

Status of FY 2010 Projects Over \$ 50 Million (NJDOT)

Bergen 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 Rt. 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. Rt. 3 at this location is the most congested freeway section in New Jersey.

The existing Rt. 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 \$172,794,000.

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

Comments:

PRS:

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 \$148,000,000.

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

Plan: Updated 5/21/11: The project is currently under construction.

Row: Right of Way has been acquired.

Schedule: The substantial completion date is October 15, 2013.

The completion date is December 14, 2013.

Utilities: Advanced Utility Relocations have been initiated.

DBNUM 103A1 Counties: Bergen Municipalities: Various

Rte. 17 Sec. Essex Street to South of Route 4 Mile posts: 10.19 - 12.04

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:

Capital Program Comments: Bergen County has the lead on this project. This project is in Concept Development.

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

The purpose of this program is to bring the nearly 80 year old Pulaski Skyway Bridge into a state of good repair, address the structural deficiencies and extend the service life of this historic structure. The Pulaski Skyway is an 18,480 ft. long steel structure that is a vital link in the Northern New Jersey/New York Metropolitan transportation network carrying over 67,000 vehicles a day. The Skyway carries Rt. 1&9 for three and a half miles over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities with a total deck area of over one million square feet.

Comments:

This project has been included in the line item DB# 11407, PANY&NJ-NJDOT Project Program.

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

Rte. 1&9 Sec. Pulaski Skyway Interim Repairs

Interim repairs for Rt. 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:

Work for this project will be done under DB# 11407, PANY&NJ-NJDOT Project Program.

DBNUM **9145** Counties: Essex Municipalities: Newark City

Rte. 21 Sec. Southbound Viaduct and Chester Avenue Bridge Mile posts: 4.30 - 4.70

This project will include the removal and repair of unsound concrete deck, deck joint replacement followed by an LMC concrete overlay. Miscellaneous superstructure steel repairs will be required on the approach spans. Isolation bearing replacements are necessary to stabilize the Viaduct in the event of seismic activity. The new bearings will also be instrumental in providing an increased vertical underclearance of several inches. Two structures - Route 21 over Chester Avenue immediately north of the viaduct have been added to the project.

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 \$49,300,000.

Comments:

PRS:

Community: A meeting was held with Newark in January 2004. They were in favor with the project as presented.

Cost: Construction cost is estimated for \$42 million.

Plan: Updated 6/3/11

FD funding authorized and FD work started on 10/13/09. Addition to SOW - Chester Avenue bridges. FHWA approved new proposed deck cross section. Scope change causes ROW impact and two parcels will be involved for various easements. Row: Two parcels will now be involved due to scope change.

Schedule: Project schedule revised due to scope addition (Chester Avenue structures -2). ROW involvement (2 parcels).

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 highway preventive maintenance, roadway reconstruction and safety improvements. The structure work includes concrete deck repair and deck joint reconstruction. Also, all bridges will be overlaid with HMA with waterproofing membrane. The drainage system will be upgraded to the current standards. It will include installation of new inlets, pipes, scuppers and down spouts, along the bridge piers. The ITS work includes installation of fiber optic cables to connect ITS 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 \$81,102,000.

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

Comments:

PRS:

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 require a modification of the STIP.

Utilities: Minimal

Rte. 280 Sec. Route 21 Interchange Improvements Mile posts: 13.80 - 15.20

West of the Stickel Bridge, the approach interchanges and ramps have four deficient bridges and also operational and safety problems due to lack of speed change lanes, shoulders and many ingress/egress decision points within very short distances. Existing partial interchanges result in missing directional links from the Newark central business district to the I-280 corridor. Preliminary analysis has resulted in concepts that would rehabilitate or replace this bridges and add, relocate or remove ramps and/or add auxiliary lanes and shoulders to I-280.

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 \$86,705,000.

Comments:

NEPA document is being prepared. Final Feasibility Assessment Report Addendum is submitted to FHWA. Section 106 MOA comments being resolved by NJDOT. Draft CED form is under review.

Hudson County

DBNUM **NS0311** Counties: Hudson

Municipalities: Hoboken City Union City

14th Street Viaduct

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.

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 \$45,000,000.

Comments:

Capital Program Comments: FY10 CON authorized: \$56.217 million.

DBNUM **09338B** Counties: Hudson

Municipalities: Jersey City

Greenville Yard and Lift Bridge – State-of-Good-Repair

The Port Authority will implement the replacement of the two northernmost Transfer Bridges (#9 and #10) with two new modern hydraulic bridges, the construction of associated rail track and fender infrastructure, the construction of a new barge, and the acquisition of approximately 41.5 acres of Greenville Yard property.

Comments:

PANYNJ project. No status available.

DBNUM **03356** Counties: Hudson Essex

Municipalities: Jersey City Kearny Town Newark City

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

The purpose of this program is to bring the nearly 80 year old Pulaski Skyway Bridge into a state of good repair, address the structural deficiencies and extend the service life of this historic structure. The Pulaski Skyway is an 18,480 ft. long steel structure that is a vital link in the Northern New Jersey/New York Metropolitan transportation network carrying over 67,000 vehicles a day. The Skyway carries Rt. 1&9 for three and a half miles over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities with a total deck area of over one million square feet.

Comments:

This project has been included in the line item DB# 11407, PANY&NJ-NJDOT Project Program.

DBNUM **08370** Counties: Hudson Essex

Municipalities: Jersey City Kearny Town Newark City

Rte. 1&9 Sec. Pulaski Skyway Interim Repairs

Interim repairs for Rt. 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:

Work for this project will be done under DB# 11407, PANY&NJ-NJDOT Project Program.

