

**NJTPA MAJOR PROJECT STATUS
REPORT**

FY 2006 Major Project Status (NJDOT)

Bergen County

DBNUM **9240** Counties: Bergen Hudson Municipalities: Fairview Boro North Bergen Twp.

Rte. 1&9 Sec. NYS&W RR Bridge (23) Mile posts: 60.56 - 61.10

The existing structure contains two travel lanes in each direction; the approach roadways have four travel lanes. The new bridge will provide two 11-foot travel lanes in each direction and an 8-foot shoulder on the southbound side of the structure. The new structure will provide for 7-foot sidewalks on both sides. The adjacent roadway approaches will also contain two 11-foot travel lanes and eight-foot shoulder in each direction. A four-foot sidewalk will be provided on both sides of the roadway. A traffic signal will be installed at the intersection of Route 1&9 and a private road. This project will be mostly bicycle/pedestrian compatible.

Comments:

Community: Both of the affected municipalities, North Bergen Township and Fairview Borough, are in support of the project.

Cost: The approximate construction cost is \$15 M.

Environment: Environmental Categorical Exclusion Document was approved on July 8, 2003. Final permit application package is under review.

Plan: Updated on 4/27/06. Project is in the Final Design phase. Progress is made in the design of roadway, drainage, traffic control, soil erosion and structural plans.

Row: Final ROW documentation completed. There are commercial Right of Way impacts, including entire takings. Waiting for federal funding, programmed in FY 06. A consultant will handle the entire ROW process.

Schedule: Construction is anticipated to be awarded in February 2008.

Utilities: The project will necessitate the relocation of utilities along Route 1 & 9. Preparing the utility agreement plans and construction costs estimates.

DBNUM **X207** Counties: Hudson Bergen Municipalities: North Bergen Twp. Fairview Boro Ridgfield 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 Tonnelle 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. Total construction funding is \$41,800,000.

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

Comments:

Cost: The estimated construction cost is \$38 Million

Environment: All permits were approved.

Plan: May 27, 2005 The final design was completed. PS& E has been completed.

Row: 95% Right of Way acquisition has been completed.

Schedule: May 27, 2005 Anticipated Advertising date is July 28, 2005 Bid date is August 25, 2005 Award anticipated on September 15, 2005

Utilities: All utility agreements were executed.

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. Construction funding is anticipated to be \$35,470,293.

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.

Cost: The approximate construction cost is \$27 M.

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

Plan: Updated: 4/27/06. 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 availability is expected by the end of September, 2006.

Schedule: The construction funding is programmed in FY 07. Project is anticipated to be awarded on 12/18/06. The construction will last 2 1/2 years.

Utilities: An advance utility relocation is expected to be completed in the Spring 06.

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 are proposed to better facilitate local traffic.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction cost is anticipated to be \$265,762,000.

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

Comments:

Community: A project specific Web-site and toll free hot line number have been developed to inform the local residents and commuters. A public information center and public hearing were held in October 8 and 10, 2002. Resolutions of support have been received from each of the three municipalities that are affected by the project.

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

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

Plan: Updated 1/23/06: The final design phase is currently underway.

Row: The authorization for Right of Way acquisition has been obtained.

Schedule: Following is the tentative schedule for this project subject to availability of appropriate funds for Design/ROW and Construction. Completion of Environmental documents: June 2003 Completion of Final Design phase: October 2007 Start construction: January 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. 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. Total right of way cost is \$24,000,000; total construction cost 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),

Cost: ROW Cost FY03- \$ 24,500,000 (programmed for FY05 & FY06) Con Cost FY05- \$ 26.1 (Programmed for FY08 & FY09) Utility Cost FY05-\$ 4,000,000

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. The final design work commenced in April 2005 after two years of hold up.

Row: Several properties (63 parcels) along both sides of Rt. 46 and Main Street will be affected. Some of the accesses 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: (updated: 3/23/06) Construction Funds: Programmed for FY08 & FY09.

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

Essex County

DBNUM **94047** Counties: Essex

Municipalities: Newark City

Rte. 1&9 Sec. Haynes Avenue Bridges and Operational Improvements Mile posts: 46.70 - 47.70

This project will replace the existing structurally deficient Haynes Avenue Viaduct over Waverly Yards and the functionally obsolete Haynes Avenue overpass at Route 1&9. 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 also improve access from Route 1&9 and Haynes Avenue to Newark Airport and provide safe and efficient access to development properties located to the west of Route 1&9. This project will be bicycle/pedestrian compatible.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction cost is anticipated to be \$56,100,000.

