

# FY 2007 Major Project Status (NJDOT)

## Bergen County

DBNUM **X207**

Counties: Hudson Bergen

Municipalities: North Bergen Twp. Fairview Boro Ridgefield Boro  
Palisades Park Boro

### **Rte. 1&9 Sec. Secaucus Road to Broad Avenue (28) Mile posts: 56.80 - 63.00**

This project has three major components: (1) Pavement reconstruction, (2) widening/upgrading of the roadway section to current standards, and (3) drainage system improvements. The project also includes new sidewalks on both sides of the roadway, increase in lane widths (11-foot minimum), utility relocations, replacement/upgrading of all traffic signals and curb ramps to comply with ADA requirements. Concrete median barriers, left-turn lanes and shoulder construction is included between 70th and 83rd Streets in North Bergen to accommodate large-scale commercial development. Also included with this project is a new northbound left-turn lane on Tonelle Avenue (Route 1&9) at 69th Street. This project will be pedestrian compatible; however, bicycles will not be accommodated.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid construction project. Total Federal-aid needed for construction is anticipated to be \$58,135,000. This project was originally authorized in FY 2005.

The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, \$800,000 (available 20% per year).

#### **Comments:**

Community: None

Cost: The estimated construction cost is \$47 Million.

Environment: All permits were approved.

Plan: The project is in Construction.

Row: All Right of Way has been acquired.

Schedule: Construction substantial completion is anticipated in Spring 2009.

Utilities: All utility agreements were executed.

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 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 lane and deceleration lanes. In addition, collector-distributor roads will better facilitate local traffic.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid construction project. Total Federal-aid needed for construction is anticipated to be \$219.818 million.

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.

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: The final design phase is currently underway.

Row: The authorization for Right of Way acquisition has been obtained. Right of Way negotiations are in progress.

Schedule: The Route 3 at Passaic River project is currently scheduled for construction award during September, 2009. The advanced break-out project, Park Avenue over Route 3, will be awarded as the first contract during May, 2008.

Utilities: Initial contacts with utility companies have been made and Preliminary engineering funds for all utility companies have been programmed. Utility relocation schemes are in progress.

---

DBNUM 9105

Counties: Bergen

Municipalities: Maywood Boro Lodi Boro

**Rte. 17 Sec. Essex Street Bridge ( 3) Mile posts: 9.90 - 10.40**

The existing deficient structure of four travel lanes will be replaced with a new, wider structure of six travel lanes which is compatible with planned future improvements on Route 17.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid construction project. Total Federal-aid needed for construction is anticipated to be \$36.944 million.

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$1,922,061 (balance available \$61), FY 2004/Section 115/H17 \$2,500,000 (balance available \$144,232) and FY 2005/Bridge Discretionary/H06 \$1,321,344 (balance available \$0).

---

**Comments:**

Community: Bergen County and Rochelle Park are supportive of project with proposed relocation of the off and on ramps of Rte. 17 SB. Public officials briefing was held on 1/24/02. Department will continue dialogue with Maywood who is opposing the project. Lodi Borough is reconsidering their support to the project. A positive reaction was received from the public at the 12/18/06 public information center.

Cost: The approximate construction cost is \$32 M.

Environment: All environmental requirements have been met for this project. Permits have been issued by NJDEP.

Plan: Comment resolution is being finalized now. Coordination of the work scheduled for the construction of this project and the radiological clean up by the USACE continues.

Row: Progress in the ROW process continues. ROW is available for the project.

Schedule: The construction funding is programmed in FY 07. Project is anticipated to be awarded on 5/29/07. The construction will last approximately 2 1/2 years.

Utilities: An advance utility relocation is expected to be completed on April 07.

---

DBNUM 93281

Counties: Bergen

Municipalities: Lodi Boro

**Rte. 46 Sec. Main Street, Lodi Mile posts: 66.65 - 66.66**

This project includes safety and drainage improvements that consist of ramp reconfigurations, installation of two traffic signals at new ramp locations, replacement of two bridges, installation of three retaining walls, changes in the roadway profile and installation of two detention basins to eliminate flood conditions along Route 46 and Main Street. The widening along Route 46 and Main Street will accommodate existing turning movements and the addition of acceleration and deceleration lanes. The project does not include any new through travel lanes. This project will be bicycle/pedestrian compatible.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid construction project. Total Federal-aid needed for construction is anticipated to be \$30,100,000.

The following special Federal appropriations were allocated to this project. FY 2002/Transportation and Community System Preservation Program \$1,000,000, FY06 SAFETEA-LU/HPP, \$1,600,000 (available 20% per year).

---

**Comments:**

Community: A Public info center and local officials meeting were held on 11/8/01 as part of Final Scope Development (FSD) process. Borough of Lodi raised a serious objections concerning the extent of the ROW takings. A meeting, held on 4/26/02 with Lodi, State Senator Coniglio, Commissioner, had resolved all the ROW related issues (by the elimination of 2 detentior basins). A public officials meeting was held on 3/17/06 for FD phase and received a strong opposition to the project. Then again, the plan was revised based on the Lodi's comment and received their support on Oct. 2006.

Cost: Revised ROW Cost: \$14M (FY05 & FY06).

Revised Con Cost : \$ 21.8M (Programmed FY09)

Environment: Need a Stream Encroachment Permit along with Freshwater Wetlands Statewide General Permit Water Quality certification. Eighteen sites of potential environmental concerns (hazardous waste screening) were identified. Four Noise walls are recommended, but it is required a local input. The new Storm Water Management Regulations may effect the current scope of the project.

Plan: The initial design started in July 2002. The ROW plans were completed in Nov. 2002. Preliminary Design review was completed in May 2003 for the original scope of work. Now again, the preliminary design is in progress based on the revise scope (smart solutions).

Row: Several properties (63 parcels) along both sides of Rt. 46 and Main Street will be affected. Some of the access along both sides of Rt. 46 and Main St. will be closed, modified and adjusted. The Right of Way (ROW) process started in March 2005. The ROW funds are programmed for FY05 and FY06. The ROW available date is scheduled for December 2006.

Schedule: Construction Funds: Programmed for FY09.

Utilities: There are seven utilities involved. Some major modifications to the existing utilities are anticipated.