DBNUM **075A** Counties: Hudson

Municipalities: Kearny Town Jersey City

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

This project provides 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.

Comments:

This project has been included in the line item DB# 11407, PANY&NJ-NJDOT Project Program.

DBNUM **075B** Counties: Hudson Municipalities: Kearny Town Jersey City

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 \$128,000,000.

Comments:

This project has been included in the line item DB# 11407, PANY&NJ-NJDOT Project Program.

DBNUM **075C** Counties: Hudson Municipalities: Kearny Town Jersey City

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 \$142,000,000.

Comments:

This project has been included in the line item DB# 11407, PANY&NJ-NJDOT Project Program.

DBNUM **075D** Counties: Hudson Municipalities: Kearny Town Jersey City

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 \$275,000,000.

Comments:

This project has been included in the line item DB# 11407, PANY&NJ-NJDOT Project Program.

DBNUM **053C** Counties: Hudson Municipalities: Jersey City

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

This project provides funding for the 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 Rt. 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 \$184,000,000.

Comments:

This project has been included in the line item DB# 11407, PANY&NJ-NJDOT Project Program.

DBNUM 00314 Counties: Essex Hudson Municipalities: Newark City Harrison Town

Rte. 280 Sec. Route 21 Interchange Improvements Mile posts: 13.80 - 15.20

West of the Stickel Bridge, the approach interchanges and ramps have four deficient bridges and also operational and safety problems due to lack of speed change lanes, shoulders and many ingress/egress decision points within very short distances. Existing partial interchanges result in missing directional links from the Newark central business district to the I-280 corridor. Preliminary analysis has resulted in concepts that would rehabilitate or replace this bridges and add, relocate or remove ramps and/or add auxiliary lanes and shoulders to I-280.

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 \$86,705,000.

Comments:

NEPA document is being prepared. Final Feasibility Assessment Report Addendum is submitted to FHWA. Section 106 MOA comments being resolved by NJDOT. Draft CED form is under review.

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 unfundable, it is recommended that this rehabilitation effort be undertaken. The rehabilitation design may result in more than one construction contract; however, at this time, only one construction project is shown.

Comments:

PRS:

Community: Local officials briefing has been scheduled for early summer 2010.

Cost: Estimated total construction cost is approximately \$62 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 is under review for establishing Baseline. The Baseline award scheduled for Summer 2011.

Utilities: No issue at this time.

Middlesex County

DBNUM 08417

Counties: Middlesex

Municipalities: Plainsboro Twp. South Brunswick Twp. North Brunswick Twp.

Rte. 1 Sec. Forrestal Road to Aaron Road Mile posts: 13.30 - 22.50

This project will build upon the planning efforts as developed in the Rt. 1 Regional Growth Strategies. The focus will be improvements to address congestion and operational deficiencies along the portion of Rt. 1 within the Townships of Plainsboro, South Brunswick and North Brunswick between MP 13.30 and 22.50.

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). See also DB 93146.

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:

Capital Program Comments: HPP in DB# 93253. In 2012 CD.

PRS:

Community: The local municipalities have been engaged in a Route 1 Regional Growth Strategies initiative as led by NJDOT. This was to develop a vision for Smart Growth and planning within the corridor. Development is occurring within this area with the redevelopment of the Johnson and Johnson site. The possibility of Transit service improvements in the region with the installation of BRT and potentially a train station in North Brunswick are all being discussed.

Cost: The combined impacts to Utilities, ROW, and the Environment are all potentially extremely high and do not appear to be avoidable.

Environment: There are a number of streams and wetland areas in the area and adjacent to the roadway.

Plan: This is a dense corridor and the vision for future development is in place. With regional improvements to the Turnpike, NJ Transit and the County Road system, NJDOT will be asked to likewise provide the transportation system that supports this growth.

Row: Property values along the corridor are very high. Expansion of the roadway width with additional lanes will be costly.

Schedule: The corridor is approximately 8.5 miles in length. It is anticipated that the entire implementation may require a number of smaller projects to be advanced over a number of funding cycles.

Utilities: Regional Distribution Utility facilities are immediately adjacent to the existing roadway in both the northbound and southbound directions. A Major fiber optic cable exists beneath the Southbound shoulder. Any expansion of the roadway may require relocations which could be a substantial cost and percentage of the overall project.

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:

Monmouth County accepted the recommendation to repair the bascule span of the bridge - 98 feet long - for a total cost of \$4 million. This work will close the bridge for nine months beginning September 2011, with work complete and the bridge ready for reopening Memorial Day Weekend 2012. This will bring the bridge up to a weight posting of 15 tons.

DBNUM **NS9706** Counties: Monmouth Municipalities: Rumson Boro Sea Bright Boro

Rumson Road over the Shrewsbury River Mile posts: 22.31 & Rte. CR 520

Bridge S-32 carries CR 520, Rumson Road, across the Shrewsbury River between the Boroughs of Rumson and Sea Bright. This bridge serves as one of two evacuation and emergency routes in times of tidal flooding and coastal storms. The existing structure is in poor condition, with deterioration of major bridge components. Possible improvements such as rehabilitation or reconstruction of the structure will be studied.

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

Comments:

Capital Program Comments: Local Concept Development pilot.

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 Rt. 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:

Capital Program Comments: FY10 CON authorized: \$53.227 million

PRS:

Cost: Contract has been awarded to low bidder J.H. Reid on 12/21/07 for \$124,559,819 dollars.

Plan: The project is in construction.

This update was done on 07/11/02.