Comments:

Community: Department is coordinating with Newark and property owners to resolve the access issues.

Environment: Categorical Exclusion Document approved. Project must follow commitments in MOA. Permits under review.

Plan: 4/27/06 Final Design activities are proceeding, but design has changed due to access revisions. Design cannot be finalized until access is resolved.

Row: Access revocation issues on Avistar and NJ Galvanizing still must be resolved before ROW activities can proceed on those parcels. Access issues are driving the project schedule.

Schedule: Contract award currently scheduled for late fall '07.

Utilities: Conrail agreement must be executed.

DBNUM **00358** Counties: Essex Hudson

Municipalities: Newark City Harrison Town

Rte. 280 Sec. Passaic River Bridge (AKA Stickel Bridge), rehabilitation Mile posts: 14.42 - 14.60

The existing four-span, six-lane, vertical-lift bridge will undergo a major rehabilitation. Improvements will include rehabilitation of the superstructure, electrical and mechanical systems, and deck elements due to their severely deteriorated condition. The project will also include minor concrete substructure repairs.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction cost is \$29,210,000.

Comments:

Community: The city of Harrison wants to close two I280 on-ramps for the duration of construction. The City of Newark is concerned this will force additional traffic through their local streets.

Cost: The estimated construction cost is \$20 million.

Environment: CED has been approved.

Plan: May 27, 2005 Final Design has been completed. This project is now designated Hyper-build project.

Row: There is no Right of Way acquisition required for this project.

Schedule: May 27, 2005 Construction is scheduled to begin in the summer of 2006.

Utilities: There are no utility impacts required.

DBNUM **00373** Counties: Union Essex

Municipalities: Union Twp. Hillside Twp. Irvington Twp. Newark City

Rte. 78 Sec. Union/Essex Rehabilitation, Springfield Avenue to Route 1&9 Mile posts: 51.4 - 58.5

This project will provide preventive maintenance, reconstruction and safety improvements. Roadway pavement will be rehabilitated through pavement removal and replacement, concrete rubbilization 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. Total construction cost is anticipated to be \$42,000,000.

Comments:

Cost: The estimated construction cost is \$40 Million.

Environment: Categorical Exclusion Document is underway.

Plan: May 27, 2005 Currently in Preliminary Design phase. Project design schedule is very aggressive (hyper-build schedule).

ROW: There is no Right of Way acquisition required for this project.

Schedule: The construction award is scheduled for July 13, 2006.

Utilities: There are no utility impacts required.

Hudson County

DBNUM **02311** Counties: Hudson

Municipalities: North Bergen Twp.

69th Street Bridge

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 funded under the provisions of Section 13 of P. L. 1995, c.108. Total construction cost is estimated to be \$76,000,000.

Comments:

Plan: December 28, 2004 This project has been transferred to NJ Transit for design and construction.

DBNUM **98537** Counties: Hudson

Municipalities: Jersey City

Bergen Arches through Jersey City Palisades

Funding is provided for a Needs Assessment/CMS/Concept Development Study/Feasibility Assessment of the Bergen Arches rail cut through the Jersey City Palisades for the provision of improved east-west transit and/or vehicular access to the Hudson County Waterfront.

The following special Federal appropriation was allocated to this project. TEA-21/Q92 \$28,190,236 (balance available \$26,193,391).

Comments:

The Department has initiated a screening which includes three tasks. The first is a structural assessment of the Bergen Arches and the associated cut/embankment which will result in recommendations and cost estimates for rehabilitation. We anticipate this effort to be completed in August. The second component is a ROW estimate of the 6th St. viaduct including an environmental screening and an order of magnitude cost estimate for clean-up. The anticipated completion date for this also August. There are 3 additional railroad ROWs to be appraised. This also has an August completion date, contingent upon access issues.

DBNUM **9240** Counties: Bergen Hudson

Municipalities: Fairview Boro North Bergen Twp.