**Rte. 120 Sec. Paterson Plank Road from Route 17 to Murray Hill Boulevard Mile posts: 1.58 - 2.60**

This improvement entails the widening of Paterson Plank Road (AKA Route 120) as well as complimentary intersection improvements. Problems include an intersection bottleneck at Murray Hill Boulevard and Gotham Parkway. Improvements include widening the intersection to accommodate additional lanes through the intersection on Paterson Plank Road and constructing an exclusive right-turn lane from Paterson Plank Road to Gotham Parkway, thereby eliminating right turning movements of traffic from the through lane. This is a multi-year funded Transportation Trust Fund (TTF) project under the provisions of Section 13 of P.L. 1995, c.108. Total TTF funding needed for construction is anticipated to be \$31.560 million.

**Comments:**

Community: A Public Information Center was held on October 11, 2006 in New Jersey Meadowland Commission. Boroughs of East Rutherford and Carlstadt will not pass a resolution of support for this project because this project widening will not be extended across the Berry's Creek Bridge and further along on Route 120 to Meadowlands Xanadu Complex.

Cost: No issue at this time. It is anticipated that this project will be constructed using 100% state funds.

Plan: Project is in Preliminary Design.

Schedule: Project is on an accelerated schedule. The project is in preliminary design.

Utilities: Utility relocations are needed on both sides of the roadway. The Utility Agreement has been executed.

---

## Essex County

---

DBNUM **94047A** Counties: Essex Municipalities: Newark City

**EWR Southern Access Roadway Mile posts: 46.30**

This is a Port Authority of New York and New Jersey project. The project includes building ramps at the McClellan Street interchange to and from Route 1&9 north and southbound; demolition and reconstruction of the McClellan Street Bridge, and relocation of the utilities in the vicinity of the project. The project will be designed and constructed in accordance with NJDOT standards.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid construction project. Total Federal-aid needed for construction is anticipated to be \$27.0 million.

**Comments:**

Project Status will be updated in FY2008 Final TIP.

---

DBNUM **94047** Counties: Essex Municipalities: Newark City

**Haynes Avenue Bridge over Waverly Yards/Amtrak**

This project will replace the existing structurally deficient Haynes Avenue Viaduct over Waverly Yards. The existing structure over Waverly Yards, which carries two 20-foot lanes and two 11-foot sidewalks, will be replaced. The new structure will carry two 12-foot travel lanes, two 12-foot outside shoulders, and one 6-foot sidewalk on the westbound side. This project will be bicycle/pedestrian compatible. This is a multi-year funded Transportation Trust Fund (TTF) project under the provisions of Section 13 of P.L. 1995, c.108. The Department's share of the project and the total TTF funding needed for right of way acquisition is anticipated to be \$38,000,000.

**Comments:**

Community: City of Newark supports project breakout. Public Information Center to be scheduled.

Cost: Funding will come from State FY '08.

Environment: Since rehabilitation project will utilize 100 % state funds, clearance through EO 215 will be required.

Plan: Bridge will be rehabilitated/repared instead of being replaced. Design to be revised.

Row: Need to decide if any ROW parcels are needed for construction easements.

Schedule: Contract award will occur in Spring 2008.

Utilities: All utility agreements executed.

---

DBNUM **04322** Counties: Hudson Essex Municipalities: Jersey City Kearny Town Newark City

**Rte. 1&9 Sec. Pulaski Skyway, Interim Repairs, Contract 1 Mile posts: 51.52-52.18; 53.17-55.87**

This project will provide for interim repairs on the Pulaski Skyway. This interim project may include, but is 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. Due to the size of the structure, there may be additional contracts to provide for the interim repairs.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Transportation Trust Fund design/construction project. Total Transportation Trust Fund needed for design/construction is anticipated to be \$175,000,000.

**Comments:**

Project Status will be updated in FY2008 Final TIP.

---

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 is limited to bridge deck maintenance and repairs such as sealing of cracks and patching of spalls.

This is a multi-year funded Transportation Trust Fund (TTF) project under the provisions of Section 13 of P.L. 1995, c.108. Total TTF funding needed for construction is anticipated to be \$97.0 million.

Structure Nos.: 2011166, 2011167, 2011168, 2011169, 2011170, 0723150, 0723151, 0723152, 0723153, 0723154, 0723155, 0723156, 0723157, 0723165, 0723170, 0724150

**Comments:**

Environment: Environmental document has been approved.

Plan: This project is currently under 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. This will require 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 Federal aid needed is anticipated to be \$65.000 million for construction.

#### Comments:

Community: The co-sponsor agreement with North Bergen is being modified to reflect comments. North Bergen supports the project.

Cost: Extensive utility relocations may require a revised estimate once all impacts have been identified.

Plan: Funds for the completion of Preliminary Design and the Environmental Document were authorized on 2/22/07.

The Draft Environmental Document is being reviewed.

The Preliminary Design Submission is currently scheduled for July 2007.

Schedule: Funding has been authorized and the Preliminary Design submission is currently scheduled for July 2007. The Draft Environmental Document is being reviewed.

---

DBNUM **04322** Counties: Hudson Essex Municipalities: Jersey City Kearny Town Newark City

### Rte. 1&9 Sec. Pulaski Skyway, Interim Repairs, Contract 1 Mile posts: 51.52-52.18; 53.17-55.87

This project will provide for interim repairs on the Pulaski Skyway. This interim project may include, but is 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. Due to the size of the structure, there may be additional contracts to provide for the interim repairs.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Transportation Trust Fund design/construction project. Total Transportation Trust Fund needed for design/construction is anticipated to be \$175,000,000.

#### Comments:

Project Status will be updated in FY2008 Final TIP.

---

DBNUM **X207** Counties: Hudson Bergen Municipalities: North Bergen Twp. Fairview Boro Ridgefield Boro Palisades Park Boro

### Rte. 1&9 Sec. Secaucus Road to Broad Avenue (28) Mile posts: 56.80 - 63.00

This project has three major components: (1) Pavement reconstruction, (2) widening/upgrading of the roadway section to current standards, and (3) drainage system improvements. The project also includes new sidewalks on both sides of the roadway, increase in lane widths (11-foot minimum), utility relocations, replacement/upgrading of all traffic signals and curb ramps to comply with ADA requirements. Concrete median barriers, left-turn lanes and shoulder construction is included between 70th and 83rd Streets in North Bergen to accommodate large-scale commercial development. Also included with this project is a new northbound left-turn lane on Tonelle Avenue (Route 1&9) at 69th Street. This project will be pedestrian compatible; however, bicycles will not be accommodated.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid construction project. Total Federal-aid needed for construction is anticipated to be \$58,135,000. This project was originally authorized in FY 2005.

The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, \$800,000 (available 20% per year).

#### Comments:

Community: None

Cost: The estimated construction cost is \$47 Million.

Environment: All permits were approved.

Plan: The project is in Construction.

Row: All Right of Way has been acquired.