Schedule: 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 and Smith Road 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 and Smith Road 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 \$67,200,000.

Comments:

PRS:

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 \$68 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 5/26/11.

The project is in the Final Design phase of plan development. Due to the deteriorating conditions of the I-80 bridge decks over I-287 NB and Smith Road, the deck replacements for these two bridges had been advanced as an accelerated break-out project (Rt 80, Bridges over Rt 287 NB and Smith Road).

Row: ROW acquisition process is underway.

Schedule: Construction of this project is currently anticipated to start in the late Fall of 2012.

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

Under existing conditions, this corridor consistently experiences high levels of congestion and crashes both weekdays and weekend. 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:

Capital Program Comments: This project is programmed for Preliminary Engineering in FY 2017. PDWP 2012 CD.

DBNUM **9147C** Counties: Ocean Municipalities: Toms River Twp. Lavallette Boro Brick Twp.

Rte. 35 Sec. Restoration, Toms River Twp. to Mantoloking (MP 4-9) Mile posts: 4.00 - 9.00

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. No widening of the existing roadway section is proposed. 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 Rt. 35 northbound and Surf/Bayside Road. Pedestrian crosswalks and sidewalks will be installed.

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).

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 \$55,574,000.

Comments:

PRS:

Community: The project has community support.

Cost: Estimated total construction cost is \$47.6 M.

Environment: Approved Environmental Document.

Plan: Federal Stimulus Funds have been allocated to complete Final Design of the project. Consultant Agreement Addendum has been executed and the Consultant has been issued Notice to Proceed. Final Design activities are in progress.

Row: Preliminary ROW plans have been prepared and submitted.

Schedule: Project has been re-baselined after allocation of federal stimulus funds to complete Final Design. Construction could begin in summer 2011 pending availability of ROW and construction funds in a timely manner.

Utilities: There are 9 utilities in the project area. Aerial facilities will not be impacted, but underground utility impacts to water and gas facilities will be significant due to drainage crossings.

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 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:

PRS:

Community: Local meeting in Toms River on October 26, 2010 - Toms River officials only.

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: VE workshop held, June 3, 2011.

Row: None anticipated.

Schedule: PDS in July, 2011.

Utilities: Will be finalized during design.

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

Rt. 72 from just West of Marsha Drive in Stafford Township to Long Beach Boulevard in Borough of Ship Bottom; MP 25.5 to MP 28.74 known as Rt. 72 Manahawkin Bay Bridges project. The project comprises of rehabilitation of four bridges that are either structurally deficient, and/or functionally obsolete.(structure#'s 1513151 thru 154). A new bridge is also planned to be constructed just south of the Bay Bridge (structure #1513152). This project will also address intersection improvements at Marsha Drive and Rt. 72, as well as drainage and operational improvements in the Borough of Ship Bottom. One-way operations along Long Beach Blvd. and Central Ave. will be converted to two-way operations. A new pump station is also proposed to be constructed to resolve the flooding issues affecting the efficient operation of Rt. 72 within the project limits.

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

Comments:

Capital Program Comments: See DB# 11385, "Route 72, Manahawkin Bay Bridges, Contract 1A & 1B". Breakouts: 00357A/B/C.

CPS 12/21/2010 Recommended: Change the design to replacement of the complete superstructure for the existing Bay Bridge including the main girders. A cost increase is incurred for the design of \$2,614,840 and for the construction, \$33,577,109. This change in scope was recently approved by the Change Control Board.

CPC 1/19/2011 Approved: The CPC requested that the various contract break outs be identified (authorized by the CPC April 27, 2007). They are as follows:

Contract #1A & 1B (DB: 00357)
County: Ocean Municipality: Stafford Township
Mileposts: 25.38 – 28.74
Estimated project cost: \$35M

Contract #2 (DB: 00357A)
County: Ocean Municipality: Stafford Township
Mileposts: 26.46 – 27.75
Estimated project cost: \$168M

Contract #3 (DB: 00357B)
County: Ocean Municipality: Stafford Township
Mileposts: 26.14 – 28.24
Estimated project cost: \$25M

Contract #4 (DB: 00357C)
County: Ocean Municipality: Stafford Township
Mileposts: 26.46 – 27.5
Estimated project cost: \$84M

PRS:

Community: The Department has been conducting community outreach program with all the LBI 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 a full shoulders on three trestle bridges as presented to them in original IPA.

Cost: The revised construction cost estimate is \$ 232M.

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: Two entire takes are required for building a pump station in Ship Bottom. The Mayor of Ship Bottom requested a change in location of pump station on 11/17/2010. Department is evaluating the feasibility of shifting the pump station location.

Schedule: The project schedule has been finalized.

Utilities: There are numerous submarine utilities, mostly on 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 Rt. 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. Rt. 3 at this location is the most congested freeway section in New Jersey.

The existing Rt. 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 \$172,794,000.

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

Comments:

PRS:

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 \$148,000,000.

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

Plan: Updated 5/21/11: The project is currently under construction.

Row: Right of Way has been acquired.

Schedule: The substantial completion date is October 15, 2013.

The completion date is December 14, 2013.

Utilities: Advanced Utility Relocations have been initiated.

