadequate number of inlets to capture roadway runoff, inadequate capacity of the drainage system, and the tidally influenced open channel that drains the roadway. This project will provide for additional inlets and new pipe systems along northbound and southbound Route 17. The new storm drainage systems would have tideflex check valves on their outlets for protection from tidal influences. The storm drainage system will have the capacity to convey stormwater runoff during the 10-year and smaller storm events during mean high water or lower.</i></p> |       |       |                        |                     |               |                      | Funding Not Obligated/Not Needed  |
| 93174        | 17    | <b>Railroad Avenue, Drainage Improvements</b>  | DES   | NHS   | \$0.330                | \$0.330             |               |                      |                                   |
| NJTPA        |       | <p><i>Flooding of Route 17 occurs at the border of East Rutherford and Rutherford Boroughs in the vicinity of the NJ TRANSIT railroad underpass roughly six times per year. The flooding is caused by an inadequate number of inlets to capture roadway runoff, inadequate capacity of the drainage system, and the tidally influenced open channel that drains the roadway. This project will provide for additional inlets and new pipe systems along northbound and southbound Route 17. The new storm drainage systems would have tideflex check valves on their outlets for protection from tidal influences. The storm drainage system will have the capacity to convey stormwater runoff during the 10-year and smaller storm events during mean high water or lower.</i></p> |       |       |                        |                     |               |                      | Funding Not Obligated/Not Needed  |
| 103A         | 17    | <b>Route 120 (Paterson Plank Road) to Garden State Parkway</b>   | FA    | DEMO  | \$2.026                | \$2.026             |               |                      |                                   |
| NJTPA        |       | <p><i>An integrated land-use and transportation study from Paterson Plank Road to the Garden State Parkway will be conducted to address congestion problems in the area.</i></p> <p><i>The following special Federal appropriations have been allocated to this project: 1) FY 2004/Section 115/H17 \$1,000,000 (balance available \$57,692, ID# NJ093); 2) FY05/Section 11/H66, \$2,000,000 (ID# NJ 111, balance after rescission \$1,967,856); 3)FY06 SAFETEA-LU, HPP \$4,400,000 (ID# NJ128); 4) FY06 SAFETEA-LU, HPP \$9,600,000 (ID# NJ159) (available 20% per year); 5)FY 2004 Sec. 115/H17, PL 108-199, \$1,000,000 (ID# NJ094), balance avail. \$57,692.</i></p>   |       |       |                        |                     |               |                      | Planned Authorization for FY 2009 |

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## Statewide Transportation Improvement Program

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|--------------|---------|--|-------|-----------|------------------------|---------------------|---------------|----------------------|-----------------------------------|
| 04386        | 17      | Route 17<br>Northbound over I-<br>80, Bridge Deck<br>Replacement   | DES   | NHS       | \$0.800                | \$1.584             | \$1.441       | 9/21/2009            |                                   |
| NJTPA        |         | <i>This project will provide for bridge repair, widening and ramp reconstruction. Seismic retrofit is also included.</i>   |       |           |                        |                     |               |                      | Funding Obligated                 |
| 9394         | 18      | Interchange of CRs<br>516/527  | CON   | STATE     | \$10.000               | \$1.000             |               |                      |                                   |
| NJTPA        |         | <i>Interchange improvements include the elimination of geometric design deficiencies at the existing interchange to improve safety and operations. This realignment includes widening Route 18 to provide adequate inside shoulders and widening CRs 516/527 in both directions through the interchange area. To accommodate these improvements, the existing bridge over Route 18 will be replaced. A new ramp will be provided from Route 18 northbound to CR 516/527 eastbound and westbound via a new signalized intersection. The existing ramps to and from Route 18 and CR 516/527 will also be reconfigured to match the alignment of Route 18 and CR 516/527. The signalized intersection of CR 516 and Old Matawan Road will be relocated and improved. This signal will be coordinated with the new signal at the ramp from Route 18 to optimize operations at both intersections. This project will be bicycle/pedestrian compatible. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed for construction is anticipated to be \$28.800 million.</i> |       |           |                        |                     |               |                      | Funding Not Obligated/Not Needed  |
| 03349        | 18      | Raritan Riverfront<br>Multipurpose Trail   | DES   | STATE     | \$0.500                | \$0.500             |               |                      |                                   |
| NJTPA        |         | <i>The Raritan Riverfront Multipurpose Trail extends from Route 27 to Route 18, John Lynch Bridge over the Raritan River. The existing trail has numerous safety and security problems which deter bicyclists from using this facility. The study will determine a cost-effective routing of bicycle traffic through this area.</i>  |       |           |                        |                     |               |                      | Planned Authorization for FY 2009 |
| 115B         | 18 Ext. | Hoes Lane<br>Extension to I-287<br>(3A)  | ROW   | HPP10(LC) | \$3.000                | \$3.000             |               | 11/1/2008            |                                   |
| NJTPA        |         | <i>Existing Hoes Lane from the Hoes Lane Extension to I-287 will be rehabilitated and will remain a four-lane roadway with signal modification. This project will be bicycle/pedestrian compatible.</i>  |       |           |                        |                     |               |                      | FY09 Transition List              |
|              |         | <i>This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$49.460 million.</i>  |       |           |                        |                     |               |                      |                                   |
|              |         | <i>The following special Federal appropriation has been allocated to this project: Liberty Corridor, \$12,000,000, (\$11,027,268 available).</i>   |       |           |                        |                     |               |                      |                                   |

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## Statewide Transportation Improvement Program

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|      |         |   |     |           |         |         |  |  |  |
|------|---------|---|-----|-----------|---------|---------|--|--|--|
| 115B | 18 Ext. | Hoes Lane<br>Extension to I-287<br>(3A) | UTI | HPP10(LC) | \$0.000 | \$5.000 |  |  |  |
|------|---------|---|-----|-----------|---------|---------|--|--|--|

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

FY09 Transition List

This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$49.460 million.

The following special Federal appropriation has been allocated to this project: Liberty Corridor, \$12,000,000, (\$11,027,268 available).

|       |    |                                       |    |      |         |         |  |  |  |
|-------|----|---------------------------------------|----|------|---------|---------|--|--|--|
| 98540 | 21 | Newark Waterfront<br>Community Access | PD | DEMO | \$1.025 | \$1.025 |  |  |  |
|-------|----|---------------------------------------|----|------|---------|---------|--|--|--|

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

Planned Authorization  
for FY 2009

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

|       |    |                                       |    |       |         |         |  |  |  |
|-------|----|---------------------------------------|----|-------|---------|---------|--|--|--|
| 98540 | 21 | Newark Waterfront<br>Community Access | PD | HPP20 | \$3.030 | \$3.030 |  |  |  |
|-------|----|---------------------------------------|----|-------|---------|---------|--|--|--|

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

Planned Authorization  
for FY 2009

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

|       |    |                                       |    |       |         |         |  |  |  |
|-------|----|---------------------------------------|----|-------|---------|---------|--|--|--|
| 98540 | 21 | Newark Waterfront<br>Community Access | PD | HPP10 | \$1.443 | \$1.443 |  |  |  |
|-------|----|---------------------------------------|----|-------|---------|---------|--|--|--|

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

Planned Authorization  
for FY 2009

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

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|--------------|--------|---|-------|--------|------------------------|---------------------|---------------|----------------------|--------------------------------------|
| 9145         | 21     | Southbound<br>Viaduct Chester<br>Avenue (8)   | DES   | BRIDGE | \$3.000                | \$3.000             | \$2.417       | 9/24/2009            |                                      |
| NJTPA        |        | <i>This project will provide for the proposed replacement of the existing structure, as well as safety and geometric improvements to the roadway.</i>   |       |        |                        |                     |               |                      | Funding Obligated                    |
| 9145         | 21     | Southbound<br>Viaduct Chester<br>Avenue (8)   | ROW   | STATE  | \$0.500                | \$0.500             |               |                      |                                      |
| NJTPA        |        | <i>This project will provide for the proposed replacement of the existing structure, as well as safety and geometric improvements to the roadway.</i>   |       |        |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |
| 93221B       | 21 Fwy | Park Avenue<br>Interchange, Safety<br>Improvements  | CON   | STATE  | \$1.860                | \$1.860             | \$1.506       |                      |                                      |
| NJTPA        |        | <i>This project will provide for safety improvements at this location. The crest vertical curve over Park Avenue will be lengthened to provide adequate stopping sight distance, all ramps will be modified along with necessary repairs on two structures and a retaining wall. Improvements will be made to both exit ramps (P2 &amp; P3). A new traffic signal will be installed at ramp P2.</i> |       |        |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |
| 98542        | 22     | Chimney Rock<br>Road Interchange<br>Improvements  | ROW   | STP-NJ | \$0.000                | \$3.230             | \$3.230       | 9/21/2009            |                                      |
| NJTPA        |        | <i>This project will provide interchange improvements at Chimney Rock Road.</i>   |       |        |                        |                     |               |                      | Funding Obligated                    |
|              |        | <i>This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108.</i>  |       |        |                        |                     |               |                      |                                      |
|              |        | <i>The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$17,682,965 (balance available \$13,321,246).</i>   |       |        |                        |                     |               |                      |                                      |
| 98542        | 22     | Chimney Rock<br>Road Interchange<br>Improvements  | DES   | STP-NJ | \$0.000                | \$1.425             | \$1.347       | 9/17/2009            |                                      |
| NJTPA        |        | <i>This project will provide interchange improvements at Chimney Rock Road.</i>   |       |        |                        |                     |               |                      | Funding Obligated                    |
|              |        | <i>This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108.</i>  |       |        |                        |                     |               |                      |                                      |
|              |        | <i>The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$17,682,965 (balance available \$13,321,246).</i>   |       |        |                        |                     |               |                      |                                      |

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|       |    |   |     |      |          |         |  |  |  |
|-------|----|---|-----|------|----------|---------|--|--|--|
| 98542 | 22 | <b>Chimney Rock Road Interchange Improvements</b> | CON | DEMO | \$13.321 | \$0.000 |  |  |  |
|-------|----|---|-----|------|----------|---------|--|--|--|