Schedule: Construction substantial completion is anticipated in Spring 2009.

Utilities: All utility agreements were executed.

**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--Tonnelle Avenue over NJ TRANSIT (0902150), Tonnelle Avenue (0902151), and Ramp D/Tonnelle 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 funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Transportation Trust Fund construction project. Total Transportation Trust Fund needed for construction is anticipated to be \$189.50 million. This project is also funded through a special appropriation, FY06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$15,000,000.

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. PIC to be scheduled in April/May 2007.

Cost: The ROW cost is estimated at \$41 million.

Environment: Finding of No Significant Impact (FONSI) was approved on 7/16/02. Detailed sampling activities must be conducted on several properties with contamination. Archaeological data recovery must occur on several properties prior to construction.

Plan: Final Design activities underway.

Row: ROW work is underway. Project involves several relocations and some have complex relocation issues.

Demolition of 6 Dey St. properties completed in early Dec. 2006. First advanced demolition and asbestos removal contract awarded on 12/22/06. Work started in Feb. 2007.

PSE&G has requested the Department's assistance to acquire their construction easements outside the project's ROW to relocate their gas line. This is a critical path item.

Schedule: Construction award is currently scheduled for spring '08 because of utility and ROW delays.

Utilities: PSE&G gas relocation to be initiated in Spring 2007 and be completed in Fall 2007.

PSE&G has decided to utilize a traditional cleanup method to cleanup Parcel 3 which will result in some savings to the design/construction.

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 does not 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.

---

DBNUM 075

Counties: Hudson

Municipalities: Kearny Town Jersey City

**Rte. 7 Sec. Hackensack River Bridge (Wittpen Bridge) (2) Mile posts: 0.00 - 0.60**

This project will replace the existing Wittpen movable bridge with a new vertical lift bridge over the Hackensack River. There will also be improvements to the interchange of Fish House Road. The existing Wittpen Bridge currently provides four 10-foot travel lanes (two eastbound and two westbound) with no shoulders. There is no physical separation between the opposing traffic on the bridge. A new vertical lift structure will carry two 12-foot through lanes, a 12-foot auxiliary lane and a eight to ten-foot right shoulder in each direction as well as a six-foot sidewalk along the eastbound roadway. An 8-foot median consisting of two 3-foot left shoulders and a 2-foot raised median barrier would separate opposing traffic flows. The new structure will accommodate pedestrian and bicycle traffic.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid design project and a multi-year funded Transportation Trust Fund construction project. Total Federal-aid needed for design is anticipated to be \$22,000,000 and total Transportation Trust Fund needed for construction is anticipated to be \$372,000,000.

The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, \$800,000 (available 20% per year).

---

**Comments:**

Community: Resolutions of Support have been received from both Jersey City and Kearny.

Cost: Due to funding constraints, this project will be designed and constructed in multiple contracts. The estimated construction cost for this project is \$362,000,000.

Environment: An environmental assessment was required for this project. A Finding of No Significant Impact (FONSI) was approved by FHWA on 11/9/05.

Plan: Preliminary design being revised incorporating "smart solutions." Completion anticipated by Summer 2007.

Row: Two businesses impacted by proposed project.

Schedule: Preliminary design being revised to incorporate "smart solutions." Final design and the construction award of the first contract, the main river crossing piers and fender system, are currently scheduled to be completed by Fall 2008 and Spring 2009; respectively.

Utilities: Two submarine cables need to be relocated for the new bridge alignment.

---

DBNUM 053B

Counties: Hudson

Municipalities: Jersey City

**Rte. 139 Sec. Contract 2 (12th Street Viaduct, 14th Street Viaduct) Mile posts: 1.02 - 1.45**

This project will provide for the rehabilitation of the 12th and 14th Street viaducts in Jersey City. Rehabilitation efforts will include re-decking of the entire roadway surface, super and sub-structure repairs. ITS elements will be incorporated into the project. Seismic retrofit of the column footings will be built, and highway safety elements will be updated. This project will not include additional roadway lanes. The project is not designed to accommodate bicycle/pedestrian facilities.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid construction project. Total Federal-aid needed for construction is anticipated to be \$84,705,000. This project was originally authorized in FY 2005.

The following Federal appropriations were allocated to this project. FY06 SAFETEA-LU/HPP \$1,600,000 (available 20% per year). The appropriation also includes Route 139, Contract 3.

---

**Comments:**

Community: Pedestrian traffic through the construction zone has been a problem since the project started. Use of shuttle service has been very effective.

Cost: No new issues at this time.

Environment: No new issues at this time.

Plan: Construction is on going. Stage 2B which involves the removal and replacement of the two right hand lanes of the 14th Street Viaduct is proceeding nicely.

Row: No new issues at this time.

Schedule: Construction is on going. Stage 2B which involves the removal and replacement of the two right hand lanes of the 14th Street Viaduct is proceeding nicely.

Utilities: No new issues at this time.

---

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.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid construction project. Total Federal-aid needed for construction is anticipated to be \$149,940,000.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$147.350 million for construction.

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

---

**Comments:**

Community: This project has public support.

Cost: No new issues at this time.

Environment: No new issues at this time.

Plan: Final design is ongoing.

The project is not funded until FY 2009.

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. Construction is funded for FY2009.

Utilities: There are extensive Utility Relocations for this project.

---

## Middlesex County

---

DBNUM **NS9610** Counties: Middlesex Municipalities: South Plainfield Boro

### **Helen Street, Antonett Street to Metuchen Road**

Helen Street is a stub street in a section of South Plainfield that is zoned commercially. It is near Interstate 287 and connects to Durham Avenue, a major truck route, at its western terminus. The northern segment of Durham Avenue in South Plainfield is primarily residential and carries a large volume of truck traffic heading toward Route 22. This truck traffic causes safety and congestion problems for residents. South Plainfield wants to create a bypass that will divert trucks from its residential areas. It proposes to extend Helen Street by 3200 feet to the intersection of Metuchen Road. This would create an alternate route for trucks currently using Durham Avenue. The extension would cross the Dismal Swamp, Bound Brook, and adjoining wetlands. An analysis of the projects environmental impacts will be required. Alternatives such as extending Helen Street, extending Helen Street on a modified alignment, transportation demand management, and the "no build" option will be studied. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed for right of way is anticipated to be \$7.9 million.

---

#### **Comments:**

Project Status will be updated in FY2008 Final TIP.

---

DBNUM **9239** Counties: Middlesex Municipalities: North Brunswick Twp.

### **Rte. 1 Sec. North of Ryders Lane to south of Milltown Road (6V) Mile posts: 25.60 - 25.80**

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

The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, \$1,600,000 (available 20% per year).