Rte. 1&9 Sec. NYS&W RR Bridge (23) Mile posts: 60.56 - 61.10

The existing structure contains two travel lanes in each direction; the approach roadways have four travel lanes. The new bridge will provide two 11-foot travel lanes in each direction and an 8-foot shoulder on the southbound side of the structure. The new structure will provide for 7-foot sidewalks on both sides. The adjacent roadway approaches will also contain two 1 foot travel lanes and eight-foot shoulder in each direction. A four-foot sidewalk will be provided on both sides of the roadway. A traffic signal will be installed at the intersection of Route 1&9 and a private road. This project will be mostly bicycle/pedestrian compatible.

Comments:

Community: Both of the affected municipalities, North Bergen Township and Fairview Borough, are in support of the project.

Cost: The approximate construction cost is \$15 M.

Environment: Environmental Categorical Exclusion Document was approved on July 8, 2003. Final permit application package is under review.

Plan: Updated on 4/27/06. Project is in the Final Design phase. Progress is made in the design of roadway, drainage, traffic control, soil erosion and structural plans.

Row: Final ROW documentation completed. There are commercial Right of Way impacts, including entire takings. Waiting for federal funding, programmed in FY 06. A consultant will handle the entire ROW process.

Schedule: Construction is anticipated to be awarded in February 2008.

Utilities: The project will necessitate the relocation of utilities along Route 1 & 9. Preparing the utility agreement plans and construction costs estimates.

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 Tonnelles 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. Total construction funding is \$41,800,000.

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

Comments:

Cost: The estimated construction cost is \$38 Million

Environment: All permits were approved.

Plan: May 27, 2005 The final design was completed. PS& E has been completed.

Row: 95% Right of Way acquisition has been completed.

Schedule: May 27, 2005 Anticipated Advertising date is July 28, 2005 Bid date is August 25, 2005 Award anticipated on September 15, 2005

Utilities: All utility agreements were executed.

DBNUM 051

Counties: Hudson

Municipalities: Jersey City

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

This project will replace the existing St. Paul's Avenue Viaduct with a new structure on a new alignment north of the existing structure. This new viaduct will provide direct connections to Route 1&9T, Route 7 Wittpenn Bridge, Pulaski Skyway, Route 139 and the local network of streets in Jersey City. The structure will typically consist of 12-foot outside shoulders, 12-foot lanes, 1-foot inside shoulders with concrete median barriers. The project will maintain sidewalks to St. Paul's Avenue and extend to existing sidewalks. The design also includes sidewalks to Tonnelles Avenue. In addition the following structures will also be replaced--Tonnelles Avenue over NJ TRANSIT (0902150), Tonnelles Avenue (0902151), and Ramp D/Tonnelles 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. Total construction funding is anticipated to be \$180,300,000.

The following special Federal appropriations were allocated to this project. FY 2004/Section 115/H17 \$2,000,000 (balance available \$508,850).

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.

Cost: The ROW cost is estimated at \$41 million. Will need construction funding in FY '07 to initiate construction activities.

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: 4/27/06 Final Design activities underway.

Row: ROW work is underway. Project involves several relocations and some have complex relocation issues. Cannot acquire PSE&G parcels until substation is closed and their parcel 3 is cleaned up. 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 fall '07 because of utility and ROW delays.

Utilities: PSE&G gas relocation must occur prior to initiating construction activities. 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 doesn't want it implemented until Wittpenn Br. project is completed. The Department's Railroad Engineering & Safety Unit conducted a diagnostic team meeting on 3/3/05 to determine how and when to implement. The recommendation was to keep the grade crossing open for now. Need agreement executed with Conrail.

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. Construction funding is anticipated to be \$84,705,000.

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 started.

Cost: No new issues at this time.

Environment: No new issues at this time.

Plan: Updated April 25, 2006: Construction is underway. Construction Sequence No. 2 started March 13th. Traffic congestion is less than expected. A variety of construction activities are on going, including micropile installation, pier cap installation, encasement removal, demolition work, steel beam repair, Stay in Place form work, deck rebar work all on the 14th Street Viaduct lower roadway deck.

Row: No new issues at this time.

Schedule: Construction is underway.

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. The anticipated construction cost is \$149,900,000.

This project will seek an advance construction authorization. The construction of Contract 3 will be funded under the federal GARVEE program. State Bonds will be issued to provide the necessary cash to award the contract. Repayment of the bonds (plus interest) will be provided from anticipated future federal apportionments over a 12-year period. The estimated cost of the construction is \$150,000,000.

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: Updated April 25, 2006: Final design is ongoing.

Row: No new issues at this time.