**NJTPA**      *This project will provide interchange improvements at Chimney Rock Road.*

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

*The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$17,682,965 (balance available \$13,321,246).*

Planned Authorization for FY 2009

|       |    |   |     |        |          |         |  |  |  |
|-------|----|---|-----|--------|----------|---------|--|--|--|
| 98542 | 22 | <b>Chimney Rock Road Interchange Improvements</b> | CON | STP-NJ | \$10.369 | \$0.000 |  |  |  |
|-------|----|---|-----|--------|----------|---------|--|--|--|

**NJTPA**      *This project will provide interchange improvements at Chimney Rock Road.*

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

*The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$17,682,965 (balance available \$13,321,246).*

Funding Not Obligated/Not Needed

|      |    |                                     |     |        |         |          |         |           |  |
|------|----|-------------------------------------|-----|--------|---------|----------|---------|-----------|--|
| 9189 | 22 | <b>Park Avenue/Bonnie Burn Road</b> | CON | STP-NJ | \$0.000 | \$10.000 | \$7.606 | 9/24/2009 |  |
|------|----|-------------------------------------|-----|--------|---------|----------|---------|-----------|--|

**NJTPA**      *This project will provide for the total replacement of the existing bridge over Route 22 and will provide three 12-foot lanes in the northbound direction and two 12-foot lanes in the southbound direction of Park Avenue Road between the intersections of Bonnie Burn Road and Sunset Place. The intersection of Park Avenue Road/New Providence Road with Bonnie Burn Road will be reconfigured for improved intersection traffic flow.*

Funding Obligated

|       |    |  |     |      |         |         |         |           |  |
|-------|----|--|-----|------|---------|---------|---------|-----------|--|
| 03318 | 22 | <b>Sustainable Corridor Long-term Improvements</b> | LFA | DEMO | \$2.870 | \$2.870 | \$1.320 | 9/14/2009 |  |
|-------|----|--|-----|------|---------|---------|---------|-----------|--|

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

Funding Obligated

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## Statewide Transportation Improvement Program

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
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|       |    |   |    |      |         |         |         |          |  |
|-------|----|---|----|------|---------|---------|---------|----------|--|
| 03319 | 22 | <b>Sustainable<br/>Corridor Short-term<br/>Improvements</b> | PD | DEMO | \$0.000 | \$1.328 | \$1.366 | 5/1/2009 |  |
|-------|----|---|----|------|---------|---------|---------|----------|--|

**NJTPA** *Short-term improvements between Route 202/206 and Chimney Rock Road will be addressed. Improvements will be designed to improve safety as well as to eliminate bottlenecks at various locations within this area.*

**Funding Obligated**

*The following special Federal appropriations have been allocated to this project: 1) FY 2005/Section 117/H66 \$3,000,000 (ID# NJ 109); 2) FY06 SAFETEA-LU/HPP \$3,000,000 (ID# NJ 227) and \$2,400,000 (ID# NJ 166) (available 20% per year); 3) FY 06 appropriation \$1,000,000 (ID# NJ 284); 4) FY 08 Omnibus Appropriations Bill, \$4,000,000 (See also DB 03318).*

|       |    |   |     |      |         |  |  |  |  |
|-------|----|---|-----|------|---------|--|--|--|--|
| 03319 | 22 | <b>Sustainable<br/>Corridor Short-term<br/>Improvements</b> | ROW | DEMO | \$0.250 |  |  |  |  |
|-------|----|---|-----|------|---------|--|--|--|--|

**NJTPA** *Short-term improvements between Route 202/206 and Chimney Rock Road will be addressed. Improvements will be designed to improve safety as well as to eliminate bottlenecks at various locations within this area.*

**Planned Authorization  
for FY 2009**

*The following special Federal appropriations have been allocated to this project: 1) FY 2005/Section 117/H66 \$3,000,000 (ID# NJ 109); 2) FY06 SAFETEA-LU/HPP \$3,000,000 (ID# NJ 227) and \$2,400,000 (ID# NJ 166) (available 20% per year); 3) FY 06 appropriation \$1,000,000 (ID# NJ 284); 4) FY 08 Omnibus Appropriations Bill, \$4,000,000 (See also DB 03318).*

|       |    |   |     |      |         |  |  |          |  |
|-------|----|---|-----|------|---------|--|--|----------|--|
| 03319 | 22 | <b>Sustainable<br/>Corridor Short-term<br/>Improvements</b> | DES | DEMO | \$0.750 |  |  | 2/1/2009 |  |
|-------|----|---|-----|------|---------|--|--|----------|--|

**NJTPA** *Short-term improvements between Route 202/206 and Chimney Rock Road will be addressed. Improvements will be designed to improve safety as well as to eliminate bottlenecks at various locations within this area.*

**Planned Authorization  
for FY 2009**

*The following special Federal appropriations have been allocated to this project: 1) FY 2005/Section 117/H66 \$3,000,000 (ID# NJ 109); 2) FY06 SAFETEA-LU/HPP \$3,000,000 (ID# NJ 227) and \$2,400,000 (ID# NJ 166) (available 20% per year); 3) FY 06 appropriation \$1,000,000 (ID# NJ 284); 4) FY 08 Omnibus Appropriations Bill, \$4,000,000 (See also DB 03318).*

|       |    |   |     |       |         |         |         |  |  |
|-------|----|---|-----|-------|---------|---------|---------|--|--|
| 02408 | 22 | <b>Weequahic Park<br/>Drainage<br/>Improvements</b> | CON | STATE | \$4.510 | \$4.510 | \$4.400 |  |  |
|-------|----|---|-----|-------|---------|---------|---------|--|--|

**NJTPA** *This improvement consists of resizing the three existing drainage systems. Runoff from adjacent properties and the highway will be treated by oil/grit separators. Severe soil erosion located on the westbound side of Route 22 near the abandoned bridge will be stabilized.*

**Funding Obligated**

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|       |    |   |     |       |         |         |  |  |  |
|-------|----|---|-----|-------|---------|---------|--|--|--|
| 96039 | 23 | <b>Hardyston Twp.,<br/>Silver Grove Road<br/>to Holland<br/>Mountain Road</b> | ROW | HPP20 | \$1.000 | \$1.000 |  |  |  |
|-------|----|---|-----|-------|---------|---------|--|--|--|

**NJTPA**

*Safety and drainage improvements within three sections of Rt. 23 in Hardyston Township, Sussex County totaling approximately 2.2 miles of Route 23. The sections are: "Northern/Laceytown Road section" in the vicinity of the Rt. 23 and Laceytown Road intersection, milepost 30.6 to 31.22; "Holland Mountain Road section", in the vicinity of the Holland Mountain Road intersection Improvements in the vicinity of milepost 30.9 will include the addition of shoulders as well as improving the horizontal alignment by straightening the reverse curves. In the vicinity of Lake Shore Road, improvements will include a two-way, left-turn lane and shoulder in each direction, with left-turn slots for turning movements to Lake Shore Road. At the request of the Township the left-turn lane will be extended to East Shore Trail. In the vicinity of Holland Mountain Road, Snufftown Road will be realigned to form a four-way, signalized intersection with Route 23 and Holland Mountain Road. The alignment will be upgraded to provide shoulder and adequate vertical sight distance and a left-turn slot will be provided for access to Holland Mountain Road and Snufftown Road as well as a two-way, left-turn lane. The Pacock Brook culvert will also be replaced. This project will be bicycle/pedestrian compatible.*

*This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed for construction is anticipated to be \$38.502 million.*

*The following special Federal appropriations have been allocated to this project: 1) FY06 SAFETEA-LU, HPP \$3,440,000 (ID# NJ 179)(available 20% per year); 2) FY 2006 PL109-115 (ID# NJ 278), \$1,700,000.*

Planned Authorization  
for FY 2009

|       |    |                                       |     |     |         |         |         |           |  |
|-------|----|---------------------------------------|-----|-----|---------|---------|---------|-----------|--|
| 9044A | 23 | <b>Sussex Borough<br/>Realignment</b> | DES | NHS | \$0.000 | \$3.700 | \$3.689 | 7/23/2009 |  |
|-------|----|---------------------------------------|-----|-----|---------|---------|---------|-----------|--|

**NJTPA**

*This project includes the reconfiguration of existing Route 23 that connects the intersection of Lower Unionville Road and Loomis Avenue which provides for a one way couple utilizing the existing highway section of Route 23 for northbound traffic, and utilizing the existing Walling Avenue and its extension up to the Lower Unionville Road intersection for Route 23 southbound traffic. The proposed one way roadway of Route 23 North will include one 12' travel lane, one 6' bike lane, and one 12' shoulder. The proposed one way roadway on Route 23 South will include one 12' travel lane, one 6' bike lane, and one 8' shoulder.*

Funding Obligated

|        |    |   |    |       |         |         |  |  |  |
|--------|----|---|----|-------|---------|---------|--|--|--|
| 9233B6 | 23 | <b>Long-term<br/>Interchange<br/>Improvements</b> | FA | HPP20 | \$1.000 | \$1.000 |  |  |  |
|--------|----|---|----|-------|---------|---------|--|--|--|