---

#### **Comments:**

Community: Public Information Center held at North Brunswick Township Municipal Building on Dec. 7, 2006. Attendance and presentation were satisfactory.

\* The Project Final Design Document is almost completed. Congressman Rush Holt made a check presentation for \$1.6 Million of Federal funds to the Township of North Brunswick and NJDOT on October 17th, 2006, at the North Brunswick Township, Municipal Building.

\* There is an on going communication with North Brunswick township, business owners and Rutgers University on the direction of this project.

\* Resolution of support was received from the North Brunswick Township.

Cost: The total construction cost for the project is \$29.656 million. Right of Way is estimated at \$3.94M.

Environment: The Stream Encroachment Permit was issued Oct. 17, 2006 (expires Oct. 17, 2011).

The Freshwater Wetlands Permit application is at NJDEP.

Plan: The Consultant is working on the Final Design Plans. In addition, minor updates has been made to Right of Way plans.

Row: Final Right of Way plans submitted on March 19, 2007.

\* Right of Way Funds \$3.94 Million, was authorized on Nov. 22, 2006. Right of Way acquisition process has started.

Schedule: Current Construction award is estimated for Spring of 2008.

Utilities: \*The utility agreement plans were completed in March 2006.

\*The existing unused railroad line is to be removed, permitting the construction of a lower and shorter (one span versus five spans) bridge with a realignment of the connecting roadway underneath.

\* An agreement with Conrail on the abandonment of the trackage under the Route 1 bridge is in place.

\* Utility Preliminary Engineering funds are approved. Utility agreements are fully executed except North Brunswick water, sewer and Level3 communications.

**Rte. 1 Sec. South of Pierson Avenue to North of Garden State Parkway ( 7L) Mile posts: 31.86 - 34.78**

This project will provide for widening of Route 1 to three 12-foot lanes with a 3-foot inside shoulder and a 12-foot outside shoulder, or 13-foot auxiliary lane in each direction. Entrance and exit ramps will be added at Pierson Avenue, Grandview Avenue, Parsonage Road, and Ford Avenue to aid in the smooth flow of traffic. The bridge over Amboy Avenue will be replaced and the existing ramps will be upgraded. The bridge over the Conrail South Amboy Line will be replaced with a box culvert in anticipation of the development of a greenways trail. Pedestrian amenities (crosswalks, curb cuts, etc.) will be provided at Grandview Avenue, Parsonage Road, and Ford Avenue intersections with Route 1. Sidewalks (4-6 feet) will be provided at Amboy Avenue, Grandview Avenue, Parsonage Road, and Ford Avenue intersections with Route 1. The existing lanes on Amboy Avenue will be restriped to provide bicycle lanes. Fiber optic conduit will be installed to accommodate future ITS technologies. This project will be bicycle/pedestrian compatible where possible.

This project is funded under the provisions of Section 13 of P. L. 1995, c.108. This is a multi-year funded Federal-aid construction project. Total Federal-aid needed for construction is anticipated to be \$58,973,000. This project was originally authorized in FY 2005.

The following special Federal appropriations were allocated to this project. TEA-21/366 \$\$7,229,223 (balance available \$1,086,963). Also included under this apportionment is Route 1, Conrail (DB 047B) and Route 1&9/35 Interchange (DB 046B).

**Comments:**

Community: A public information center was held on September 29, 2006.

A public hearing for Reforestation is scheduled for Nov. 9, 2005.

A meeting was held with Middlesex County re: ped bridge as part of the Middlesex County Greenways.

A public hearing in support of the Green Acres application was held on 5/13/05.

A public hearing was held on December 15, 1999. The overall response from residents and business owners was in support of the project.

The public hearing for the diversion of Green Acres property from Roosevelt Park and the Middlesex Green Ways was held on 5/13/05. The people who attended the meeting expressed support for the project as a whole and the diversion required.

Cost: The construction contract was awarded for \$53.9 million.

Environment: Fed. Highway Administration issued a Finding Of No Significant Impact on 7/31/00. The Individual Freshwater Wetland Permit, a Stream Encroachment Permit and a Water Quality Certificate required for the project have been issued by DEP and received by the Department.

The public hearing for the diversion of Green Acres property from Roosevelt Park and the Middlesex Green Ways was held on 5/13/05. The people who attended the meeting expressed support for the project as a whole and the diversion required.

Plan: Contract documents are complete.

Row: The ROW acquisition process is complete.

Schedule: The construction contract was awarded to Ferreira Construction Co. on 7/21/2006.

Utilities: Relocations are on-going.

Level 3 Communication fiber optic line is being relocated in advance of the start of construction.

Williams Transco has relocated its gas main in advance of the start of the overall project.

Middlesex Water Company has agreed to relocating their water main along the edge of shoulder on Rt 1 NB. Middlesex Water Company has requested certain betterments to their facilities as part of the project. Middlesex Water Company expects to submit the funding for the betterments by the end of February 2006.

PSE&G stated that the previously-approved mounting height for lighting attached to PSE&G poles is no longer acceptable.

This would require a complete redesign of the highway lighting system. A meeting is being set up to discuss this with PSE&G.

---

DBNUM 108

Counties: Middlesex

Municipalities: New Brunswick City

**Rte. 18 Sec. Route 1 to Northeast Corridor Amtrak Line north of Route 27 (2F 7E 11H) Mile posts: 40.60 - 42.52**

The project will include roadway rehabilitation, reconstruction, and operational improvements via collector-distributor design on the same alignment to relieve congestion and improve safety and the flow of traffic. Included within the project are construction of a collector-distributor road, elimination of the grass median, installation of concrete barrier, safety upgrades, intersection and ramp improvements, reconstruction of four interchanges (George Street, Commercial Avenue, New Street and Route 27), two pedestrian overpasses and noise walls. This project will be bicycle/pedestrian compatible. There will be a continuous 12-foot multi-modal path on the northbound side along the corridor including ADA compliance pedestrian overpasses and underpasses. Bus turnouts, shelter areas, and pedestrian overpasses will facilitate transit access.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid construction project. Total Federal-aid needed for construction is anticipated to be \$168,293,000. This project was originally authorized in FY 2005.

The following special Federal appropriations were allocated to this project. FY06 SAFETEA-LU, HPP \$2,500,000 (available 10% per year) and \$7,500,000 (available 20% per year).

Structure Numbers: 1229150, 1214152, 1214151, 1237150, 1214411

---

**Comments:**

Community: Favorable public reaction. Community Outreach Program continuing.