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 just east of the Valley Road interchange, Rt. 46 will be widened to provide shoulders and acceleration/deceleration lanes. A two-way service road will be constructed along WB Rt. 46. The Notch Road/Rifle Camp Road superstructure will be replaced and raised to improve vertical underclearance. A new bridge and interchange ramps will be constructed at Clove Road to provide access to Rt. 46 WB. At the intersection of Rt. 46 and Rt. 3, a three-lane section will replace the existing two-lane connections. Rt. 46 will be realigned to converge with Rt. 3 from the right side (not the left as presently exists). Complete interchange upgrades will be made. The project will require the removal of three structures and replacing them with four new bridge structures. A fifth bridge structure is proposed for the new Clove Rd. interchange. Each of these structures will be designed to meet minimum vertical underclearance of 15 feet, 6 inches. Culverts will be impacted as well. Bridge structures to be replaced: 1606173, 1607151, 160150, 1606167 (superstructure replacement). Culverts to be replaced: 1606170, 1606173. Culverts to be extended: 1606168, 1606171; Culverts to be abandoned: 1606172.

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 \$107,028,000.

Comments:

PRS:

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 Monclair 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: Revised Construction cost: \$150M.

Environment: CED for the original scope was approved in August 2003.

Preliminary Design was completed in Sep. 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 was authorized in Sep. 2009.

Total ROW estimate: \$20.7M

Schedule: Updated: 6/8/2011

Funding: CON FY14 , FY15, FY16, FY17, FY18 & FY19 (Current Capital Program)

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

Somerset County

DBNUM **98542** Counties: Somerset Municipalities: Bridgewater Twp.

Rte. 22 Sec. Chimney Rock Road Interchange Improvements Mile posts: 37.13

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, ID #NJ 053.

Comments:

Capital Program Comments: Project will be authorized in FY 2011.

DBNUM **779A** Counties: Somerset Municipalities: Hillsborough Twp.

Rte. 206 Bypass Sec. Bypass, Contract A, Hillsborough Road to Amwell Road (CR 514) Mile posts: 63.98 - 65.42 & Rte. CR 514

Breakout of the Rt. 206 Bypass project (DB#779). Contract A will provide for the construction of a segment of Rt. 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 two 12-foot travel lanes, two 10-foot outside shoulders, two 3-foot inside shoulders, a 15-foot grass median and two 15-foot outside borders. Four new bridges will be constructed: Rt. 206 Bypass over Homestead Road; Rt. 206 Bypass over CSX Railroad; Rt. 206 over Royces Brook; and Amwell Road (CR 514) over Rt. 206 Bypass. 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 \$79,363,000.

Comments:

Capital Program Comments: Bids received on 5/13/10 and CON awarded on 6/24/10. Construction started on August 3, 2010.

Construction is anticipated to be completed by February 2013.

PRS:

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

Cost: Bids were received on May 13, 2010 and awarded on June 24, 2010 to Carbro Constructors Corp. for \$43,173,319.10. The construction contract between the NJDOT and Carbro Constructors Corp. was executed on July 19, 2010. The contractor was given the Notice to Proceed on July 20, 2010.

Environment: The project will require a NJDEP Freshwater Wetland Individual Permit, Flood Hazard Area Individual Permit, reforestation plan, Highway Agency Storm Water Permit and Delaware & Raritan Canal Commission approval. The Flood Hazard Area Individual Permit and the Freshwater Wetlands Individual Permit for the project were issued by the NJDEP on October 26, 2009. The D&R Canal Commission approval was received on December 16, 2009. The reforestation plan was approved by the DEP on December 3, 2009.

Plan: Updated on 5/26/11

The project is a breakout project of the Route 206 Bypass project (UPC 960597) and will include the area between Amwell Road (CR 514) and Hillsborough Road. Advanced utility relocation construction is included in this project.

Row: Right-of-way has been acquired.

Schedule: Construction of this project started on August 3, 2010 and is anticipated to be completed by February 2013.

Advance Tree Cutting contract was advertised on October 8, 2009 and bids were received on October 29, 2009. The Route 206 Bypass Tree and Vegetation Removal contract was awarded to Joseph Defino Trucking Co., Inc. T/A Defino Contracting Co. on November 13, 2009 and construction was completed in April of 2010.

Utilities: Advance Utility Relocation construction plans for the Texas Eastern pipelines, Buckeye pipeline and AT&T facility have been prepared and the relocation work began in the late Spring of 2010.

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 Rt. 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 \$53,400,000.

Comments:

PRS:

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 \$64 million.

Environment: The Flood Hazard Area Individual Permit and the Freshwater Wetlands Individual Permit for the project were issued by the NJDEP on October 26, 2009. The reforestation plan approval was received from the DEP on December 3, 2009.

Environmental Re-evaluation received concurrence from FHWA on June 30, 2010. An Environmental Re-evaluation document (ER) was approved (concurrence) by FHWA on September 17, 1999. 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, Delaware & Raritan Canal Commission approval and a Highway Agency Storm Water Permit.

Plan: Updated on 5/26/11: The project, now known as 'Route 206 Bypass Contract B', is in the Final Design phase of plan development. The 'Smart Solutions' review of the project was completed on August 22, 2007. This project addresses the areas immediately north and south of the Route 206 Bypass Contract A breakout project (UPC 098006) and includes the area between Mountain View Road and Hillsborough Road as well as the area between Amwell Road (CR 514) and Old Somerville Road.

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. A Green Acres scoping hearing was held on August 31, 2010.

Schedule: Advanced Utility Relocation construction began in the late 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 has been prepared and work began in the late Spring of 2010 under the Route 206 Bypass Contract A project.

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 Avenue 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 Avenue 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:

PANYNJ is nearing completion of a pre-construction plan for proposed improvements on the project's three key segments. The traffic model is being calibrated to take into account recent design changes required by new FAA path height restrictions. The plan is expected to be available for shareholder review in the third quarter 2011. (5/6/11 update)

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 highway preventive maintenance, roadway reconstruction and safety improvements. The structure work includes concrete deck repair and deck joint reconstruction. Also, all bridges will be overlaid with HMA with waterproofing membrane. The drainage system will be upgraded to the current standards. It will include installation of new inlets, pipes, scuppers and down spouts, along the bridge piers. The ITS work includes installation of fiber optic cables to connect ITS 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 \$81,102,000.