**NJTPA**

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

Planned Authorization  
for FY 2009

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

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|--------------|-------|---|-------|----------|------------------------|---------------------|---------------|----------------------|-----------------------------------|
| 93227B       | 27    | Oak Tree Road/Green Street, Intersection Improvements   | DES   | STP      | \$1.200                | \$1.200             |               |                      |                                   |
| NJTPA        |       | <i>Intersection improvements will include additional lanes, turning lanes, auxiliary lanes, revised signalization and widening of Oak Tree Road and Green Street. This project will be bicycle/pedestrian compatible.</i>   |       |          |                        |                     |               |                      | Funding Not Obligated/Not Needed  |
| 97079        | 27    | Renaissance 2000, Bennetts Lane to Somerset Street  | ROW   | STP      | \$1.700                | \$1.700             |               |                      |                                   |
| NJTPA        |       | <i>Three lanes of travel will be provided on Route 27 for the majority of the project limits, with a single travel lane in each direction and a center, two-way left-turn lane. Between Bennetts Lane and How Lane/Veronica Avenue, there will be one northbound lane and two southbound lanes. Additional lanes are provided at select intersections in response to traffic volume demand.</i>   |       |          |                        |                     |               |                      | Funding Not Obligated/Not Needed  |
| 146          | 27    | Six Mile Run Bridge (3E)  | CON   | BRIDGE   | \$4.800                | \$4.800             |               | 12/1/2009            |                                   |
| NJTPA        |       | <i>The existing structure will be replaced on the same alignment. The existing structure has two 11-foot travel lanes and shoulders of varying width. The new structure will have two 12-foot travel lanes and 10-foot shoulders, along with a sidewalk on the western side of the structure.</i>   |       |          |                        |                     |               |                      | FY09 Transition List              |
| 95102        | 27    | South Plainfield Branch (Lake Avenue Bridge)  | ROW   | STATE    | \$0.300                | \$0.300             |               |                      |                                   |
| NJTPA        |       | <i>This project will provide for the replacement of the Lake Avenue (Route 27) bridge over the abandoned South Plainfield Branch. The new structure will provide for four travel lanes. A new traffic signal will be provided for the intersection of Route 27 and Lake Avenue which will be hard wired to a revised traffic signal at the Route 27 intersection with Amboy Avenue. This project will be bicycle/pedestrian compatible.</i> |       |          |                        |                     |               |                      | Planned Authorization for FY 2009 |
| 93166        | 29    | West Amwell Twp., Drainage (Sheet Flow)   | CON   | ARRA-DOI | \$0.000                | \$2.200             | \$3.123       | 6/19/2009            |                                   |
| NJTPA        |       | <i>Various locations of the roadway between Old River Road and Lambertville experience flooding and icing conditions several times a year due to the lack of an adequate drainage system and debris found at the inlets. These conditions create the potential for accidents. This project will provide shoulders where feasible, inlets, piping and the construction of trench drains along Route 29.</i>                                  |       |          |                        |                     |               |                      | Funding Obligated                 |

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|---|--------|--|-------|--------|------------------------|---------------------|---------------|----------------------|--------------------------------------|
| 96040   | 34     | <b>Colts Neck,<br/>intersection<br/>improvements</b>   | FA    | DEMO   | \$0.245                | \$0.245             |               |                      |                                      |
| NJTPA   | CR 537 | <i>In support of the Access Management Plan for Rt. 34 in Colts Neck, this project will provide for operational/safety improvements to the intersection of State Rt. 34 and County Rt. 537 this will include considerations for bicycle and pedestrian activities. Please note: This is a "revisit". Previous efforts to provide operational improvements at this intersection resulted in a scheme that had prohibitive environmental impacts and very high costs. This project is also funded through a special appropriation of the FY 08 Omnibus Appropriations Bill, \$250,000.</i>           |       |        |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |
| 06368   | 35     | <b>Cheesequake Creek<br/>Bridge</b>  | DES   | BRIDGE | \$1.000                | \$1.000             | \$0.000       | 9/24/2009            |                                      |
| NJTPA   |        | <i>A design and construction contract is required to repair, and the slow the rate of deterioration to this structure. Several elements of this bridge exhibit severe deterioration and if no significant repairs are initiated, the useful service life of this structure will be compromised. Since the complete replacement of this structure is considered unworkable, it is recommended that this rehabilitation effort be undertaken. The rehabilitation design may likely result in more than one construction contract; however, at this time, only one construction project is shown.</i> |       |        |                        |                     |               |                      | Funding Obligated                    |
| 06368   | 35     | <b>Cheesequake Creek<br/>Bridge</b>  | DES   | STP-NJ | \$0.000                | \$1.500             | \$2.511       | 9/24/2009            |                                      |
| NJTPA   |        | <i>A design and construction contract is required to repair, and the slow the rate of deterioration to this structure. Several elements of this bridge exhibit severe deterioration and if no significant repairs are initiated, the useful service life of this structure will be compromised. Since the complete replacement of this structure is considered unworkable, it is recommended that this rehabilitation effort be undertaken. The rehabilitation design may likely result in more than one construction contract; however, at this time, only one construction project is shown.</i> |       |        |                        |                     |               |                      | Funding Obligated                    |
| 98539B  | 35     | <b>Eatontown Borough<br/>Downtown<br/>Redevelopment</b>  | FA    | DEMO   | \$0.250                | \$0.250             |               |                      |                                      |
| NJTPA   |        | <i>The Borough of Eatontown is currently studying plans to redevelop/reconstruct/revitalize their downtown business district. NJDOT is partnering with the borough in the development of their plans as it affects transportation on this portion of Route 35. Project DB numbers 98539A, B and C have been allocated funds with a total of \$4,846,556; (\$997,800 under Section 1403 of the FY 2001 Omnibus Consolidation Appropriations Act and \$3,848,754 under Section 1601 of the TEA-21 &amp; FY 2000/FY 2001 RABAs)</i>   |       |        |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |
| 98539A  | 35     | <b>Eatontown Borough<br/>Intersection<br/>Improvements</b>   | FA    | DEMO   | \$0.274                | \$0.274             | \$0.274       | 9/24/2009            |                                      |
| NJTPA   |        | <i>This project will investigate potential intersection improvements within this portion of Route 35. Project DB numbers 98539A, B and C have been allocated funds with a total of \$4,846,556; (\$997,800 under Section 1403 of the FY 2001 Omnibus Consolidation Appropriations Act and \$3,848,754 under Section 1601 of the TEA-21 &amp; FY 2000/FY 2001 RABAs).</i>   |       |        |                        |                     |               |                      | Funding Obligated                    |
| <i>The following special Federal appropriations were allocated to this project: FY 2001 Appropriations Bill, Sec. 378-45A, ID# NJ 074, NJ 075, PL 106-346, \$997,800 (balance available \$574,450).</i> |        |  |       |        |                        |                     |               |                      |                                      |

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|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|       |    |  |     |          |         |         |         |          |  |
|-------|----|--|-----|----------|---------|---------|---------|----------|--|
| 9147A | 35 | <b>Restoration,<br/>Berkley Twp. to<br/>Toms River Twp.<br/>(MP 0-4)</b> | DES | ARRA-DOI | \$0.000 | \$1.000 | \$1.499 | 4/8/2009 |  |
|-------|----|--|-----|----------|---------|---------|---------|----------|--|

**NJTPA**

*The project involves pavement restoration and drainage improvements from Island Beach State Park to 6th Avenue in Dover Township. This project provides increased pavement cross slopes to improve the drainage collection; the replacement of pipes and inlets within the Route 35 corridor; and the construction of new pipes on the side streets west of Route 35. The new pipes from Route 35 will connect the roadway collection points to the discharge points into Barnegat Bay. Flap-valves will be provided at new discharge points to restrict the bay water from entering the pipes during a high tide.*

Funding Obligated

*In addition, the improvements include realignment of the Route 35 southbound roadway. This realignment moves Route 35 out of the residential area. The ramp from Route 35 northbound into Seaside Heights Borough will be relocated to reroute vehicles to Grant Street rather than Sumner Avenue.*

*Sidewalks are included throughout the project limits. Crosswalks and the back-out areas will be constructed with a different material or texture to help to delineate the traveled way. Shoulder parking will be maintained; however, the shoulder widths will be increased to provide shared use for bicycles and parking.*

*The following special Federal appropriation was allocated to this project. SAFETEA-LU FY 2006 High Priority \$1,600,000 (available 20% per year). This allocation includes three restoration projects in Ocean County (DB 9147A, 9147C and 9147D).*

|       |    |  |     |          |         |         |         |          |  |
|-------|----|--|-----|----------|---------|---------|---------|----------|--|
| 9147C | 35 | <b>Restoration, Toms<br/>River Twp. to<br/>Mantoloking (MP 4-<br/>9)</b> | DES | ARRA-DOI | \$0.000 | \$1.000 | \$1.498 | 4/8/2009 |  |
|-------|----|--|-----|----------|---------|---------|---------|----------|--|

**NJTPA**

*This project includes the repair of selected PCC pavement slabs (exhibiting high severity distresses) as needed. The entire southbound roadway will be milled and resurfaced. Drainage improvements will include reprofiling/raising the southbound roadway and reconstruction of shoulders in areas of severe flooding. Additional drainage improvements will include replacing all CPM, reconstructing outfalls, adding new inlets/piping, and other existing piping not meeting capacity requirements, along with the construction of any other drainage appurtenances deemed necessary.*

Funding Obligated

*Sidewalks will be added to areas along the northbound roadway where it is currently non-existent to provide a continuous walkway. Sidewalks will be constructed along both sides of the southbound roadway for the entire length of the project. Safety improvements are anticipated at Route 35 northbound and Surf/Bayside Road. Pedestrian crosswalks and sidewalks will be installed.*

*The existing 10-foot travel lanes along Route 35 northbound do not meet current NJDOT standards; however, it has been determined that to maintain parking and pedestrian safety, no widening of the existing roadway section is proposed.*

*The following special Federal appropriation was allocated to this project. The following special Federal appropriation was allocated to this project. SAFETEA-LU FY 2006 High Priority \$1,600,000 (available 20% per year). This allocation includes three restoration projects in Ocean County (DB 9147A, 9147C and 9147D).*