Cost: Construction is funded in fiscal year 2005. This project is a multi-year funded in the State Transportation Improvement Program.

Environment: Underground Hazardous Waste (Coal tar) found in the Route 18/27 interchange. Coordination underway with NJDEP.

Plan: Project design completed and project awarded.

Row: All necessary right-of-way except two parcels has been acquired for the project.

Schedule: Project awarded March 16, 2005. Construction began May 2005.

Construction Completion on schedule.

Utilities: Advance utility work started in June 2004. Work will continue through construction.

---

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.

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

---

**Comments:**

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

Cost: The project is estimated to cost \$48 million total for construction.

Environment: Additional environmental screenings have begun to complete Environmental Document. Wetlands Individual Permit, Stream Encroachment, Green Acres required. Do not anticipate involvement with Cultural Resources. New NJDEP water quality regulations will have to be addressed on this project.

Plan: Final Scope development underway based on design approved at public info center.

Preparing preliminary design submission. Summer 2007 submission.

Row: 3 residential relocations and up to 45 partial acquisitions. Funding for advanced acquisitions approved. Advancing all privately owned parcels with approved funding.

Schedule: Preliminary Design Submission Summer 2007,

Advertisement January 2009,

Award March 2009.

Utilities: Extensive relocations will be required to remove utility poles from median. Evaluating leaving poles in existing location to save cost vs. relocation to the SB shoulder.

**Rte. 27 Sec. Wood Avenue Mile posts: 23.97 - 24.63**

A new grade-separated interchange will be built at this location. The existing signal at this location will be replaced by a signal at each end of a two-way ramp connection located in the southwest quadrant between Route 27 and Wood Avenue. This project will be bicycle/pedestrian compatible.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Transportation Trust Fund right of way project. Total Transportation Trust Fund needed for right of way acquisition is anticipated to be \$9,000,000.

---

**Comments:**

Community: A Public Hearing was conducted October 25, 2005. As a result of comments received at the hearing, NJDOT has decided to revise the scope of the project to eliminate the grade-separated interchange.

Cost: The total construction cost of this project is approximately \$25 million. However, the cost of the project will change as the development of an alternative design is advanced.

Environment: Public comment on the Environmental Assessment was solicited and recorded. These comments will be addressed in order to comply with Federal Environmental regulations.

Plan: Project is in Preliminary Design. However, the project scope is being revised.

Row: There are a few condemnation cases for advanced right of way acquisition of parcels. However, the ROW impacts may change as the development of an alternative design is advanced.

Schedule: The project is programmed for construction in FY 2008. However, the schedule of the project will change as the development of an alternative design is advanced.

Utilities: Major utility relocation is anticipated. These include utility poles and lines, traffic signals, fire hydrants, sanitary sewer and stormwater lines. However, the scope of the utility impact may change as the development of an alternative design is advanced.

---

## Monmouth County

---

DBNUM **9229** Counties: Monmouth Ocean Municipalities: Brielle Boro Point Pleasant Boro

**Rte. 35 Sec. Manasquan River Bridge Rehabilitation Mile posts: 14.30 - 14.80**

This bascule span movable structure is 1,018 feet long and carries four lanes of traffic. The rehabilitation of the existing structure will include rehabilitation of the deck, as well as work to the electrical and mechanical systems of the movable structure.

This is a multi-year funded Transportation Trust Fund (TTF) project under the provisions of Section 13 of P.L. 1995, c.108. Total TTF funding needed for construction is anticipated to be \$35.600 million.

---

**Comments:**

Community: Construction Information Center held November 1, 2006 in Pt. Pleasant Beach.

Cost: \$32,278,181.90 - Agate Construction Co., Inc.

Environment: Categorical Exclusion Document approved January 11, 2005.

Permits obtained February, 2006.

Plan: Pre-construction meeting held October 10, 2006.

Row: None required.

Schedule: Pre-construction meeting held October 10, 2006. Construction Information Center held November 1, 2006 in Pt. Pleasant Beach.

Utilities: 3 poles to be relocated to comply with design standards.

---

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 is a multi-year funded Transportation Trust Fund (TTF) project under the provisions of Section 13 of P.L. 1995, c.108. Total TTF funding needed for construction is anticipated to be \$107.623 million. The Port Authority of New York and New Jersey will contribute \$6,352,000.

---

**Comments:**

Community: Borough of Highlands and Sea Bright have rescinded their resolution of support.

Cost: Raw construction cost is estimated at approximately \$100 million dollars.

Environment: Environmental Documentation (CED) has been approved in August 2005. Cultural resource report has been completed by the task order consultant and has been approved by FHWA. Extensive coordination with SHPO is underway to obtain Section 106 comments. Forwarded additional information to SHPO-DEP on 2/23/07. USCG coordination is ongoing.

Plan: Final Design is complete. Designer PS & E has been submitted on 1/22/07.

Row: Borough of Highlands rescinded their support for the project and hence the two parcels owned by Borough that were under agreement are in jeopardy.

Schedule: The project is scheduled to be awarded in Spring 2007.

Utilities: Borough of Highlands has refused to provide the utility estimates since they have rescinded their resolution of support.

---

## Morris County

---

DBNUM 224

Counties: Morris

Municipalities: Dover Town

**Rte. 46 Sec. Rockaway River; NJ TRANSIT Bridges (7L 8K) Mile posts: 37.90 - 38.30**

The project will realign and widen Route 46 from Pequannock Street in the east to Princeton Avenue in the west. The existing Route 46 bridges over the NJ Transit Railroad/Rockaway River and the Morristown & Erie Railroad will be demolished and replaced with new structures. The existing Rt. 46 and Rt. 15 grade-separated intersection will be reconstructed as a grade-level T intersection. The proposed T-intersection will allow direct access between Routes 46 and 15 in all directions. The intersection will be signalized and will maintain two through travel lanes in each direction. The proposed improvements will replace the existing structurally-deficient bridges and will upgrade this stretch of Route 46 to current design standards which include increasing the bridge under clearances, improving the roadway profile, widening the travel lanes, adding shoulders in each direction and adding dedicated turning lanes. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$41.760 million for construction.

**Comments:**

Community: Community issues have been resolved. The current design scheme has been developed in consultation with the local officials/stakeholders. The current design is supported by the community.

Cost: The current construction cost estimate is approx. \$42 M, including construction engineering, contingencies, and utilities. It is anticipated that construction will be federally funded.

Environment: The NJDEP Pre-Application meeting was held on January 28, 2005. The designer will prepare an alternatives analysis report to substantiate the proposed roadway geometry and to detail the existing drainage system and outfall locations. The Rockaway River is a Category I waterway; no new outfalls will be permitted.