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

Comments:

PRS:

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 require a modification of the STIP.

Utilities: Minimal

Status of FY 2010 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.

Status: On September 10, 2010, Governor Christie initiated a 30-day hold on new project activities to evaluate the Project's potential costs. The Governor subsequently halted the project on October 27,2010. No further activity will occur on this contract and closeout of the program is underway.

PROJECT COMPONENTS:

ARC01-A/B: Loop Track aMainline/bBoonton Line
ARC02-West End Wye Track
ARC03-AMTRAK Transmission Tower Relocations
ARC04-FRL Station Platforms & Viaduct
ARC05-NJ Surface Alignment - East of Secaucus Road
ARC06-NJ Surface Alignment - West of Secaucus Road
ARC07-Tonnelle Ave Underpass
ARC08-Palisades Tunnels
ARC09-Palisades Tunnels Internal Concrete & Portal Facilitie
ARC10-Hudson River Tunnel
ARC11-Hoboken Fan Plant & Hudson River Tunnel Internal Concr
ARC12-Manhattan Tunnels
ARC13R-Cavern & Shaft Excavation
ARC14-Dyer Ave Fan Plant
ARC15-12th Ave Fan Plant
ARC16R-Caverns & Shaft Lining
ARC17-Fit-out of NYPSE Entrances, 33 & 35 St. Fan Plants
ARC18-33rd and 35th St. Fan Plant Structures
ARC19-NYPSE Station Entrances Structures & Utilities
ARC20-Trackwork Installation
ARC21-Railroad Systems
ARC22-Kearny Yard Earth Work Management
ARC23-Kearny Yard Track & Site Work
ARC24-Kearny Yard Buildings
ARC25-Fan Plant MEP & Electrical Substation Installations
ARC-Dual Power Locomotives (10)
ARC-Force Account
ARC-Insurance
ARC-Multi-Level Vehicles (100)
ARC-PE
ARC-Project Control
ARC-Property Acquisition NJ
ARC-Property Acquisition NY

ARC-StartUp
ARC-Unallocated Contingency
Early Action Items PSNY Track 1-4 Pltfrm Ext-ARC
Study and Dev - ARC FEIS

Status of FY 2010 Projects Over \$ 50 Million (NJ Transit)

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.

T05 - Lower Hack Bridge Rehab - Phase II

Comments:

Funding Notes: The Project Complete and Closeout milestones were revised to reflect the actual completion date rather than the substantial completion date. The steel work on the east approach was completed ahead of schedule in December 2010, ahead of January 2011 anticipated completion. Interim Milestones for Steel Repairs - Complete (18.1) and Piers/Abutment Repairs - Complete (18.2) have been pushed back into the next quarter due to weather and force account issues. This is expected to have no impact on Project Completion. In April, concrete work has resumed on the piers and abutments and steel work continues on the east and west towers.

Status: Continued steel repairs on east and west towers and lift span. East approach repairs projected for this quarter were completed ahead of schedule in the last quarter. The Project completion date is anticipated to be 9/1/2011.

T05 - Upper Hackensack Drawbridge Drive Replacement

Comments:

Funding Notes: Project Complete and Closeout schedule was pushed back because of asbestos abatement work, slow construction work progress in this quarter due to severe cold weather and snow storms. Because of all the above a new budget will be required. Green sheet will be submitted next quarter.

Status: Asbestos abatement completed. Installation of wires and conduits is in progress. The project completion date is anticipated to be 3/1/2012.

T550 Light Rail Vehicle Rolling Stock

Counties: Hudson Essex **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.

T550 - Hudson-Bergen LRT-MOS I

Comments:

Funding Notes: The close out milestone was revised to reflect time needed by Mocco to resolve title issues.

Status: Title to Mocco's property purchase remains on the critical path to closeout.

T550 - Hudson-Bergen LRT-MOS II

Comments:

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: In April Procurement worked on preparing the final change order.

Status: Litigation proceeded under a court ordered case management schedule. Electronic discovery production of e-mails was completed January 17, 2011. The settlement discussions, conducted in parallel with the litigation, resulted in an agreement. The Board approved the settlement, the Governor's veto period expired and the settlement agreement has been signed by the three settling parties TRCRC, FKSB and NJ TRANSIT.

T55 Other Rail Station/Terminal Improvements**Counties:** Various**Municipalities** Various

Funding is provided for the design, land acquisition and construction of various stations, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program.

NB: The funds set aside for Jersey City Entrance to Pavonia-Newport Path Station will be administered to PATH for use on this project.

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

T55 - Newark Penn Sta. Plaza West Construction**Comments:**

General Project Notes: Limited funding for the construction of the project has been identified. The final design will be repackaged to include the priority bus lane only.

Funding Notes: Contract Amount for Contractor Anselmi and DeCicco reduced by \$200,000.00, added \$200,000.00 to Contract Amount for Contractor Anselmi and DeCicco under TTF funded Newark Penn Sta. Plaza East Construction (PRINTS ID NJT00090). In April, NJ Transit awaited FTA's approval of the budget revision.

Status: Provided FTA with a formal budget revision request. The project completion date is anticipated to be 12/1/2011.

T55 - Newark Penn Sta. Pltfrm D Imprv**Comments:**

General Project Notes: Facility survey and project scope development nearing completion.