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|--------------|-------|--|-------|-------|------------------------|---------------------|---------------|----------------------|-----------------------------------|
| 98539C       | 35    | <b>Shrewsbury<br/>Borough<br/>Intersection<br/>Improvements</b>  | PD    | DEMO  | \$1.000                | \$1.000             |               |                      |                                   |
| NJTPA        |       | <p>NJDOT is working with Shrewsbury Borough to achieve the common goal of reducing or slowing traffic as well as improving safety along this commuter corridor. Project DB numbers 98539A, B and C have been allocated funds with a total of \$4,846,556; (\$997,800 under Section 1403 of the FY 2001 Omnibus Consolidation Appropriations Act and \$3,848,754 under Section 1601 of the TEA-21 &amp; FY 2000/FY 2001 RABAs)</p>  |       |       |                        |                     |               |                      | Planned Authorization for FY 2009 |
| 95062        | 35    | <b>Eatontown</b>   | CON   | HPP10 | \$3.000                | \$9.967             | \$9.967       | 9/25/2009            |                                   |
| NJTPA        |       | <p>This project will realign Route 35 to provide a near 90-degree intersection with Route 36. Ramp C located at the southwest quadrant will be eliminated to avoid the weaving movement, and double left-turn lanes will be provided on the northbound approach of Route 35. A loop ramp will be constructed in the southeast quadrant. Some adjustments and changes will be made on existing ramps, including access modifications. Standard shoulders will be added to both sides of Route 35 south of the intersection. A third Route 35 northbound through lane will provide additional capacity at the intersection. A six-foot pedestrian refuge island will be constructed between northbound and southbound lanes of Route 35. Sidewalks and crosswalks will be constructed. The lane drop of the left lane of Route 36 eastbound east of the intersection was revised and extended to address safety problems. This project is being designed to be bicycle/pedestrian compatible.</p> <p>This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed for construction is anticipated to be \$17,000,000.</p> <p>The following Federal appropriations have been allocated to this project: 1)SAFETEA-LU FY 2005 High Priority \$1.60 million, (ID# NJ-184, avail. 20% per year); 2)Liberty Corridor, \$10.1 million, (ID# NJ-272); 3)Liberty Corridor, \$4.0 million, (ID# NJ-164, avail. 20% per year).</p> |       |       |                        |                     |               |                      | Funding Obligated                 |
| 95062        | 35    | <b>Eatontown</b>   | CON   | HPP20 | \$0.320                | \$5.040             | \$1.166       | 9/24/2009            |                                   |
| NJTPA        |       | <p>This project will realign Route 35 to provide a near 90-degree intersection with Route 36. Ramp C located at the southwest quadrant will be eliminated to avoid the weaving movement, and double left-turn lanes will be provided on the northbound approach of Route 35. A loop ramp will be constructed in the southeast quadrant. Some adjustments and changes will be made on existing ramps, including access modifications. Standard shoulders will be added to both sides of Route 35 south of the intersection. A third Route 35 northbound through lane will provide additional capacity at the intersection. A six-foot pedestrian refuge island will be constructed between northbound and southbound lanes of Route 35. Sidewalks and crosswalks will be constructed. The lane drop of the left lane of Route 36 eastbound east of the intersection was revised and extended to address safety problems. This project is being designed to be bicycle/pedestrian compatible.</p> <p>This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed for construction is anticipated to be \$17,000,000.</p> <p>The following Federal appropriations have been allocated to this project: 1)SAFETEA-LU FY 2005 High Priority \$1.60 million, (ID# NJ-184, avail. 20% per year); 2)Liberty Corridor, \$10.1 million, (ID# NJ-272); 3)Liberty Corridor, \$4.0 million, (ID# NJ-164, avail. 20% per year).</p> |       |       |                        |                     |               |                      | Funding Obligated                 |

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|--------------|-------|---|-------|--------|------------------------|---------------------|---------------|----------------------|-------------------|
| 95062        | 35    | Eatontown   | CON   | STP    | \$1.760                | \$1.760             | \$5.763       | 9/24/2009            |                   |
| NJTPA        | 36    | <p><i>This project will realign Route 35 to provide a near 90-degree intersection with Route 36. Ramp C located at the southwest quadrant will be eliminated to avoid the weaving movement, and double left-turn lanes will be provided on the northbound approach of Route 35. A loop ramp will be constructed in the southeast quadrant. Some adjustments and changes will be made on existing ramps, including access modifications. Standard shoulders will be added to both sides of Route 35 south of the intersection. A third Route 35 northbound through lane will provide additional capacity at the intersection. A six-foot pedestrian refuge island will be constructed between northbound and southbound lanes of Route 35. Sidewalks and crosswalks will be constructed. The lane drop of the left lane of Route 36 eastbound east of the intersection was revised and extended to address safety problems. This project is being designed to be bicycle/pedestrian compatible.</i></p> <p><i>This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed for construction is anticipated to be \$17,000,000.</i></p> <p><i>The following Federal appropriations have been allocated to this project: 1)SAFETEA-LU FY 2005 High Priority \$1.60 million, (ID# NJ-184, avail. 20% per year); 2)Liberty Corridor, \$10.1 million, (ID# NJ-272); 3)Liberty Corridor, \$4.0 million, (ID# NJ-164, avail. 20% per year).</i></p> |       |        |                        |                     |               |                      | Funding Obligated |
| 185          | 36    | Highlands Bridge over Shrewsbury River  | CON   | STATE  | \$58.010               | \$58.010            | \$58.010      |                      |                   |
| NJTPA        |       | <p><i>The existing double-leaf bascule structure will be replaced with a 65-foot high, fixed-span structure on a shifted alignment. The existing structure is 1,247 feet long and the roadway consists of four travel lanes with no median barrier and a sidewalk. In addition to the new structure, the following will also be provided: new approach ramps on the eastern side (Ramps J, Ramps K/L), new fender system, new pedestrian bridge over Route 36/Ocean Avenue and a new pedestrian bridge over Ocean Avenue. On the western side, reconfiguration of egress and acceleration from Bay and Highlands Avenue will be provided, as well as new toll booths for the National Park Service with new transitions to the toll plaza, and realignment of Ocean Avenue to the National Park toll facility with new turn-arounds.</i></p> <p><i>This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed for construction is anticipated to be \$114.266 million.</i></p>  |       |        |                        |                     |               |                      | Funding Obligated |
| 06369        | 37    | Mathis Bridge Eastbound over Barnegat Bay   | DES   | BRIDGE |                        | \$6.000             | \$2.200       | 9/25/2009            |                   |
| NJTPA        |       | <p><i>Several elements of this bridge exhibit severe deterioration and if no significant repairs are initiated, the useful service life of this structure will be compromised. Since the complete replacement of this structure is considered unfeasible, it is recommended that this rehabilitation effort be undertaken. The rehabilitation design may likely result in more than one construction contract; however, at this time, only one construction project is shown. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$35.0 million for construction.</i></p>  |       |        |                        |                     |               |                      | Funding Obligated |

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| DBNum<br>MPO | Route | Section/Description  | Phase | Fund   | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status                         |
|--------------|-------|--|-------|--------|------------------------|---------------------|---------------|----------------------|--------------------------------------|
| 06369        | 37    | <b>Mathis Bridge<br/>Eastbound over<br/>Barnegat Bay</b>   | ROW   | STATE  | \$0.500                | \$0.500             |               |                      |                                      |
| NJTPA        |       | <p><i>Several elements of this bridge exhibit severe deterioration and if no significant repairs are initiated, the useful service life of this structure will be compromised. Since the complete replacement of this structure is considered unfeasible, it is recommended that this rehabilitation effort be undertaken. The rehabilitation design may likely result in more than one construction contract; however, at this time, only one construction project is shown. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$35.0 million for construction.</i></p>   |       |        |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |
| 03304A       | 46    | <b>Beaver Brook<br/>Bridge Replacement<br/>(WB)</b>  | DES   | STATE  | \$0.100                | \$0.100             |               |                      |                                      |
| NJTPA        |       | <p><i>This project will replace the entirety of the Route 46 WB structure over Beaver Brook in White Township, Warren County. In addition to replacing the superstructure with a multi-beam system, improvements will include driving new piles, repairing the abutment seats and replacing the existing bearings.</i></p>   |       |        |                        |                     |               |                      | Planned Authorization<br>for FY 2009 |
| 98364        | 46    | <b>Broad Street Bridge<br/>Replacement and<br/>Operational<br/>Improvements</b>  | CON   | STP-NJ | \$0.000                | \$6.000             | \$0.000       |                      |                                      |
| NJTPA        |       | <p><i>Replacement of Superstructure and Rehabilitation of Substructure of the bridge (1607-154), Rt 46 over Broad Street. Due to a poor structural rating the decks on these bridges (EB &amp; WB) need replacement. Full closure of each bridge and Broad St. is required on successive weekends. A precast system is to be considered. US 46 will be resurfaced from the eastern limits of the US 46 project at Van Houten Ave. to Seventh Ave. It will be proposed that the utility work on the high-voltage energy lines will be done in advance of construction. Similar work on US 46 over the Ere-Lackawanna RR will be done so it should be feasible to do both locations at the same time. Because this is weekend work, this project may be merged with another in the area for the construction phase. Main St. over US 46 may be downscaled to a project involving substructure repairs and the addition of a cover plate on one of the bottom flanges. This work would be done on weekdays.</i></p> <p><i>The following Federal appropriation was allocated to this project. FY06 SAFETEA-LU/HPP \$500,000 and FY06 SAFETEA-LU/HPP, \$9,500,000 (available 20% per year). This appropriation also includes Route 46, Broad Street Bridge Replacement; Route 46/23/80 Interchange Improvements; and Route 46/23 Connector.</i></p> |       |        |                        |                     |               |                      | FY09 Transition List                 |
| 06371        | 46    | <b>Hackensack River<br/>Bridge</b>   | DES   | BRIDGE | \$2.230                | \$2.230             | \$2.548       | 11/19/2008           |                                      |
| NJTPA        |       | <p><i>A design and construction contract is required to repair, and to slow the rate of deterioration to this structure. Several elements of this bridge exhibit severe deterioration and if no significant repairs are initiated, the useful service life of this structure will be compromised. Since the complete replacement of this structure is considered unfeasible, it is recommended that this rehabilitation effort be undertaken. The rehabilitation design may likely result in more than one construction contract; however, at this time, only one construction project is shown.</i></p>   |       |        |                        |                     |               |                      | Funding Obligated                    |