Schedule: The project schedule has been rebaselined so that construction award is scheduled for Spring 2007.

Utilities: No new issues at this time.

DBNUM 00358 Counties: Essex Hudson Municipalities: Newark City Harrison Town

Rte. 280 Sec. Passaic River Bridge (AKA Stickel Bridge), rehabilitation Mile posts: 14.42 - 14.60

The existing four-span, six-lane, vertical-lift bridge will undergo a major rehabilitation. Improvements will include rehabilitation of the superstructure, electrical and mechanical systems, and deck elements due to their severely deteriorated condition. The project will also include minor concrete substructure repairs.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction cost is \$29,210,000.

Comments:

Community: The city of Harrison wants to close two I280 on-ramps for the duration of construction. The City of Newark is concerned this will force additional traffic through their local streets.

Cost: The estimated construction cost is \$20 million.

Environment: CED has been approved.

Plan: May 27, 2005 Final Design has been completed. This project is now designated Hyper-build project.

Row: There is no Right of Way acquisition required for this project.

Schedule: May 27, 2005 Construction is scheduled to begin in the summer of 2006.

Utilities: There are no utility impacts required.

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 Wittpenn 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 Wittpenn 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. Total design cost is \$22,000,000; total right-of-way cost is anticipated to be \$18,000,000; total construction cost 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 \$325,000,000.

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: Update as of 4/27/06 Preliminary design submission review completed. Comment Resolution Summary under review

Row: Two businesses impacted by proposed project.

Schedule: Update as of 4/27/06 Prelim. design work complete. 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 2007 and Spring 2008, respectively.

Utilities: No issues at this time.

Middlesex County

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 five to one. No additional through lanes are proposed. The typical section will be three 12-foot lanes, a 12-foot auxiliary lane, a 3-foot inside shoulder, and a 12-foot outside shoulder in each direction, separated by a concrete barrier curb. Elimination of the railroad line under the bridge is an important element of the preferred alternative. Also included are geometric improvements and four traffic signals along parallel service roads on both sides of Route 1 within the project limits. This project is being designed to be bicycle/pedestrian compatible. In addition, safety conditions will be improved for bicycle/pedestrians along College Farm Road and Access Road.

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

Comments:

Final design work phase has been authorized on 03/21/2005.

DBNUM 047

Counties: Middlesex

Municipalities: Edison Twp. Woodbridge Twp.

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. Total construction funding is \$68,250,000.

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 hearing for Reforestation is scheduled for Nov. 9, 2005. 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: Anticipated to be \$51.0 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: Review of the final design submission is complete and the final CRS is under review.

Row: The ROW acquisition process is underway.

Schedule: Construction funding is FY 2006 and 2007. Award is scheduled for June 2006.

Utilities: Despite previous agreement, PSE&G has stated that it will not allow the needed mounting height of 40ft on their poles. Funding is being sought for the advanced relocation of the Level 3 Communication fiber optic line. Williams Transco has relocated its gas main in advance of the start of the overall project. Middlesex Water Company has agreed to relocate 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. MWCo. expects to submit the funding for the betterments by the end of February 2006. PSE&G left a voice mail message for the designer on 1/27/06 stating 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 048

Counties: Middlesex Union

Municipalities: Rahway City Woodbridge Twp.

Rte. 1&9 Sec. Production Way to East Lincoln Avenue (1K 3M) Mile posts: 37.99 - 39.74

Rehabilitation of the existing Rahway River Bridge will provide new ramp connections between Routes 1&9 and Randolph Avenue, widening Route 1 to include auxiliary lanes/shoulders, and intersection improvements. This project will complete the overall improvements initiated with the new bridge over the Rahway River. This project will be bicycle compatible.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding is \$41,800,000.

Comments:

Community: Several community involvement meetings have been held to date. Public support has been received.

Cost: Anticipated to be \$39.0 million for construction.

Environment: Some wetland mitigation may be necessary on this project. A site has been tentatively selected for mitigation.

Impacts to the Landfill at the Resource Recovery Facility will impact the ROW Schedule

Plan: Final design submission was made on April 15, 2005. PS&E submitted August 8th 2005. Federal authorization for construction has been obtained. Project advertised 12/08/2005. Bids received 01/08/06. Updated 03/29/06.

Row: ROW has been cleared.

Schedule: ROW availability is September 01, 2005 project was awarded March 1, 2006.