Funding Notes: As a result of Executive level meetings with Amtrak on Platform E, platform repair alternatives will be explored with the intent of including structural repairs under this project to Platform D. The roof advertisement milestone 15 shifted due to document revisions required by DCA comments. Milestones 16 and 17 shifted accordingly.

Budget and Funding will be revised upon the conclusion of the discussions with Amtrak regarding the advancement of platform repairs.

In April:

Roof: NJ TRANSIT received NJDCA plan release. The bid package was completed, routed to procurement, and assigned to a contract specialist for advertisement. NJ TRANSIT issued the purchase order for the Amtrak PI (Project Initiation) and sent the signed forms to Amtrak for their signature. Platform: Discussion continued with Amtrak regarding the advancement of platform improvements.

Status:

Roof: The 100% design package was sent to NJDCA and conditionally approved pending transmittal of additional copies of the specifications. The Amtrak PI (Project Initiation) agreement terms were finalized with Amtrak. The PI (Project Initiation) was signed by NJ TRANSIT and the purchase requisition approved for issuance to Amtrak. Amtrak provided preliminary roof design comments, but has not provided formal design approval. The procurement package was prepared for advertisement.

Platform: Discussion continued with Amtrak regarding the advancement of platform improvements for Platform D. The project completion date is anticipated to be 5/1/2013.

T55 - Newark Penn Sta. Pltfrm E Imprv Incl PA/Sign(Incl AMTRAK-JB)

Comments:

General Project Notes: The 60% design and specifications have been completed and are being reviewed internally. After the review is complete, the preparation of the 100 % level design will begin.

Funding Notes: Platform repair alternatives continue to be explored in order to reduce costs with the intent of including more repair work to be completed on Platform D. The milestones for completion of the redesign have been adjusted accordingly as well as the procurement schedule. The roof advertisement milestone shifted due to document revisions required by NJDCA comments.

Budget and Funding revisions: Budget line items were reallocated without changing the overall budget. TTF funds in the amount of \$1.35 m were added to the project to supplement the Federal funding toward fully funding the project budget. Future funding revisions will transfer funds from the Platform D and Platform E extension projects.

In April:

Roof: NJ TRANSIT received NJDCA plan release. The bid package was completed, routed to procurement, and assigned to a contract specialist for advertisement. NJ TRANSIT issued the purchase order for the Amtrak PI (Project Initiation) and sent the signed forms to Amtrak for their signature.

Platform: NJ TRANSIT completed the 90% platform design, sent the draft Platform PI (Project Initiation) to Amtrak for review, and responded to Amtrak's first round of comments.

Status:

Roof: The 100% design package was sent to NJDCA and conditionally approved pending transmittal of additional copies of the specifications. The Amtrak PI (Project Initiation) agreement terms were finalized with Amtrak. The PI (Project Initiation) was signed by NJ TRANSIT and the purchase requisition approved for issuance to Amtrak. Amtrak provided preliminary roof design comments, but has not provided formal design approval. The procurement package was prepared for advertisement.

Platform: The early action work (structural investigation) was completed in January, and the information incorporated into the design and schedule. The 90% design package is near completion for distribution. \$297K was spent this quarter. The project completion date is anticipated to be 11/1/2013.

T55 - Newark Penn Sta. Pltfrm Extensions to CNJ

Comments:

General Project Notes: Feasibility analysis of the use of the CNJ Bridge that spans the Northeast Corridor for a pedestrian overpass to connect with the platform stairs and elevators has been completed. It has been determined that the platform E extension will be designed to connect to a pedestrian bridge across the Northeast Corridor located adjacent to the existing CNJ bridge that will provide access to platforms B, C and D. Preliminary design (30%) for platform E extension is continuing

Funding Notes: The milestones were pushed out to reflect the need to identify additional funding for this project.

Future funding revisions will transfer existing funding to the Newark Penn Station Platform E improvements project in order to drawdown aging grants.

Status: This project is on hold pending the identification of additional funding.

T55 - Plauderville Station High Level Platform Construction

Comments:

General Project Notes: Design contract was given to in-house design team. Funding Notes: Some changes were made to lines in the budget but did not affect the bottom line. Additional ARRA budget revisions are required to reduce the ARRA funds and allow for expenditures of Bergen Intermodal funds (NJ-15-0002) so as to facilitate closeout.

In April the contractor, began installation of the revised ceiling design.

Status: Electrical and IS systems were installed at various locations on the job site. Lights and IS components are now being installed and should be near completion by the end of this month. The project closeout completion date is anticipated to be 12/1/2011.

T55 - Rutherford Station Restoration - Interior

Comments:

Funding Notes: The project complete milestone was revised to reflect completion of window screens, which was a punch list item. Installation is now completed, but closeout was delayed. Awaiting final contractor's invoices to close out the commitments.

Status: Completed installation of window screens. The project closeout completion date is anticipated to be 5/1/2011.

T55 - Study and Dev - Old Bridge Intermodal Improvements

Comments:

Funding Notes: The milestones were again revised to reflect additional time needed to negotiate with the Turnpike on property acquisition.

Status: NJ TRANSIT awaited NJ Turnpike decision regarding their participation in park & ride site. The study completion date is anticipated to be 8/1/2011.

T55 - Wesmont Station - Construction (Wood-Ridge)

Comments:

General Project Notes: Project on schedule to meet TOD planned opening. Agreement pending.

Funding Notes: Funding for the project is as follows:

Developer/TTF: \$ 7.175 million

Prior Earmarks: \$ 3.050 million

FY10 Earmark: \$ 1.275 million

Total: \$11.500 million

In April, a public hearing was held in a continuation of the project's public outreach program with the municipal leadership of the Borough Wood Ridge and the Town's residents. TTF funds in the amount of \$116,000 was added to pay for ongoing design activities.