# NJDOT FY2009 FINAL REPORT

## Statewide Transportation Improvement Program

| DBNum<br>MPO   | Route | Section/Description | Phase | Fund     | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status                      |
|--|-------|---------------------|-------|----------|------------------------|---------------------|---------------|----------------------|-----------------------------------|
| 93281  | 46    | Main Street, Lodi   | CON   | ARRA-DOI | \$0.000                | \$35.780            | \$39.897      | 3/13/2009            | Funding Obligated                 |
| <p><b>NJTPA</b></p> <p><i>This project includes major roadways and drainage improvements at the intersection of Route 46 and Main Street in the Borough of Lodi, Bergen County. The limit of the project for Rt. 46 is from M.P. 66.35 to M.P. 66.77. this project requires two bridge replacements, four new ramps, two new auxiliary lanes, a few retaining walls, several entire and parcels ROW takes, driveway access modifications, considerable amount of utility work, minor environmental related work and two new traffic signals. This project will be bicycle/pedestrian compatible.</i></p> <p><i>This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded construction project. Total construction funding needed is anticipated to be \$30,100,000.</i></p> <p><i>The following special Federal appropriations were allocated to this project: 1) FY 2002/Transportation and Community System Preservation Program, ID# NJA 12, \$1,000,000 (balance available \$0); 2) FY06 SAFETEA-LU/HPP, \$1,600,000 (ID# NJ 145), (available 20% per year); 3) FY 08 Omnibus Appropriations Bill, \$250,000.</i></p> |       |                     |       |          |                        |                     |               |                      |                                   |
| 93281  | 46    | Main Street, Lodi   | CON   | HPP20    | \$1.600                | \$1.600             |               | 3/1/2009             | Planned Authorization for FY 2009 |
| <p><b>NJTPA</b></p> <p><i>This project includes major roadways and drainage improvements at the intersection of Route 46 and Main Street in the Borough of Lodi, Bergen County. The limit of the project for Rt. 46 is from M.P. 66.35 to M.P. 66.77. this project requires two bridge replacements, four new ramps, two new auxiliary lanes, a few retaining walls, several entire and parcels ROW takes, driveway access modifications, considerable amount of utility work, minor environmental related work and two new traffic signals. This project will be bicycle/pedestrian compatible.</i></p> <p><i>This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded construction project. Total construction funding needed is anticipated to be \$30,100,000.</i></p> <p><i>The following special Federal appropriations were allocated to this project: 1) FY 2002/Transportation and Community System Preservation Program, ID# NJA 12, \$1,000,000 (balance available \$0); 2) FY06 SAFETEA-LU/HPP, \$1,600,000 (ID# NJ 145), (available 20% per year); 3) FY 08 Omnibus Appropriations Bill, \$250,000.</i></p> |       |                     |       |          |                        |                     |               |                      |                                   |
| 93281  | 46    | Main Street, Lodi   | CON   | DEMO     | \$0.250                |                     |               | 3/1/2009             | Planned Authorization for FY 2009 |
| <p><b>NJTPA</b></p> <p><i>This project includes major roadways and drainage improvements at the intersection of Route 46 and Main Street in the Borough of Lodi, Bergen County. The limit of the project for Rt. 46 is from M.P. 66.35 to M.P. 66.77. this project requires two bridge replacements, four new ramps, two new auxiliary lanes, a few retaining walls, several entire and parcels ROW takes, driveway access modifications, considerable amount of utility work, minor environmental related work and two new traffic signals. This project will be bicycle/pedestrian compatible.</i></p> <p><i>This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded construction project. Total construction funding needed is anticipated to be \$30,100,000.</i></p> <p><i>The following special Federal appropriations were allocated to this project: 1) FY 2002/Transportation and Community System Preservation Program, ID# NJA 12, \$1,000,000 (balance available \$0); 2) FY06 SAFETEA-LU/HPP, \$1,600,000 (ID# NJ 145), (available 20% per year); 3) FY 08 Omnibus Appropriations Bill, \$250,000.</i></p> |       |                     |       |          |                        |                     |               |                      |                                   |

# NJDOT FY2009 FINAL REPORT

## Statewide Transportation Improvement Program

| DBNum<br>MPO | Route | Section/Description  | Phase | Fund  | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status                      |
|--------------|-------|--|-------|-------|------------------------|---------------------|---------------|----------------------|-----------------------------------|
| 93281        | 46    | Main Street, Lodi  | CON   | STP   | \$13.863               |                     | \$0.772       |                      |                                   |
| NJTPA        |       | <p><i>This project includes major roadways and drainage improvements at the intersection of Route 46 and Main Street in the Borough of Lodi, Bergen County. The limit of the project for Rt. 46 is from M.P. 66.35 to M.P. 66.77. this project requires two bridge replacements, four new ramps, two new auxiliary lanes, a few retaining walls, several entire and parcels ROW takes, driveway access modifications, considerable amount of utility work, minor environmental related work and two new traffic signals. This project will be bicycle/pedestrian compatible.</i></p> <p><i>This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded construction project. Total construction funding needed is anticipated to be \$30,100,000.</i></p> <p><i>The following special Federal appropriations were allocated to this project: 1) FY 2002/Transportation and Community System Preservation Program, ID# NJA 12, \$1,000,000 (balance available \$0); 2) FY06 SAFETEA-LU/HPP, \$1,600,000 (ID# NJ 145), (available 20% per year); 3) FY 08 Omnibus Appropriations Bill, \$250,000.</i></p> |       |       |                        |                     |               |                      | Planned Authorization for FY 2009 |
| 97115        | 46    | Main Street, Netcong   | CON   | STATE | \$3.845                | \$3.845             | \$3.845       |                      |                                   |
| NJTPA        |       | <p><i>Intersection improvements include realignment of the intersection approaches, installation of a new traffic signal to be coordinated with the adjacent at-grade railroad crossing on Main Street, and left-turn lanes on Route 46. This project will be bicycle/pedestrian compatible.</i></p>   |       |       |                        |                     |               |                      | Funding Obligated                 |
| 9233B3       | 46    | Passaic Avenue to Willowbrook Mall   | DES   | HPP20 | \$1.300                | \$2.300             | \$2.361       | 3/19/2008            |                                   |
| NJTPA        |       | <p><i>Route 46 will be widened between Passaic Avenue and Willowbrook Mall, from four lanes to six lanes using the existing shoulders as an additional travel lane. New shoulders will be constructed adjacent to the current shoulders; however, no right of way acquisition will be required. No widening will take place on the bridge structure; however, the existing shoulders will be used as an additional travel lane. Interim structural repairs are required for structure number 0722157. This will include deck repair, repairs to the abutments, sidewalk and bridge railing. The bridge deck will be restriped to accommodate three traffic lanes. Four sign structures will also be constructed.</i></p> <p><i>The following Federal appropriations were allocated to this project: 1) FY06 SAFETEA-LU/HPP \$500,000 (ID# NJ 263); 2) FY06 SAFETEA-LU/HPP, \$9,500,000 (ID# NJ 247) (available 20% per year). This appropriation also includes Route 46, Broad Street Bridge Replacement; Route 46/23/80 Interchange Improvements; and Route 46/23 Connector; 3) FY 2006 SAFETA-LU, \$4,000,000 (ID# NJ 188).</i></p>                  |       |       |                        |                     |               |                      | Planned Authorization for FY 2009 |
| 224          | 46    | Section 7L & 8K  | CON   | STATE | \$32.730               | \$32.347            | \$27.691      |                      |                                   |
| NJTPA        | 15    | <p><i>The project will realign and widen Route 46 from Pequannock Street in the east to Princeton Avenue in the west. The existing Route 46 bridges over the NJ Transit Railroad/Rockaway River and the Morristown &amp; Erie Railroad will be demolished and replaced with new structures. The existing Rt. 46 and Rt. 15 grade-separated intersection will be reconstructed as a grade-level T intersection. The proposed T-intersection will allow direct access between Routes 46 and 15 in all directions. The intersection will be signalized and will maintain two through travel lanes in each direction. The proposed improvements will replace the existing structurally-deficient bridges and will upgrade this stretch of Route 46 to current design standards which include increasing the bridge under clearances, improving the roadway profile, widening the travel lanes, adding shoulders in each direction and adding dedicated turning lanes. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$62.3 million.</i></p>             |       |       |                        |                     |               |                      | Funding Obligated                 |

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## Statewide Transportation Improvement Program

| DBNum<br>MPO | Route  | Section/Description  | Phase | Fund    | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status                      |
|--------------|--------|--|-------|---------|------------------------|---------------------|---------------|----------------------|-----------------------------------|
| 97062A       | 57     | <b>Corridor Scenic Preservation</b>  | ERC   | STATE   | \$0.100                | \$0.100             |               |                      |                                   |
| NJTPA        |        | <p><i>This is an innovative pilot program to restore, preserve and enhance scenic beauty and to preserve mobility in the Route 57 corridor from Route 22 to Route 182. Funding may be used to acquire landscape parcels, scenic easements, or farmland preservation easements on land abutting or within the viewshed of Route 57, as well as to advance landscape, pedestrian safety and operational improvements within the towns and villages in the corridor. This program will benefit Smart Growth in the corridor.</i></p>  |       |         |                        |                     |               |                      | Planned Authorization for FY 2009 |
| 97062B       | 57     | <b>CR 519 Intersection Improvement</b>   | PD    | HPP20   | \$0.000                | \$0.691             | \$0.000       |                      |                                   |
| NJTPA        | CR 519 | <p><i>The project will provide operational and safety improvements at the Rt. 57 and CR 519 intersection. The intersection approaches will be widened to provide turning lanes and shoulders. The project includes replacement of two structures over the Lopatcong Creek; the existing bridges, on Rt. 57, immediately to the east of the intersection and on Rt. 519, immediately to the north of the intersection will be demolished and reconstructed further away from the immediate vicinity of the intersection. In order to accomplish this, the Lopatcong Creek will also be relocated.</i></p> <p><i>The following special Federal appropriation was allocated to this project. 1) FY 2004/Section 115/H17 \$1,300,000 (balance available \$1,300,000), ID# NJ088; 2)FY06 SAFETEA-LU/HPP, \$2,160,000 (available 20% per year), ID# NJ225.</i></p> |       |         |                        |                     |               |                      | Planned Authorization for FY 2009 |
| 97062B       | 57     | <b>CR 519 Intersection Improvement</b>   | PD    | DEMO    | \$0.000                | \$1.300             | \$0.000       |                      |                                   |
| NJTPA        | CR 519 | <p><i>The project will provide operational and safety improvements at the Rt. 57 and CR 519 intersection. The intersection approaches will be widened to provide turning lanes and shoulders. The project includes replacement of two structures over the Lopatcong Creek; the existing bridges, on Rt. 57, immediately to the east of the intersection and on Rt. 519, immediately to the north of the intersection will be demolished and reconstructed further away from the immediate vicinity of the intersection. In order to accomplish this, the Lopatcong Creek will also be relocated.</i></p> <p><i>The following special Federal appropriation was allocated to this project. 1) FY 2004/Section 115/H17 \$1,300,000 (balance available \$1,300,000), ID# NJ088; 2)FY06 SAFETEA-LU/HPP, \$2,160,000 (available 20% per year), ID# NJ225.</i></p> |       |         |                        |                     |               |                      | Planned Authorization for FY 2009 |
| 05398        | 78     | <b>East of Tunnel Road to East of Beaver Brook, Resurfacing</b>  | CON   | I-MAINT | \$6.577                | \$0.577             |               |                      |                                   |
| NJTPA        |        | <p><i>This project consists of milling and resurfacing I-78 in the eastbound and westbound directions from milepost 10.0 to 18.00. No changes will be made between the existing and the proposed cross section. All lane widths, shoulder widths and right of way widths will remain the same.</i></p> <p><i>This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed for construction is anticipated to be \$17.177 million.</i></p>  |       |         |                        |                     |               |                      | Funding Not Obligated/Not Needed  |