Utilities: Unknown at this time.

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 project is funded under the provisions of Section 13 of P.L. 1995, c.108. Total design funds are \$3,500,000; total right of way cost is \$8,000,000, total construction cost is \$44,000,000.

Comments:

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

Cost: Current the project is estimated to cost \$40million for construction with initial ROW at \$8M these are subject to change once FSD nears completion.

Environment: Additional environmental screenings have begun to complete CED. Wetlands IP, 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.

Row: 3 residential relocations and up to 45 partial acquisitions. funding for advanced acquisitions approved.

Schedule: Completing environmental document thru 2005. Preliminary Design Submission July 2006 Advertisement August 2008 Award October 2008.

Utilities: Extensive relocations will be required to remove utility poles from median.

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. Total construction funding is anticipated to be \$168,293,000.

The following special Federal appropriations were allocated to this project. FY06 SAFETEA-LU, HPP \$2,500,000 and \$7,500,000.

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 Improvements 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 to begin may 2005.

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

DBNUM 93227C Counties: Middlesex

Municipalities: Edison Twp. Woodbridge Twp.

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. Total right of way cost is \$12,000,000, and total construction cost is \$18,000,000.

Comments:

Community: A Public Hearing was conducted October 25, 2005.

Cost: The total construction cost of this project is approximately \$25 million.

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.

Row: There are a few condemnation cases for advanced right of way acquisition of parcels.

Schedule: The project is programmed for construction in FY 2008.

Utilities: Major utility relocation is anticipated. These include utility poles and lines, traffic signals, fire hydrants, sanitary sewer and stormwater lines.

DBNUM 177A Counties: Middlesex Monmouth Municipalities: Aberdeen Twp. Old Bridge Twp.

Rte. 35 Sec. Matawan Creek to Laurence Harbor Parkway Mile posts: 44.22 - 46.44

The existing roadway will be reconstructed from Matawan Creek to south of Laurence Harbor Parkway to improve safety and traffic flow. Improvements will include: reprofile Route 35 to bring the roadway elevation above the 25-year storm level; widening the roadway to bring the existing lanes and shoulders to standard widths; providing additional turning lanes, signalization, signing and pedestrian facilities at four intersections within the project limits. This project will be bicycle/pedestrian compatible.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. Total right of way cost is \$13,300,000.

Comments:

Community: Favorable Public Support via results of Public Information Center and Officials Briefing. Resolution of Support received from Aberdeen Twp. 4/2004 and Old Bridge Township in 6/05.

Cost: Construction cost estimated at \$24 million.

Environment: Categorical Exclusion Document approved by FHWA in 6/05.

Plan: Consultant has completed approximately 95% of the Preliminary Design tasks up to the environmental document.

Value Engineering Workshop will continue during the week of 4/06. Final design budget and schedule under development.

Row: Project involves 3 residential and 5 business displacements

Schedule: Construction scheduled Spring '08 if funding becomes available

Utilities: Extent of involvement to be determined during Preliminary Design. All utility agreements executed between the Department and the respective utility companies.

Monmouth County

DBNUM 177A Counties: Middlesex Monmouth Municipalities: Aberdeen Twp. Old Bridge Twp.

Rte. 35 Sec. Matawan Creek to Laurence Harbor Parkway Mile posts: 44.22 - 46.44

The existing roadway will be reconstructed from Matawan Creek to south of Laurence Harbor Parkway to improve safety and traffic flow. Improvements will include: reprofile Route 35 to bring the roadway elevation above the 25-year storm level; widening the roadway to bring the existing lanes and shoulders to standard widths; providing additional turning lanes, signalization, signing and pedestrian facilities at four intersections within the project limits. This project will be bicycle/pedestrian compatible.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. Total right of way cost is \$13,300,000.

Comments:

Community: Favorable Public Support via results of Public Information Center and Officials Briefing. Resolution of Support received from Aberdeen Twp. 4/2004 and Old Bridge Township in 6/05.

Cost: Construction cost estimated at \$24 million.

Environment: Categorical Exclusion Document approved by FHWA in 6/05.

Plan: Consultant has completed approximately 95% of the Preliminary Design tasks up to the environmental document.

Value Engineering Workshop will continue during the week of 4/06. Final design budget and schedule under development.