The milestones were revised to reflect the additional design effort and time that now needs to be expended in order to address concerns recently raised by the residents of the community located closest to the proposed new station, including a re-evaluation of the location of the station as well as the erection of a privacy wall. Impacts to the project's overall budget are unknown at this time but will become clearer and more definitive as each of the concerns recently raised is addressed.

Status: NJ TRANSIT received an amended Categorical Exclusion for the project. The consultant for the developer (WRDLLC) continued its preliminary design activities. The project completion date is anticipated to be 11/1/2012.

T112 Rail Rolling Stock Procurement

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.

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 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.

T112 - Comet V Purchase (Debt Repay)

Comments:

Funding Notes: Last debt payment due in FY 2016. Additional funding in the amount of \$29.719M from grant NJ-90-0093 was added to the project this quarter.

Status: A contractual payment of \$4,359m of federal funds was paid March 2011.

T112 - Dual Power Loco Purchase (10)

Comments:

Funding Notes: Schedule changed to reflect the new NTP date.

Budget was changed to reflect changes to the locomotive cost due to EUR/USD changes.

NTP (Notice To Proceed) is expected to be signed by the last day of April 2011.

Status: NJ TRANSIT extended the date when the options can be exercised with Bombardier. The project completion date is anticipated to be 11/1/2014.

T112 - Dual Power Loco Purchase (22)**Comments:**

Funding Notes: Activity Milestone shows a CSLQ (Change Since Last Quarter) of - 4 due to a change from "delivery date" to "enters revenue service date", not due to any actual change or delay in the project. This was done to make all internal equipment milestones documents similar.

Status: Held regular face to face project status meetings with the contractor. Held regular scheduled weekly internet based (WebEx) weekly status meeting with the contractor. Approved the vehicle level First Article Inspection (FAI) on locomotive #4501 and released it for shipment to Pueblo Colorado for continued testing. This completed the requirements for meeting milestone #13 (NJT Board Approval). Milestone #13 (NJT Board Approval) was approved and paid. Completed the interior portion of the maintainability demonstration and maintenance manuals review with the NJT Operations Maintenance department and Bombardier at the assembly facility in Kassel Germany. Locomotive # 4501 is in the USA and is being transported to the Transportation Test Center (TTC) in Pueblo Colorado. The project completion date (last vehicle enters revenue service) is anticipated to be 12/1/2012.

T112 - Multi-Level Coaches (100)**Comments:**

Funding Notes: Pre-award began in August 2011 when the contract was signed with Bombardier.

Status: Continue to review specifications and design improvements based on lessons learned from Multilevel vehicles. Plan First Article Inspection schedule for new suppliers and First Production inspections for car systems. The project completion date (last vehicle enters revenue service) is anticipated to be 7/1/2013.

T112 - Passaic-Bergen DMU (2)**Comments:**

Status: Project on hold.

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.

T37 - Hoboken Terminal Ferry Slip Rehabilitation**Comments:**

General Project Notes: Ferry Terminal Rehabilitation - Phase I project is complete. Phase II work has been awarded and work has begun on Contract. Funding Notes: The Project Completion date was pushed back to reflect additional change order work being performed on the Phase 3 project with no major impact on the budget.

An additional milestone was added for the Phase 4 projects which also moved out the milestones for the completion of the project.

The project budget was increased by \$8.140 million to reflect additional copper restoration and copper related roofing. Operating funding was removed from the project this quarter.

In April, NJ TRANSIT continued to work on the east vestibule, electrical distribution room, windscreen, HVAC, brick alley pavers, MWR siding and smaller finishes.

Status: Construction in the new ticketing and locker room area was completed. Reconstruction of the east vestibule continued. Barges/canopies were complete and are installed. Construction of the new electrical distribution room continued. The ceiling work including sprinklers and artwork has been completed. Wooden fendering system work was completed. Work continued on finishes to the project including the windscreen, HVAC, brick alley pavers, MWR siding and smaller finishes. Miscellaneous equipment testing and start-up took place. The project completion date is anticipated to be 6/1/2011.

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.

T50 - Automatic Engine Start-Stop System (AESS)**Comments:**

Funding Notes: In January MPI conducted the trial fit of major components on a PL42AC locomotive during the week of January 10, 2011. The Contractor (MPI) made two subsequent visits to the MMC to supervise / train Locomotive Shop personnel on the installation of AESS (Automatic Engine Start-Stop System) on locomotive no. 4031. As of March 31, the installation of the prototype was approximately 97% complete. The delay in completing the prototype installation was attributed to unanticipated problems with first - time wiring and mounting of sensor equipment. The project schedule was extended by three months.

Status: Following delivery of the first materials kit, the contractor supervised the installation of the kit over three visits to the MMC. Locomotive no. 4031 is the recipient of the first AESS system. As of March 31, 2011, most of the functionality testing and troubleshooting work had been completed. The project completion date (beneficial use) is anticipated to be 12/1/2012.

T50 - Morristown Line Bi-Directional Signal Improvements**Comments:**

Funding Notes: In April, work continued on signal system construction between Drew and Baker Interlockings.

Status: Construction of the new signal system was progressed east and west of Drew Interlocking. Modifications were started at Baker Interlocking. The project completion date is (operational use) is anticipated to be 6/1/2012.

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.