The specific permit requirements, relative to stormwater management, have been identified by the designer and will be documented in the alternatives analysis report. These requirements will impact ROW, requiring additional Right of Way acquisitions.

The draft permit application was submitted to the NJDOT in December 2006. It has been reviewed and the comments are being incorporated into the final permit package which will be submitted to the NJDOT & NJDEP in March 2007.

Stormwater & General Wetlands permits are required.

Plan: Final Design is nearly completed. It is anticipated that the Final Design Submission will be in July 2007.

Consultant Agreement Modification No. 16 for final design has been executed using State FY05 funding.

Row: Final ROW plans are completed and have been submitted to the Department. There are several entire acquisitions needed to construct the project.

Right of Way acquisitions are on-going and are being done by a consultant firm - OR Colan & Associates - managed by the Trenton ROW office.

ROW funding is State FY 2006.

Schedule: Right of Way acquisitions are driving the project delivery schedule. It is anticipated that ROW will be acquired in about 1 year and the project will be advertised/awarded for construction in the spring of 2008. Construction funding is multi-year programmed, in FY 08 and 09.

Utilities: Utility agreements are executed. Checklists and schemes of relocation/accommodation have been developed in consultation with the respective utility owners.

The utility companies are presently completing the relocation design schemes and developing cost estimates.

---

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 Federal aid needed is anticipated to be \$69.0 million for construction.

**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 \$68.5 million.

Environment: 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. The project is in the Preliminary Design plan development process. The Consultant Agreement Addendum to complete the remaining Preliminary Design tasks and Final Design was executed on November 15, 2006. An Interstate Modification Report was approved by the FHWA on June 6, 2006.

Schedule: Construction of this project is currently anticipated to start in the Summer of 2010.

Utilities: The Utility Agreement process is underway.

---

## Ocean County

---

DBNUM 9229

Counties: Monmouth Ocean

Municipalities: Brielle Boro Point Pleasant Boro

**Rte. 35 Sec. Manasquan River Bridge Rehabilitation Mile posts: 14.30 - 14.80**

This bascule span movable structure is 1,018 feet long and carries four lanes of traffic. The rehabilitation of the existing structure will include rehabilitation of the deck, as well as work to the electrical and mechanical systems of the movable structure.

This is a multi-year funded Transportation Trust Fund (TTF) project under the provisions of Section 13 of P.L. 1995, c.108. Total TTF funding needed for construction is anticipated to be \$35.600 million.

---

**Comments:**

Community: Construction Information Center held November 1, 2006 in Pt. Pleasant Beach.

Cost: \$32,278,181.90 - Agate Construction Co., Inc.

Environment: Categorical Exclusion Document approved January 11, 2005.

Permits obtained February, 2006.

Plan: Pre-construction meeting held October 10, 2006.

Row: None required.

Schedule: Pre-construction meeting held October 10, 2006. Construction Information Center held November 1, 2006 in Pt. Pleasant Beach.

Utilities: 3 poles to be relocated to comply with design standards.

---

## 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 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 funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid construction project. Total Federal-aid needed for construction is anticipated to be \$219.818 million.

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.

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: The final design phase is currently underway.

Row: The authorization for Right of Way acquisition has been obtained. Right of Way negotiations are in progress.

Schedule: The Route 3 at Passaic River project is currently scheduled for construction award during September, 2009. The advanced break-out project, Park Avenue over Route 3, will be awarded as the first contract during May, 2008.

Utilities: Initial contacts with utility companies have been made and Preliminary engineering funds for all utility companies have been programmed. 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.

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

Structure Numbers to be replaced: 1606172, 1607150, 1607151 (replace with two structures), 1606167; Culverts to be extended: 1606170, 1606171, 1606173; Culverts to be abandoned: 1606168, 1606169. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$ 8.0 million for right of way.

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

**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. 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, NJ Transit requested NJDOT 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: \$110M.

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

Plan: Environmental document for the original scope of the work (SOW) was approved by FHWA 08/15/2003.

Public info center was held for the original SOW on 6/19/2003.

Public Officials Meeting was held for the revised scope on 12/14/06.

Preliminary Design for the revised scope work started in October 2006 with the State fund.

Row: Right of Way funding: FY2009 \$8.0M.

Schedule:

Funding: FD - FY2008, ROW - FY2009, CON - FY2011

---

## 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. Total Federal aid needed is anticipated to be \$49.321 million for construction.

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

---

**Comments:**

Project Status will be updated in FY2008 Final TIP.

---

DBNUM **780** Counties: Somerset Municipalities: Hillsborough Twp.

**Rte. 206 Sec. Old Somerville Road to Brown Avenue (15N) Mile posts: 66.20 - 68.40**

This project will provide for the widening of the highway to increase the number of travel lanes from two lanes to four lanes and will include shoulder widening, median barrier construction, and associated intersection improvements. This project will be bicycle/pedestrian compatible. This is a multi-year funded Transportation Trust Fund (TTF) project under the provisions of Section 13 of P.L. 1995, c.108. Total TTF funding needed for construction is anticipated to be \$94.791 million.

---

**Comments:**

Community: Officials from Somerset County and Hillsborough Township have endorsed the project.

Cost: The estimated construction cost is \$107 million including utility construction costs and construction engineering (excluding Right of Way costs).

Environment: Permit work has been halted.

Plan: The project is in the Final Design phase of plan development, but design has been halted due to Value Engineering review.

Row: The right of way acquisition process has been halted except for the parcels that the right of process has started.

Schedule: Funding for construction of this project is expected in FY 2010. Design funding to complete the design is not available at this time.

---

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

**Rte. 206 Bypass Sec. Belle Mead-Griggstown Road to Old Somerville Road (14A 15A) Mile posts: 62.20 - 66.30**

This project will provide for construction of a segment of Route 206 on new alignment, bypassing a segment of existing highway which has serious congestion and safety problems. The new segment of roadway will consist of four 12-foot travel lanes, two 12-foot outside shoulders, two five-foot inside shoulders, a 20-foot grass median, and two 15-foot outside borders.

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

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid construction project. Total Federal-aid needed for construction is anticipated to be \$160,700,000.

---

**Comments:**

Community: Montgomery Township has again requested the FHWA, in a letter dated January 5, 2006, to require the NJDOT to undertake an Environmental Assessment of the project so that the FHWA may determine whether a Supplemental Environmental Impact Statement is required. The FHWA responded to Montgomery Township on February 7, 2006 that an EA was not required for the project.

