

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

Bergen County

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

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

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

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

Comments:

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

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

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

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

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

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

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

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

Comments:

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

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

The project is supported by the Meadowlands Regional Chamber.

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

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

Plan: Updated 5/28/09:

The final design submission is due in August, 2009.

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

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

Utilities: Utility relocation schemes are in progress.

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

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

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

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

Comments:

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

Essex County

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

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

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

Comments:

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

Cost: \$1.250 billion

Environment: Unknown

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

Row: Unknown

Utilities: Unknown

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

Rte. 1&9 Sec. Pulaski Skyway Interim Repairs

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

Comments:

Interim repairs.

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

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

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

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

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

Comments:

Environment: Environmental document has been approved.

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

Utilities: Minimal

Hudson County

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

69th Street Bridge

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

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

Comments:

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

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

Environment: No new issues at this time.

Plan: Updated July 29, 2009

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

Final Design is almost complete.

Row: No new issues at this time.

Schedule: Final Design is almost complete.

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

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

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

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

Comments:

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

Cost: \$1.250 billion

Environment: Unknown

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

Row: Unknown

Utilities: Unknown

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

Rte. 1&9 Sec. Pulaski Skyway Interim Repairs

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

Comments:

Interim repairs.

DBNUM 051

Counties: Hudson

Municipalities: Jersey City

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

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

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

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

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

Comments:

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

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

Cost: Draft update of financial management plan submitted.

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

Revised permits approved on 7/21/08.

Plan: 7/9/09

Construction initiated late 10/08.

Row: All ROW available.

Schedule: Project under construction.

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

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

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

DBNUM 99417

Counties: Bergen Hudson

Municipalities: East Rutherford Boro Secaucus Town

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

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

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

Comments:

Plan: Updated: 7/30/09

Project is in Design phase.

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

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

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

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

Comments:

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

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

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

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

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

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

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

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

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

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

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

Comments:

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

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

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

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

Row: Right-of-Way acquisitions proceeding.

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

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

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

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

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

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

Comments:

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

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

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

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

Row: No impacts with this contract.

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

Utilities: No issues to date.

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

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

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

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

Comments:

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

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

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

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

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

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

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

DBNUM **053C**

Counties: Hudson

Municipalities: Jersey City

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

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

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

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

Comments:

Community: This project has public support.

Cost: No new issues at this time.

Environment: No new issues at this time.

Plan: Updated July 29, 2009.

The project is going through the Smart Solution Process.

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

This report has been reviewed by the Department.

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

Row: No new issues at this time.

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

Utilities: There are extensive Utility Relocations for this project.

DBNUM **06373**

Counties: Hudson

Municipalities: North Bergen Twp.

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

A design and construction contract is required to repair, and to slow the rate of deterioration to this structure. Several elements of this bridge exhibit severe deterioration and if no significant repairs are initiated, the useful service life of this structure will be compromised. Since the complete replacement of this structure is considered 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 construction funding needed is expected to be \$50,649,000.

Comments:

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

Environment: CED Documents approved on January 2, 2008.

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

Row: Temporary easements are required during construction.

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

Utilities: No issue at this time.

Middlesex County

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

Tremley Point Access Local Roadway Improvements

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

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

Comments:

Status not available.

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

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

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

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

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

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

Comments:

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

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

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

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

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

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

Comments:

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

Public Information Center held on November 24, 2008.

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

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

Plan: Preliminary Design Submission July 2008

Final Design Submission Scheduled for January 2010.

Row: All ROW acquisition underway.

Schedule: Advanced utilities summer 2009

advertisement December 2010

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

Monmouth County

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

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

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

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

Comments:

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

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

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

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

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

Comments:

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

Plan: The project is in construction.

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

Morris County

DBNUM **00371B** Counties: Morris

Municipalities: Parsippany-Troy Hills Twp

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

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

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

Comments:

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

Cost: Estimated construction cost is \$94 million.

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

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

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

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

Plan: Updated on 7/28/09

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

Row: ROW acquisition process is underway.

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

Utilities: The Utility Agreement process is underway.

Ocean County

DBNUM **076C**

Counties: Ocean

Municipalities: Lakewood Twp. Toms River Twp.

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

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

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

Comments:

Concept Development in FY 2010 and FY 2011.

DBNUM **06369**

Counties: Ocean

Municipalities: Toms River Twp.

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

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

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

Comments:

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

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

Plan: Awaiting funding to finalize design contract.