# NJDOT FY2009 FINAL REPORT

## Statewide Transportation Improvement Program

| DBNum<br>MPO | Route | Section/Description | Phase | Fund | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status |
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|-------|----|--|-----|-----|----------|----------|---------|------------|--|
| 98545 | 78 | <b>Garden State Parkway, Interchange 142</b> | CON | NHS | \$23.705 | \$16.305 | \$6.474 | 11/19/2008 |  |
|-------|----|--|-----|-----|----------|----------|---------|------------|--|

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

**Funding Obligated**

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

*The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$23,064,737 (balance available \$8,859,172).*

*This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$190.90 million.*

|       |    |  |     |       |          |          |          |  |  |
|-------|----|--|-----|-------|----------|----------|----------|--|--|
| 98545 | 78 | <b>Garden State Parkway, Interchange 142</b> | CON | STATE | \$20.000 | \$20.000 | \$18.000 |  |  |
|-------|----|--|-----|-------|----------|----------|----------|--|--|

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

**Funding Obligated**

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

*The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$23,064,737 (balance available \$8,859,172).*

*This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$190.90 million.*

|        |    |   |     |       |         |         |  |  |  |
|--------|----|---|-----|-------|---------|---------|--|--|--|
| NS0309 | 78 | <b>Pittstown Road (Exit 15), Interchange Improvements</b> | LPD | HPP20 | \$0.758 | \$0.758 |  |  |  |
|--------|----|---|-----|-------|---------|---------|--|--|--|

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

**Planned Authorization for FY 2009**

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

# NJDOT FY2009 FINAL REPORT

## Statewide Transportation Improvement Program

| DBNum<br>MPO | Route | Section/Description | Phase | Fund | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status |
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|-------|----|---|-----|---------|----------|----------|----------|----------|--|
| 06410 | 80 | Eastbound, West of Hope-Johnsonburg Road to East of Ledgewood Avenue, Resurfacing | CON | I-MAINT | \$22.800 | \$31.000 | \$32.545 | 3/3/2009 |  |
|-------|----|---|-----|---------|----------|----------|----------|----------|--|

NJTPA

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

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

Funding Obligated

|       |    |   |     |          |         |          |          |          |  |
|-------|----|---|-----|----------|---------|----------|----------|----------|--|
| 07310 | 80 | Eastbound, West of Madison Avenue to Polify Road, Resurfacing | CON | ARRA-DOI | \$0.000 | \$15.000 | \$15.937 | 4/6/2009 |  |
|-------|----|---|-----|----------|---------|----------|----------|----------|--|

NJTPA

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

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

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

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

Funding Obligated

# NJDOT FY2009 FINAL REPORT

## Statewide Transportation Improvement Program

| DBNum<br>MPO | Route | Section/Description | Phase | Fund | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status |
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|       |    |  |     |       |          |         |  |          |  |
|-------|----|--|-----|-------|----------|---------|--|----------|--|
| 07310 | 80 | <b>Eastbound, West of Madison Avenue to Polify Road, Resurfacing</b> | CON | STATE | \$10.960 | \$0.000 |  | 3/1/2009 |  |
|-------|----|--|-----|-------|----------|---------|--|----------|--|

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

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

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

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

|                                     |
|-------------------------------------|
| Funding Not<br>Obligated/Not Needed |
|-------------------------------------|

|        |    |  |     |       |         |         |         |  |  |
|--------|----|--|-----|-------|---------|---------|---------|--|--|
| 00371B | 80 | <b>Parsippany-Troy Hills Roadway Improvement</b> | ROW | STATE | \$0.600 | \$0.295 | \$0.295 |  |  |
|--------|----|--|-----|-------|---------|---------|---------|--|--|

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

*This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding is anticipated to be \$86.6 million.*

|                   |
|-------------------|
| Funding Obligated |
|-------------------|

# NJDOT FY2009 FINAL REPORT

## *Statewide Transportation Improvement Program*

| DBNum<br>MPO | Route | Section/Description | Phase | Fund | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status |
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
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|-------|----|--|-----|----------|---------|----------|----------|-----------|--|
| 07311 | 80 | Westbound, East of South Beverwyck Road to West of the Route 23 Interchange, Resurfacing | CON | ARRA-DOI | \$0.000 | \$11.500 | \$11.502 | 3/30/2009 |  |
|-------|----|--|-----|----------|---------|----------|----------|-----------|--|

**NJTPA**

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

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

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

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

Funding Obligated

|       |    |   |     |       |          |          |  |  |  |
|-------|----|---|-----|-------|----------|----------|--|--|--|
| 07309 | 80 | Westbound, West of Route 23 Interchange to East of Squirrelwood Road, Resurfacing | CON | STATE | \$10.000 | \$10.000 |  |  |  |
|-------|----|---|-----|-------|----------|----------|--|--|--|

**NJTPA**

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

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

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

Planned Authorization for FY 2009

# NJDOT FY2009 FINAL REPORT

## Statewide Transportation Improvement Program

| DBNum<br>MPO | Route | Section/Description   | Phase | Fund    | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status      |
|--------------|-------|---|-------|---------|------------------------|---------------------|---------------|----------------------|-------------------|
| 00371A       | 80    | <b>I-80/I-287 Safety Improvement</b>  | CON   | HPP20   | \$0.800                | \$0.800             | \$0.570       | 12/17/2008           |                   |
| NJTPA        | 287   | <p><i>This project will provide for the reconstruction of Ramp D (connecting I-287 northbound to I-80 westbound) and Ramp B (connecting I-80 westbound to I-287 northbound). Both ramps have been associated with above average vehicular turnovers and loss of control accidents. The deceleration lane for Ramp D will also be reconstructed. Acceleration lane improvement work for Ramp H (connecting I-80 eastbound to I-287 northbound) will also be included. The I-287 northbound structure over Littleton Road will be widened.</i></p> <p><i>The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, \$800,000 (available 20% per year) (ID# NJ163).</i></p>          |       |         |                        |                     |               |                      | Funding Obligated |
| 00371A       | 80    | <b>I-80/I-287 Safety Improvement</b>  | CON   | I-MAINT | \$13.370               | \$13.370            | \$11.611      | 12/17/2008           |                   |
| NJTPA        | 287   | <p><i>This project will provide for the reconstruction of Ramp D (connecting I-287 northbound to I-80 westbound) and Ramp B (connecting I-80 westbound to I-287 northbound). Both ramps have been associated with above average vehicular turnovers and loss of control accidents. The deceleration lane for Ramp D will also be reconstructed. Acceleration lane improvement work for Ramp H (connecting I-80 eastbound to I-287 northbound) will also be included. The I-287 northbound structure over Littleton Road will be widened.</i></p> <p><i>The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, \$800,000 (available 20% per year) (ID# NJ163).</i></p>          |       |         |                        |                     |               |                      | Funding Obligated |
| 04326B       | 120   | <b>Paterson Plank Road from Route 17 to Murray Hill Boulevard</b>   | CON   | STATE   | \$20.132               | \$8.132             | \$6.990       |                      |                   |
| NJTPA        |       | <p><i>This improvement entails the widening of Paterson Plank Road (AKA Route 120) as well as complimentary intersection improvements. Problems include an intersection bottleneck at Murray Hill Boulevard and Gotham Parkway. Improvements include widening the intersection to accommodate additional lanes through the intersection on Paterson Plank Road and constructing an exclusive right-turn lane from Paterson Plank Road to Gotham Parkway, thereby eliminating right turning movements of traffic from the through lane. This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$32.132 million.</i></p> |       |         |                        |                     |               |                      | Funding Obligated |

# NJDOT FY2009 FINAL REPORT

## Statewide Transportation Improvement Program

| DBNum<br>MPO | Route | Section/Description | Phase | Fund | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status |
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|       |     |  |     |     |         |         |         |           |  |
|-------|-----|--|-----|-----|---------|---------|---------|-----------|--|
| 07312 | 130 | Southbound, North of Deans Road to Vicinity of Lawrence Brook, Resurfacing | CON | NHS | \$2.285 | \$2.285 | \$1.716 | 5/12/2009 |  |
|-------|-----|--|-----|-----|---------|---------|---------|-----------|--|