The Hillsborough Township Planning Board passed a resolution of support for the project on February 17, 2005. The County of Somerset had sent a letter of support for the project on February 2, 2005.

Montgomery Township has requested the FHWA, in a letter dated January 15, 2005, to require the NJDOT to undertake an Environmental Assessment of the project so that the FHWA may determine whether a Supplemental Environmental Impact Statement is required. The FHWA responded to Montgomery Township on March 23, 2005 that an EA was not required and that the NJDOT has followed the National Environmental Policy Act requirements for the project.

Officials from Somerset County and Hillsborough Township have endorsed the project. Montgomery Township no longer accepts the project, which is contrary to the terms of the 1992 litigation settlement agreement.

Public information forums were held on July 29, 1999 and September 12, 2000.

Cost: Estimated construction cost is \$161 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.

A noise study is currently underway. Presented preliminary findings at the September 12, 2000 public information forum.

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

Plan: The project is in the Final Design phase of plan development. The project is undergoing a "Smart Solutions" review.

Row: The right of way acquisition process is underway.

Schedule: Construction of the project is currently anticipated to start in the Summer of 2008.

Utilities: Currently preparing utility relocation schemes.

---

## Sussex County

---

DBNUM 96039

Counties: Sussex

Municipalities: Hardyston Twp. Franklin Boro

**Rte. 23 Sec. Hardyston Twp., Silver Grove Road to Holland Mountain Road Mile posts: 26.80 - 31.80**

Safety and drainage improvements within three sections of Rt. 23 in Hardyston Township, Sussex County totaling approximately 2.2 miles of Route 23. The sections are: "Northern/Laceytown Road section" in the vicinity of the Rt. 23 and Laceytown Road intersection, milepost 30.6 to 31.22; "Holland Mountain Road section", in the vicinity of the Holland Mountain Road intersection. Improvements in the vicinity of milepost 30.9 will include the addition of shoulders as well as improving the horizontal alignment by straightening the reverse curves. In the vicinity of Lake Shore Road, improvements will include a two-way, left-turn lane and shoulder in each direction, with left-turn slots for turning movements to Lake Shore Road. At the request of the Township the left-turn lane will be extended to East Shore Trail. In the vicinity of Holland Mountain Road, Snufftown Road will be realigned to form a four-way, signalized intersection with Route 23 and Holland Mountain Road. The alignment will be upgraded to provide shoulder and adequate vertical sight distance and a left-turn slot will be provided for access to Holland Mountain Road and Snufftown Road as well as a two-way, left-turn lane. The Pacock Brook culvert will also be replaced. This project will be bicycle/pedestrian compatible. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$38.502 million for construction.

The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP \$3,440,000 (available 20% per year).

---

**Comments:**

Community: The project has public support; however, the project has been on-hold for two years. The public outreach will need to be revisited accordingly.

A Public Officials Briefing, and subsequent Public Information Center will be held scheduled subsequent to re-commencing with the project's design. It is estimated that the first of these meetings will be early summer 2007, at the earliest.

Cost: Construction Cost is approximately \$40M, including Construction Engineering, Contingencies and Utility Relocation estimates.

Multi-Year construction funding is presently being programmed for FY2011 & 2012 in the draft FY 08-2011, STIP which currently being developed.

Environment: High Environmental Sensitivity.

There is significant Green Acres properties that will be affected. Stormwater Management and Water Quality regulations will impact the project as well. It is anticipated that the environmental permitting timeline will need to be increased to reflect the longer process of individual permits (Section 106/4f) versus programmatic/general permits.

Plan: Presently negotiating the consultant's final design scope of work and cost proposal.

The environmental document (CED) approved by FHWA on July 28, 2004.

Final Design funding has been authorized by the FHWA. Final design will include Preliminary Design Submission.

Design has not been advanced beyond CED approval since no funding was available in FY 04, nor FY 05. Design will continue upon approval of funding.

Approval to proceed to Final Scope Development: 12/13/2000. Final Scope Development underway. Due to significant environmental, ROW and constructability issues, the previously proposed alignment of the northern section (vicinity of Laceytown Road) is being re-evaluated by the designer.

Row: Significant ROW Acquisition required.

No Anticipated Relocations. ROW is programmed for FY 09 in the draft FY 08-2011, STIP which currently being developed.

Schedule: A revised final design schedule is required and will be developed based on anticipated design (re)start (April '07) and anticipated funding.

Utilities: Utility Agreements have been executed by the various affected utility owners.

**Rte. 23 Sec. Sussex Borough Realignment & Papakating Creek Bridge Mile posts: 38.98 - 40.18**

This project includes the construction of a new roadway that will connect the intersection of Lower Unionville Road and existing Route 23, utilizing existing Walling Avenue and improve the intersection of Walling Avenue and Loomis Avenue and transition into the intersection of Bank Street and Newton Avenue. The roadway will be one 12-foot travel lane and one 10-foot shoulder in each direction. A far-side loop ramp will be constructed to provide local access to the shopping center and old Route 23 (Hamburg Avenue). The project will also include the replacement of the structure over Papakating Creek, and roadway improvements along Route 23 south of Old Deckertown Road (MP 38.9) to improve vertical and horizontal geometry. This project is designed to be bicycle/pedestrian compatible. This is a multi-year funded Transportation Trust Fund (TTF) project under the provisions of Section 13 of P.L. 1995, c.108. Total TTF funding needed for construction is anticipated to be \$33.350 million.

**Comments:**

Community: The County, Wantage Township & Sussex Borough are in favor of this project. Provided briefing to municipal officials on March 15, 2006. A technical meeting was held with Sussex Borough on October 5, 2006.

Cost: Preliminary & Final Design: \$4 M

Right of Way: \$6.5 M

Utilities: \$2.35 M

Construction: \$33.5 M

Environment: Finding of No Significant Impact approved by Federal Highway Administration on December 23, 2003. Search for mitigation site is being conducted. An Environmental Re-evaluation was approved on October 16, 2006.

Plan: Capital Program Committee approved Final Design on February 18, 2004. Consultant Agreement Addendum executed October 24, 2005. Project will be updated to English units. Modification executed on June 5, 2006.

Row: There will be approximately 50 parcels. Eight entire take parcels were submitted on 9/26/06. Final ROW were submitted in January 2007.

Schedule: Preliminary Design Submission received 8/29/06.

Final Right of Way Submission received 1/5/07.

Award Date July, 2009.

Utilities: Do not anticipate any major utility involvement.

---

## Union County

---

DBNUM 95116

Counties: Union

Municipalities: Hillside Twp.