Row: Minimal.

Schedule: Begin Design 8/09

Final Design Submission 4/10

Designer PS&E 5/10

Advertise 6/10

Utilities: Will be finalized during design.

DBNUM **00357**

Counties: Ocean

Municipalities: Stafford Twp. Ship Bottom Boro

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

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

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

Comments:

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

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

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

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

Plan: The project is in Preliminary Design.

Row: Minimal ROW acquisition may be required.

Schedule: The project schedule has been finalized.

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

Passaic County

DBNUM 799

Counties: Bergen Passaic

Municipalities: Rutherford Boro Lyndhurst Twp. Clifton City

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

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

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

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

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

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

Comments:

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

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

The project is supported by the Meadowlands Regional Chamber.

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

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

Plan: Updated 5/28/09:

The final design submission is due in August, 2009.

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

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

Utilities: Utility relocation schemes are in progress.

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

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

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

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

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

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

Comments:

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

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

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

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

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

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

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

Total ROW estimate: \$20.7 M

Schedule: Updated: 6/24/09

Funding: FD: FY 2008

ROW: FY 2009

Con: FY 2012

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

Somerset County

DBNUM 779

Counties: Somerset

Municipalities: Hillsborough Twp.

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

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

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

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

Comments:

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

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

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

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

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

Plan: Updated on 7/28/09

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

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

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

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

DBNUM 04389

Counties: Somerset

Municipalities: Bedminster Twp. Bridgewater Twp.

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

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

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

Comments:

Community: Support projects conceptual design.

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

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

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

Row: TBD

Schedule: TBD

Utilities: TBD

Union County

DBNUM **06318F** Counties: Union

Municipalities: Elizabeth City

North Avenue Corridor Improvement Project (NACI)

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

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

Comments:

Status not available.

DBNUM **9324A** Counties: Union Middlesex

Municipalities: Linden City Carteret Boro

Tremley Point Access Local Roadway Improvements

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

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

Comments:

Status not available.

DBNUM **98545** Counties: Union

Municipalities: Hillside Twp. Union Twp.

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

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

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

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

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

Comments:

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

A public hearing has been completed.

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

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

Plan: As of 5/28/09:

The project is currently under construction.

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

Schedule:

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

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

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

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

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

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

Comments:

Environment: Environmental document has been approved.

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

Utilities: Minimal

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

T97 Access to Region's Core (ARC)

Counties: Various

Municipalities Various

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

CMAQ:

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

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

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

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

PROJECT COMPONENTS:

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

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

General Information:

Funding Notes:

Milestone:

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

Issues:

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

Transit Activities:

Next Quarter (9/30/2009):

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

Baseline Budget:

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

ARC-PE

General Information:

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

Milestone:

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

Baseline Budget:

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

Study and Dev - ARC FEIS

General Information:

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

Milestone:

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

Issues:

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

Baseline Budget:

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

Counties: Various

Municipalities Various

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

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

CMAQ:

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

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

PROJECT COMPONENTS:

Ridgewood Station ADA Improvements

Ridgewood Station ADA Improvements

General Information:

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

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

Milestone:

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

Issues:

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

Transit Activities:

Next Quarter (9/30/2009):

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

Baseline Budget:

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

T05 Bridge and Tunnel Rehabilitation

Counties: Various

Municipalities Various

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

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

PROJECT COMPONENTS:

Lower Hack Drawbridge Drive Upgrade

Upper Hackensack Drawbridge Drive Replacement

Lower Hack Drawbridge Drive Upgrade

General Information:

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

Milestone:

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

Transit Activities:

Next Quarter (9/30/2009):

Close out the project.

Baseline Budget:

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

Upper Hackensack Drawbridge Drive Replacement

General Information:

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

Milestone:

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

Transit Activities:

Next Quarter (9/30/2009):

Start conduit and raceway installation for control and power wires.

Baseline Budget:

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

T199 Job Access and Reverse Commute Program

Counties: Various

Municipalities Various

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

Specific projects are identified at the MPO level.