T42 - Enhanced Track Rehabilitation Project**Comments:**

Funding Notes: Total Project Cost is \$32,000,000. Breakdown of material and supplies by rail line are as follows; North Jersey Coast Line ties- \$1,032,457, Morristown/Montclair Line curve rail- \$452,563, and Hoboken Terminal slips, turnouts and diamond- \$1,470,053, Denville Interlocking (\$850,000-estimated) and Rare Interlocking (\$340,000-estimated). The completion date for Hoboken Terminal turnout work has been pushed back by 12 months account of the lack of track outage availability, special event service and work on other projects. The completion date for the Morristown/Montclair Line curve rail replacement has been pushed back six months to await the availability of a track outage.

In April, one turnout was installed and two constructed in Hoboken Yard.

Status: Built one turnout and one slip off track in Hoboken Terminal. Started unloading ties on Gladstone Line. The project completion date is anticipated to be 11/1/2012.

T42 - HBLRT Danforth Interlocking Construction

Comments:

Funding Notes: A revised Green Sheet was prepared that did not change the overall budget, but reallocated cost to reflect actual expenditures.

In April there will be verbal agreement on the finalized TFCRC tasks costs, and the as-built drawings and closeout activities will be progressed.

Status: The work was substantially completed, Milestone 19 (Project Complete), and all components of the Project were put into revenue service, January 31, 2011. A revenue service demonstration was performed and the Commissioning and the Safety Certification check-offs were completed. The NJDOT State Over Sight Agency reviewed and approved the System Safety Program Plan and Safety Certification Verification Report. The final report for the NJDEP was completed. The punchlist work and safety committee items were completed. The project closeout completion date is anticipated to be 12/1/2011.

T300 Transit Rail Initiatives

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.

T300 - Commuter Rail Rolling Stock Rehab

Comments:

Funding Notes: A budget revision was submitted increasing the budget by \$25.635 M.

Expenditures:

FY09 \$16,426,868
FY10 \$49,029,791
FY11 \$ 6,240,341

Status: Continued work on car and locomotive rehabilitation. The project completion date (100% expended) is anticipated to be 6/1/2011.

T300 - Edison Station Park and Ride Construction

Comments:

General Project Notes: Design is 100% complete. NJ TRANSIT Real Estate is working to secure the remaining property necessary for the project. Project has been advertised and proposals are anticipated by the end of April.

Funding Notes: The budget was revised by \$157k. The close out milestone was revised to reflect additional time needed to for procurement to process the close-out documentation. \$117,000 is being held as the contract retainage. This amount has been receipted for and is showing as spent. However, the final payment check in the amount of \$117,000 has not been released to the contractor until close out documents are finalized. In April the close out documents were being processed in procurement.

Status: Finalizing documentation with the contractor in order to close out the project.

T300 - Lackawanna Cut-off - Port Morris-Andover**Comments:**

Funding Notes: In April, NJ TRANSIT continued to work with NJDEP regarding the wetland permit.

Status: The Notice-to-Proceed was re-issued to the contractor, Union Paving. The contractor mobilized his forces on the project and site clearing operations have begun, including cutting of all trees. NJ TRANSIT's job site trailer was placed into service and the required project submittals are now being delivered by the contractor for NJ TRANSIT review and approval. NJ TRANSIT continues to resolve the wetland issues raised by the NJDEP regarding the planned location of the Andover Station. Revised draft documents that will be part of the wetland permit application were delivered to the NJDEP for their concurrence. The project completion date (Systemwide testing completed) is anticipated to be completed 6/1/2013 with construction completed by 10/1/2013.

T300 - Metropark Platform Reconstruction**Comments:**

General Project Notes: The Contractor was issued Notice To Proceed and began mobilization and set-up of a construction staging area on-site. Permits needed to enter Amtrak's property were received.

Funding Notes: Analysis of the additional documentation submitted by the contractor in support of their request for extended overhead further delayed the closeout of their contract, and therefore the closeout milestone 20 was pushed out accordingly.

Budget and Funding Revisions: \$3.9 M of TTF funds were removed from this project allocated to other projects. Future funding revisions will be made until the funding level matches the final project budget. FY10 CMAQ funds will also be allocated to the project.

In April 2011, NJT reviewed the additional documentation submitted by the contractor and started generating the necessary contract closeout forms and compiling the necessary supporting documentation. NJT processed the final Amtrak invoices for payment.

Status: The contractor provided additional documentation requested by NJT in support of their request for extended overhead. NJT reviewed and analyzed the additional documentation. Amtrak submitted their final invoicing to allow the closeout of their PI and purchase order. Project management worked on finalizing the package for change order in order to submit it to procurement. The project closeout completion date is anticipated to be 7/1/2011.

T300 - Moynihan Station Fit-Out: Design-ARC**Comments:**

Status: Empire State Development Corporation and the Port Authority initiated "Phase I" Moynihan Station work (involving West End Concourse expansion, 31st and 33rd Street Station entrances, and associated work). NJ TRANSIT participates in coordination activities on a weekly basis. Key issues relate to rail operations and passenger loading projections. Break out meetings for station operations have begun. The milestone dates 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 discussion of milestone dates.

T300 - South Jersey/PATCO Rail Extension Contribution**Comments:**

Status: N/A

T300 - Study and Dev - Monmouth-Ocean-Middlesex DEIS**Comments:**

Status: Administrative activities (file maintenance and responses to inquiries about the project).

T300 - Transit Rail Initiatives - Ferry Program**Comments:**

Milestone:

50% Complete, For all facilities, Est. Completion Date: 7/1/2011.

Project Complete, For all facilities, Est. Completion Date: 12/1/2011.

Closeout Complete, For all facilities, Est. Completion Date: 12/1/2012.