**NJTPA** *The scope of this project is to preserve the integrity of the roadway by maintaining the pavement structure, improving ride quality and restoring skid resistance. The Pavement Management System has identified this highway segment as deficient in both ride quality and surface distress. The existing southbound roadway within the project limits consists of two 12-foot concrete travel lanes except between mileposts 80.21 - 80.30 where a third asphalt lane exists. The outside shoulder consists of asphalt. The opposing traffic is separated by a grass median.*

*The suggested roadway treatments are for the concrete lanes, concrete pavement rehabilitation followed by micro-surfacing and then overlay with a two-inch hot mix asphalt; the asphalt lane will have an overlay of two-inches of hot mix asphalt; the outside shoulder will be milled to an average depth of one inch and then have an overlay of two inches of hot mix asphalt.*

**Funding Obligated**

|       |     |  |     |          |         |          |         |  |  |
|-------|-----|--|-----|----------|---------|----------|---------|--|--|
| 09359 | 195 | NJ Turnpike to East of Imlaystown-Hightstown Rd. | CON | ARRA-DOI | \$0.000 | \$12.500 | \$0.000 |  |  |
|-------|-----|--|-----|----------|---------|----------|---------|--|--|

**NJTPA** *Mill 3" Pave 5", Guiderail, Drainage (Inlet & Manhole Extension Frames/Reconstruction). Rresurface Bridge Decks.*

**Planned Authorization for FY 2009**

|       |     |                           |     |        |         |         |          |           |  |
|-------|-----|---------------------------|-----|--------|---------|---------|----------|-----------|--|
| 94060 | 206 | Crusers Brook Bridge (41) | DES | BRIDGE | \$1.000 | \$1.000 | \$13.052 | 12/8/2008 |  |
|-------|-----|---------------------------|-----|--------|---------|---------|----------|-----------|--|

**NJTPA** *This project will provide for the replacement of the existing structure which is in poor condition due to the condition of the superstructure and inadequate deck geometry. Also, the structure is potentially scour critical since the existing abutments are not founded on piles. The structure will be widened from 30 feet to 44 feet to include full 10-foot shoulders instead of the current 3-foot shoulders. The piers and abutments will be founded on piles. The piers will be wide enough to accommodate a separate pedestrian walkway on the west side of the bridge.*

**Planned Authorization for FY 2009**

|       |     |   |     |     |          |          |          |           |  |
|-------|-----|---|-----|-----|----------|----------|----------|-----------|--|
| 94044 | 206 | Main Street, Chester, intersection improvements | CON | NHS | \$10.785 | \$10.785 | \$13.052 | 12/8/2008 |  |
|-------|-----|---|-----|-----|----------|----------|----------|-----------|--|

**NJTPA** **CR 513** *This project will improve the Route 206/CR 513 intersection by adding a left-turn lane in each direction on Route 206. There are no plans to widen CR 513. Unless provided by others, the project will also include the addition of a traffic signal and left-turn lanes in each direction in the vicinity of MP 86.85 (shopping center entrance). Provisions will also be made for an unsignalized southbound left-turn lane into Colby Farm Road in Chester Township at approximately MP 86.55. Route 206 will have 15-foot outside lanes which are bicycle compatible. The intersection of Route 206/CR 513 will include improved pedestrian crossings. The project will also include sidewalks along Route 206 (replacement of existing sidewalks as well as construction of supplemental sidewalks).*

**Funding Obligated**

*The following Federal appropriations were allocated to this project. FY06 SAFETEA-LU/HPP \$1,600,000 (ID# NJ 123),(available 20% per year)*

# NJDOT FY2009 FINAL REPORT

## Statewide Transportation Improvement Program

| DBNum<br>MPO | Route | Section/Description | Phase | Fund | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status |
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|       |     |  |     |       |         |         |         |  |  |
|-------|-----|--|-----|-------|---------|---------|---------|--|--|
| 94044 | 206 | Main Street,<br>Chester,<br>intersection<br>improvements | CON | HPP20 | \$1.515 | \$1.515 | \$1.140 |  |  |
|-------|-----|--|-----|-------|---------|---------|---------|--|--|

|       |        |   |  |  |  |  |  |  |  |
|-------|--------|---|--|--|--|--|--|--|--|
| NJTPA | CR 513 | <p><i>This project will improve the Route 206/CR 513 intersection by adding a left-turn lane in each direction on Route 206. There are no plans to widen CR 513. Unless provided by others, the project will also include the addition of a traffic signal and left-turn lanes in each direction in the vicinity of MP 86.85 (shopping center entrance). Provisions will also be made for an unsignalized southbound left-turn lane into Colby Farm Road in Chester Township at approximately MP 86.55. Route 206 will have 15-foot outside lanes which are bicycle compatible. The intersection of Route 206/CR 513 will include improved pedestrian crossings. The project will also include sidewalks along Route 206 (replacement of existing sidewalks as well as construction of supplemental sidewalks).</i></p> |  |  |  |  |  |  |  |
|-------|--------|---|--|--|--|--|--|--|--|

Drawdown Line Item -  
Not Fully Obligated

*The following Federal appropriations were allocated to this project. FY06 SAFETEA-LU/HPP \$1,600,000 (ID# NJ 123),(available 20% per year)*

|     |         |  |     |       |         |         |  |          |  |
|-----|---------|--|-----|-------|---------|---------|--|----------|--|
| 779 | 206 Byp | Mountain View<br>Road to Old<br>Somerville Road<br>(14A 15A) | UTI | STATE | \$5.000 | \$5.000 |  | 5/1/2009 |  |
|-----|---------|--|-----|-------|---------|---------|--|----------|--|

|       |  |  |  |  |  |  |  |   |  |
|-------|--|--|--|--|--|--|--|---|--|
| NJTPA | <p><i>This project will provide for construction of a segment of Route 206 on new alignment, bypassing a segment of existing highway which has serious congestion and safety problems. The new segment of roadway will consist of four 12-foot travel lanes, two 12-foot outside shoulders, two five-foot inside shoulders, a 20-foot grass median, and two 15-foot outside borders.</i></p> |  |  |  |  |  |  | <p style="border: 1px solid black; padding: 2px;">Planned Authorization<br/>for FY 2009</p> |  |
|-------|--|--|--|--|--|--|--|---|--|

*Advance utility work will be performed on the Duke Energy pipeline, Buckeye pipeline and AT&T facilities.*

*This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$120.1 million.*

|       |     |  |     |       |         |         |  |  |  |
|-------|-----|--|-----|-------|---------|---------|--|--|--|
| 04305 | 280 | Harrison Township<br>Operational<br>Improvements | LFA | HPP10 | \$2.000 | \$2.000 |  |  |  |
|-------|-----|--|-----|-------|---------|---------|--|--|--|

|       |   |  |  |  |  |  |  |   |  |
|-------|---|--|--|--|--|--|--|---|--|
| NJTPA | <p><i>This project proposes consolidation of interstate ramps at a single location at the east end of Harrison to serve access needs to the southeastern part of town and alleviate traffic bottlenecks. The feasibility assessment is being handled as a local lead project.</i></p> |  |  |  |  |  |  | <p style="border: 1px solid black; padding: 2px;">Planned Authorization<br/>for FY 2009</p> |  |
|-------|---|--|--|--|--|--|--|---|--|

*The following special Federal appropriations were allocated to this project: 1) SAFETEA-LU FY 2005: Transportation Improvements \$3,000,000 (ID# NJ 265); 2) High Priority Funding \$2,000,000 and \$8,000,000 (ID# NJ 249); these amounts are available over a five-year period. 3) FY 2005/Interstate Maintenance \$1,000,000 (ID# NJA 239), (balance available \$661,333); 4) FY 2005/National Corridor Planning and Border Development program \$992,000 (ID# NJA 49),(balance available \$992,000); 5) FY06 SAFETEA-LU \$3,000,000 and \$8,000,000 (ID# NJ 210),(available 20% per year).*

# NJDOT FY2009 FINAL REPORT

## Statewide Transportation Improvement Program

| DBNum<br>MPO | Route | Section/Description | Phase | Fund | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status |
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|       |     |  |     |         |         |         |         |          |  |
|-------|-----|--|-----|---------|---------|---------|---------|----------|--|
| 07308 | 287 | <b>North of Ramapo River to the Vicinity of Franklin Avenue, Resurfacing</b> | CON | I-MAINT | \$3.953 | \$9.653 | \$5.775 | 4/6/2009 |  |
|-------|-----|--|-----|---------|---------|---------|---------|----------|--|

**NJTPA**      *The scope of this project is to preserve the integrity of this segment of interstate highway by restoring the structural capacity, ride quality and skid resistance of the pavement.*

Funding Obligated

*The suggested travel lane rehabilitation is structural overlay consisting of milling 2 1/2 inch depth and resurfacing with a 4 1/2 inch hot mix asphalt. Outside shoulders will be milled to an average depth of one inch and resurfaced with a two-inch hot mix asphalt. Substandard guide rail will be upgraded to meet current standard.  
Drainage work will be limited to the resetting of inlets if necessary to meet the raised pavement surface. No utility work is anticipated.*

|       |     |   |     |          |         |          |          |           |  |
|-------|-----|---|-----|----------|---------|----------|----------|-----------|--|
| 07307 | 287 | <b>Vicinity of Stelton Road to Vicinity of Main Street, Resurfacing</b> | CON | ARRA-DOI | \$0.000 | \$36.500 | \$35.901 | 6/25/2009 |  |
|-------|-----|---|-----|----------|---------|----------|----------|-----------|--|

**NJTPA**      *The existing roadway consists of three 12-foot asphalt travel lanes and 12-foot asphalt outside shoulder in each direction, separated by a grass median and/or concrete median barrier curb. This segment of the interstate highway has received a Final Pavement Ranking of 3.08 and was ranked 31 on the FY 2007 Pavement Projects List which is generated by the Pavement Management System.*

Funding Obligated

*The riding lanes of this segment of highway exhibit low severity cracking, minimal raveling, low severity patching and low severity longitudinal joint cracking. The acceleration and deceleration lanes exhibit moderate cracking.*