**Rte. 22 Sec. Liberty Avenue & Conrail Bridge Mile posts: 57.30**

The Route 22 bridge over Conrail and Liberty Avenue will be replaced due to structural deficiency and its overall poor condition. The project will also improve the existing substandard roadway features within the project limits. This is a multi-year funded Transportation Trust Fund (TTF) project under the provisions of Section 13 of P.L. 1995, c.108. Total TTF funding needed for construction is anticipated to be \$25.639 million.

---

**Comments:**

Community: Public Information Center held on 1/10/06. Received municipal resolution of support. Meeting held with Township officials on 3/26/07 to discuss project status, ROW issues, and retaining wall/noise wall treatments.

Cost: Funding for Construction in State FY 2010.

Environment: Eligibility and Effect completed. CED executed by FHWA. No other issues.

Plan: Final Design has commenced. Noise wall recommended and will be incorporated into plans.

Row: New IPA takes additional ROW; Parcel requiring relocation was initiated.

Utilities: All agreements executed.

**Rte. 78 Sec. Diamond Hill Road Interchange Mile posts: 44.00 & Rte. CR 655**

This project will provide for interchange improvements to include the construction of a loop ramp, new underpass, upgrading acceleration lanes, construction of retaining walls and widening of the existing structure. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$29.317 million for construction.

**Comments:**

Community: 3/21/07: Coordinating with the Twp to set up future meetings with residents to discuss any in-going concerns.  
2/27/07: A meeting is being scheduled with the Twp and DEP to initiate the green Acres application process which will include future public meetings.

1/29/07: Presented the project at the 1/23/07 Berkeley Heights Town Council Meeting. Discussed the potential Green Acres encumbered property. Responded to questions on the project design, environmental and construction activities.

10/30/06: Township of Berkeley Heights, Watchung Borough and Union County support the current plan. Public Information Center conducted on April 18 at Berkeley Heights Municipal Building. General public response was favorable.

Cost: Construction Cost is estimated at \$25 million. Total cost estimate is \$29.0 million. Three additional water quality chambers and associated piping along Route 78 are required to meet Stormwater regulations.

Environment: March 21, 2007: At the 3/9/07 meeting with the Twp and DEP to initiate the green acres application process, DEP requested additional information from the Twp for DEP's use in determining whether or not it believes the property is encumbered. Individual Wetland Permit Application is under review by DEP.

2/27/07: The Twp has decided to pursue a diversion application with Green Acres for the Twp owned parcels needed to construct the project. The Individual Wetland permit application has been submitted to DEP and was accepted for completeness.

1/29/07: Potential Green Acres encumbered property. Individual Wetland Permit Application is being submitted to DEP by the end of the week. Stream Encroachment Permit Application is prepared and ready for submission once the IP has been deemed complete by DEP.

10/30/06: Field meeting w/DEP re: Letter of Interpretation.

Pre-application meeting with New Jersey Department of Environmental Protection was held on 3-27-06. Wetland permitting is not an issue. Second meeting conducted at New Jersey Department of Environmental Protection on 6-12-06. NJDOT submitted preapplication permit packages and Letter of Interpretation on 8-22-06.

Plan: Final design is progressing.

Row: 3/21/07: At the 3/9/07 meeting with the Twp and DEP to initiate the green acres application process, DEP requested additional information from the Twp for DEP's use in determining whether or not it believes the property is encumbered.

2/27/07: The Twp has decided to pursue a diversion application with Green Acres for the Twp owned parcels needed to construct the project. The application process is expected to take approximately one year and may impact the ROW availability date.

1/24/07: Final Row plans have been submitted, appraisals are completed and under review. Parcels owned by the Twp may be encumbered by Green Acres Regulations. Awaiting a determination by the Twp before requesting a determination from DEP.

No entire takes, only seven partial takes. Preliminary ROW plan submitted 3-1-06. Met with Berkeley Height Officials to discuss options for Township landlocked parcel which is not traversable. Berkeley Heights has decided to retain ownership of the parcel in it's natural state. Pre-Final ROW comments received June, 2006. Final ROW plans to be submitted on 8-29-06.

Schedule: The construction is projected to start in the Spring of 2008.

Utilities: 3/21/07: The water company will perform test pits to locate the line crossing I-78 upon receipt of a Highway Occupancy Permit from Regional Maintenance North.

2/27/07: Progress has been made with the water company which has agreed to take test pits to locate its facilities crossing 78. Checklist for all but three companies have been signed.

1/24/07: American Standard Water Company has not responded to requests to identify the specific location, including depth, of their facility crossing I-78 west of Diamond Hill Road. The location of the water main could impact the construction of retaining wall #1 and require relocation.

After receiving detailed test pit information, the option to temporarily support existing Verizon underground conduit during bridge construction has been eliminated due to 7' - 8' depth of conduits and work restrictions placed on the States contractor. More test pits needed for Sanitary Sewer and Water mains.

---

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 patchir of spalls.

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

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid construction project. Total Federal-aid needed for construction is anticipated to be \$162,691,000.

---

**Comments:**

Community: Union, Hillside, and Irvington Township Officials have verbally indicated support for the project.

A public hearing has been completed.

Cost: The project will be funded through a combination of Federal, State, and New Jersey Turnpike Authority funds.

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

Plan: The final design has been initiated.

Row: The Right of Way acquisition process is currently in progress.

Schedule: The construction award is anticipated to be completed during March, 2008.

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

---

DBNUM **00373A** Counties: Union Municipalities: Union Twp.

**Rte. 78 Sec. Union County Rehabilitation, Contract A Mile posts: 50.60 - 52.90**

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 is limited to bridge deck maintenance and repairs such as sealing of cracks and patching of spalls.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid construction project. Total Federal-aid needed for construction is anticipated to be \$38,500,000. This project was originally authorized in FY 2006.

Structure Nos.: 2011151, 2011152, 2011153, 2011154, 2011155

---

**Comments:**

Project Status will be updated in FY2008 Final TIP.

---

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 is limited to bridge deck maintenance and repairs such as sealing of cracks and patching of spalls.

This is a multi-year funded Transportation Trust Fund (TTF) project under the provisions of Section 13 of P.L. 1995, c.108. Total TTF funding needed for construction is anticipated to be \$97.0 million.

Structure Nos.: 2011166, 2011167, 2011168, 2011169, 2011170, 0723150, 0723151, 0723152, 0723153, 0723154, 0723155, 0723156, 0723157, 0723165, 0723170, 0724150

---

**Comments:**

Environment: Environmental document has been approved.

Plan: This project is currently under 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. This will require a modification of the STIP.

Utilities: Minimal.