PROJECT COMPONENTS:

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

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

General Information:

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

Transit Activities:

Next Quarter (9/30/2009):

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

Baseline Budget:

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

T550 Light Rail Vehicle Rolling Stock

Counties: Various

Municipalities Various

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

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

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

PROJECT COMPONENTS:

Hudson-Bergen LRT-MOS I

Hudson-Bergen LRT-MOS II

Hudson-Bergen LRT-MOS I

General Information:

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

Issues:

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

Transit Activities:

Next Quarter (9/30/2009):

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

Baseline Budget:

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

Hudson-Bergen LRT-MOS II

General Information:

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

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

Issues:

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

Transit Activities:

Next Quarter (9/30/2009):

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

Baseline Budget:

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

Counties: Hudson

Municipalities Kearney Secaucus

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

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

PROJECT COMPONENTS:

Study and Dev - Portal Bridge EIS

Study and Dev - Portal Bridge EIS

General Information:

Funding Notes:

Milestone:

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

Baseline Budget:

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

T135 Preventive Maintenance-Bus

Counties: Various

Municipalities Various

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

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

PROJECT COMPONENTS:

Preventative Maintenance - Bus

Preventative Maintenance - Bus

General Information:

Funding Notes:

Transit Activities:

Next Quarter (9/30/2009):

Anticipate grant awards.

Baseline Budget:

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

T39 Preventive Maintenance-Rail

Counties: Various

Municipalities Various

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

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

PROJECT COMPONENTS:

Preventative Maintenance - Rail

Preventative Maintenance - Rail

General Information:

General Project Notes: Funding Notes:

Transit Activities:

Next Quarter (9/30/2009):

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

Baseline Budget:

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

Counties: Various

Municipalities Various

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

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

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

PROJECT COMPONENTS:

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

Comet V Purchase (Debt Repay)

General Information:

Funding Notes: Last debt payment due in FY 2016.

Transit Activities:

Next Quarter (9/30/2009):

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

Dual Power Locomotive Purchase (26)

General Information:

Funding Notes:

Milestone:

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

Issues:

Issue: Project is proceeding on schedule.

Transit Activities:

Next Quarter (9/30/2009):

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

Baseline Budget:

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

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

General Information:

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

Milestone:

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

Transit Activities:

Next Quarter (9/30/2009):

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

Baseline Budget:

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

Multi-Level Coaches Base (103)

General Information:

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

Milestone:

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

Transit Activities:

Next Quarter (9/30/2009):

Continue to monitor FMI program and warranty on cars.

Baseline Budget:

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

Passaic-Bergen DMU (2)

General Information:

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

Milestone:

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

Transit Activities:

Next Quarter (9/30/2009):

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

Baseline Budget:

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

T37 Rail Support Facilities and Equipment

Counties: Various

Municipalities Various

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

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

PROJECT COMPONENTS:

MMC Expansion

MMC Expansion

General Information:

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

Milestone:

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

Transit Activities:

Next Quarter (9/30/2009):

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

Baseline Budget:

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

T150 Section 5310 Program

Counties: Various

Municipalities Various

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

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

PROJECT COMPONENTS:

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

General Information:

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

Transit Activities:

Next Quarter (9/30/2009):

Develop bid package and advertise for larger vehicles.

Baseline Budget:

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

T151 Section 5311 Program

Counties: Various

Municipalities Various

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

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

PROJECT COMPONENTS:

Local-Rural Transit Program Contracts (FY05-09)

Local-Rural Transit Program Contracts (FY05-09)

General Information:

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

Milestone:

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

Transit Activities:

Next Quarter (9/30/2009):

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

Baseline Budget:

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

T50 Signals and Communications/Electric Traction Systems

Counties: Various

Municipalities Various

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

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

PROJECT COMPONENTS:

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

Automatic Train Control (ATC)

General Information:

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

Milestone:

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

Issues:

Issue: There are no critical issues.

Transit Activities:

Next Quarter (9/30/2009):

Complete punch list work and as-built drawings revisions.

Baseline Budget:

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

Morristown Line Bi-Directional Signal Improvements

General Information:

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

Milestone:

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

Issues:

Issue: There are no critical issues.

Transit Activities:

Next Quarter (9/30/2009):

Continue design work. Award contracts for signal material.

Baseline Budget:

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

T42 Track Program

Counties: Various

Municipalities Various

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

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

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

PROJECT COMPONENTS:

Track Program

Track Program

General Information:

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

Transit Activities:

Next Quarter (9/30/2009):

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

Baseline Budget:

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

Counties: Various

Municipalities Various

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

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

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

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

PROJECT COMPONENTS:

ARC - Moynihan Station Fit-Out: Design

ARC - Moynihan Station Fit-Out: Design

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

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

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

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