*The suggested treatment is to mill one inch and resurface with two inches of Hot Mix Asphalt. On the deceleration and acceleration lanes, the suggested treatment consists of milling two inches and resurface with three inches of Hot Mix Asphalt. Substandard guide rail will be upgraded to meet current standards. Drainage work will be limited to the resetting of inlets if necessary to meet the raised pavement surface. No utility work is anticipated. The primary scope of this project is to preserve the integrity of the interstate system by maintaining the structural capacity of the pavement, improving the riding quality and restoring skid resistance.*

*Deck replacements will be included for three structures: Route 287 NB & SB bridges over Possuntown Road, and Route 287 NB Ramp A over Ramp B at Easton Avenue. Other bridge decks within the project limits do not require rehabilitation and pavement will be transitioned to meet the existing bridge decks. Existing vertical clearances will be maintained at all underpasses.*

# NJDOT FY2009 FINAL REPORT

## Statewide Transportation Improvement Program

| DBNum<br>MPO | Route | Section/Description | Phase | Fund | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status |
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|       |     |   |     |       |          |         |  |          |  |
|-------|-----|---|-----|-------|----------|---------|--|----------|--|
| 07307 | 287 | <b>Vicinity of Stelton Road to Vicinity of Main Street, Resurfacing</b> | CON | STATE | \$20.000 | \$0.000 |  | 2/1/2009 |  |
|-------|-----|---|-----|-------|----------|---------|--|----------|--|

**NJTPA**

The existing roadway consists of three 12-foot asphalt travel lanes and 12-foot asphalt outside shoulder in each direction, separated by a grass median and/or concrete median barrier curb. This segment of the interstate highway has received a Final Pavement Ranking of 3.08 and was ranked 31 on the FY 2007 Pavement Projects List which is generated by the Pavement Management System.

Funding Not Obligated/Not Needed

The riding lanes of this segment of highway exhibit low severity cracking, minimal raveling, low severity patching and low severity longitudinal joint cracking. The acceleration and deceleration lanes exhibit moderate cracking.

The suggested treatment is to mill one inch and resurface with two inches of Hot Mix Asphalt. On the deceleration and acceleration lanes, the suggested treatment consists of milling two inches and resurface with three inches of Hot Mix Asphalt. Substandard guide rail will be upgraded to meet current standards. Drainage work will be limited to the resetting of inlets if necessary to meet the raised pavement surface. No utility work is anticipated. The primary scope of this project is to preserve the integrity of the interstate system by maintaining the structural capacity of the pavement, improving the riding quality and restoring skid resistance.

Deck replacements will be included for three structures: Route 287 NB & SB bridges over Possumtown Road, and Route 287 NB Ramp A over Ramp B at Easton Avenue. Other bridge decks within the project limits do not require rehabilitation and pavement will be transitioned to meet the existing bridge decks. Existing vertical clearances will be maintained at all underpasses.

|       |     |                              |     |       |         |         |         |  |  |
|-------|-----|------------------------------|-----|-------|---------|---------|---------|--|--|
| 99379 | 440 | <b>High Street Connector</b> | ERC | STATE | \$0.500 | \$0.500 | \$0.500 |  |  |
|-------|-----|------------------------------|-----|-------|---------|---------|---------|--|--|

**NJTPA**

This project will provide connector ramps and a roadway system linking the Perth Amboy waterfront redevelopment area and Route 440.

Funding Obligated

This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed for construction is anticipated to be \$2.5 million.

|       |     |  |     |          |         |         |         |          |  |
|-------|-----|--|-----|----------|---------|---------|---------|----------|--|
| 09308 | 440 | <b>JFK Boulevard to 22nd Street, Resurfacing</b> | CON | ARRA-DOI | \$0.000 | \$4.000 | \$3.398 | 6/2/2009 |  |
|-------|-----|--|-----|----------|---------|---------|---------|----------|--|

**NJTPA**

This project will resurface Rt. 440 in Hudson County between mileposts 18.9 - 20.3. Work to be done will involve milling and paving. Priority #6 in the PMS Maintenance Resurfacing List.

Funding Obligated

|       |     |   |     |       |         |         |  |  |  |
|-------|-----|---|-----|-------|---------|---------|--|--|--|
| 06373 | 495 | <b>Route 1&amp;9/Paterson Plank Road Bridge</b> | ROW | STATE | \$0.300 | \$0.300 |  |  |  |
|-------|-----|---|-----|-------|---------|---------|--|--|--|

**NJTPA**

A design and construction contract is required to repair, and to slow the rate of deterioration to this structure. Several elements of this bridge exhibit severe deterioration and if no significant repairs are initiated, the useful service life of this structure will be compromised. Since the complete replacement of this structure is considered unworkable, it is recommended that this rehabilitation effort be undertaken. The rehabilitation design may likely result in more than one construction contract; however, at this time, only one construction project is shown. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$50.649 million.

Planned Authorization for FY 2009

# NJDOT FY2009 FINAL REPORT

## Statewide Transportation Improvement Program

| DBNum<br>MPO | Route | Section/Description | Phase | Fund | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status |
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|
|--------------|-------|---------------------|-------|------|------------------------|---------------------|---------------|----------------------|--------------|

|         |    |                           |     |          |         |         |         |          |  |
|---------|----|---------------------------|-----|----------|---------|---------|---------|----------|--|
| FS09392 | 78 | EB Roadway Rehabilitation | CON | ARRA-DOI | \$0.000 | \$6.500 | \$4.744 | 6/3/2009 |  |
|---------|----|---------------------------|-----|----------|---------|---------|---------|----------|--|

NJTPA *This project will involve replacement or existing concrete slabs and pavement reconstruction.*

Funding Obligated

|         |    |  |     |          |         |          |          |  |  |
|---------|----|--|-----|----------|---------|----------|----------|--|--|
| FS09370 | 78 | Union/Essex Rehabilitation, Contract C | CON | ARRA-DOI | \$0.000 | \$18.900 | \$20.155 |  |  |
|---------|----|--|-----|----------|---------|----------|----------|--|--|

NJTPA *The purpose of the project is to perform extensive repairs and safety improvements to this section of I-78. This includes rubblization and overlay of the existing pavement, reconstruction of existing concrete pavement with a bituminous pavement box, drainage improvements and the replacement of conduit and manholes for ITS improvements.*

Funding Obligated

|         |         |   |     |         |         |         |         |  |  |
|---------|---------|---|-----|---------|---------|---------|---------|--|--|
| FSN0947 | CR 512/ | CR 512/517, Resurfacing, Hunterdon County | CON | ARRA-NJ | \$0.000 | \$1.796 | \$0.000 |  |  |
|---------|---------|---|-----|---------|---------|---------|---------|--|--|

NJTPA *The proposed projects consist of 2" of pavement milling, 2" of resurfacing, drainage inlet replacement, traffic stripes and loop detector replacement. The work will not extend below the pavement box. All noncompliant storm drain inlets that come into contact with resurfacing work will be replaced pursuant to New Jersey Pollutant Discharge Elimination System (NJPDES) requirements, including the installation of eco-compliant inlet grates with "ECO" heads and bicycle safe grates. The project will restore the pavement to the original design cross section and profile. There will be no regrading of roadside berms or slopes. All work will be done within the limits of the existing pavement (edge of pavement to edge of pavement) and the roadway will not be widened. There are no guiderail, sidewalk replacements or utility relocations.*

FY09 Transition List

*Proposed improvements are to occur at the following locations:*

1. County Route 512 (Fairmount Road) M.P. 1.65 to M.P. 7.6;
2. County Route 517 (Old Turnpike Road) MP 5.0 to MP 5.8.

|         |        |                                |     |         |         |         |         |  |  |
|---------|--------|--------------------------------|-----|---------|---------|---------|---------|--|--|
| FSN0941 | CR 519 | CR 519, Roadway Rehabilitation | CON | ARRA-NJ | \$0.000 | \$0.819 | \$0.000 |  |  |
|---------|--------|--------------------------------|-----|---------|---------|---------|---------|--|--|

NJTPA *This resurfacing project involves reclamation of the existing base course and subgrade, providing a stronger subgrade, and replacing the base course and surface course with new material. Long life pavement markings and reflective pavement markings will also be part of this project. Existing signs will be upgraded as part of this project.*

FY09 Transition List

**NJDOT FY2009 FINAL REPORT**  
*Statewide Transportation Improvement Program*

| DBNum<br>MPO | Route   | Section/Description                         | Phase | Fund    | Original<br>Prog. Amt. | Final Prog.<br>Amt. | Auth.<br>Amt. | Auth./Sched.<br>Date | Final Status |
|--------------|---------|---|-------|---------|------------------------|---------------------|---------------|----------------------|--------------|
| FSN0947      | CR 623/ | CR 623/625,<br>Resurfacing<br>Hunterdon Co. | CON   | ARRA-NJ | \$0.000                | \$1.924             | \$0.000       |                      |              |

**NJTPA**

*The proposed projects consist of 2" of pavement milling, 2" of resurfacing, drainage inlet replacement, traffic stripes and loop detector replacement. The work will not extend below the pavement box. All noncompliant storm drain inlets that come into contact with resurfacing work will be replaced pursuant to New Jersey Pollutant Discharge Elimination System (NJDES) requirements, including the installation of ecocompliant inlet grates with "ECO" heads and bicycle safe grates. The project will restore the pavement to the original design cross section and profile. There will be no regrading of roadside berms or slopes. All work will be done within the limits of the existing pavement (edge of pavement to edge of pavement) and the roadway will not be widened. There are no guiderail, sidewalk replacements or utility relocations.*

FY09 Transition List

*Proposed improvements are to occur at the following locations:*

1. County Route 623 (Hamden Road, Allertown Road and Wellington Drive) M.P. 0.0 to M.P. 1.8;
2. County Route 625 (Mechlin's Corner Road) MP 0.0 to MP 4.8.

|                    |                    |                    |                    |
|--------------------|--------------------|--------------------|--------------------|
| <b>Grand Total</b> | <b>\$1,009.055</b> | <b>\$1,379.898</b> | <b>\$1,053.641</b> |
|--------------------|--------------------|--------------------|--------------------|