Row: Project involves 3 residential and 5 business displacements

Schedule: Construction scheduled Spring '08 if funding becomes available

Utilities: Extent of involvement to be determined during Preliminary Design. All utility agreements executed between the Department and the respective utility companies.

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

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

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

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction cost is anticipated to be \$81,150,000.

Comments:

Community: Continued interaction with the affected communities, National Park Service and local groups through various meetings through community partnering. Community is in strong support of the project. Public Information center was held in December 2004. Received resolution of support from Borough of Highlands and Seabright. *National Park Services approved the project alignment through the Park and has signed memorandum of understanding in February 2006.

*Incorporated DAG's comments in the work sharing agreement between the National Park Services and the department.

Forwarded revised agreement to NPS for execution. Awaiting for agreement approval by the National Park Services.

Cost: Estimated at approximately \$93 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.

Plan: Final Design is underway. Funding has been authorized for Final Design. Contract Addendum has been fully executed to proceed with Final Design. This update was done on 07/11/02.

Row: Funding for ROW acquisition has been authorized. Two small parcels are going to be acquired. Two parcels owned by Borough of Highlands will be swapped in lieu of enhancements made under this project.

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

Utilities: Utility process has started and seven companies are identified to be impacted by this project.

Rte. 70 Sec. Manasquan River Bridge (4) Mile posts: 58.45

The Route 70 single-leaf bascule bridge over the Manasquan River was constructed in 1936 and is structurally deficient. The Department will construct a 25-foot, fixed-span bridge on the existing alignment. The existing bridge has two lanes in each direction, no shoulders, and a sidewalk on the westbound side. The new structure will have two lanes in each direction, 10-foot outside shoulders, two three-foot inside shoulders separated by concrete median barrier, with a sidewalk on the westbound side only. The cross section matches the Route 70 widening project adjacent to the bridge. The new profile of the bridge impacts the intersection of River Road and Riveria Drive which is located at the westerly end of the structure. This project is being designed to be bicycle/pedestrian compatible. Included with this project is intersection improvements at Route 70 and Riverview Drive. These improvements will include the widening of Riverview Drive, drainage improvements and utility relocations along Route 70 and the addition of a new traffic signal.

This project is funded under the provisions of Section 13 of P.L. 1995, c. 108. Total construction funds are anticipated to be \$45,000,000.

The following special Federal appropriations were allocated to this project. FY 1987/FHWA Act/307 \$9,707,140 (balance available \$276.12) and FY 1987/FHWA Act/309 \$5,855,673 (balance available \$11.88).

Comments:

Community: Community involvement is completed for the preferred alternative--a 25 foot fixed span structure. Project will include noise walls in Brielle Borough. Met with public officials in Brielle in February 2005 and briefed them on the progress of the project.

Cost: Project is funded in the proposed Fiscal Years 2005 and 2006.

Environment: The Environmental Document is approved by the FHWA. Noise wall issues are resolved. Permit packages have been submitted to respective regulatory agencies. Awaiting for permit approval.

Plan: Updated March 30, 2005 Final Design submission was made on 2/15/05. Comments from subject matter experts for Final Design is being compiled.

Row: Right-of-way acquisition is underway and is on critical path. Current ROW availability is August 2005. Schedule is being revised based on the realistic ROW availability date.

Schedule: Begin Construction Fall 2005.

Utilities: Utility verification complete. Base plans complete. Schemes of accommodations are complete. Once the ROW clearance letter is available, utility construction funding request will be initiated.

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 bridge over NJ TRANSIT and Rockaway River will be demolished and reconstructed. The intersection of Route 46 and Route 15 will be reconstructed as an at-grade intersection.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction cost is anticipated to be \$41,100,000.

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. There are still several outstanding access relocation/modification issues that are still being resolved; primary among these is the Ayers Chevrolet property. The designer is coordinating with the ROW Division and is developing early 'cost to cure' measures to identify the site's impacts and identify appropriate cost effective measures to try and accommodate.

Cost: Preliminary estimates are \$32 M construction cost.

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 and documented in the alternatives analysis report. These requirements will impact ROW, requiring additional Right of Way acquisitions.

Plan: Last Update 4/28/05 The Consultant Agreement Modification for final design has been executed using State FY05 funding; the designer is working on the Preliminary Design plans. Preliminary Design Submission is anticipated to be in June 2005.

Row: Preliminary ROW plans are completed and have been submitted to the Department. There are several entire acquisitions needed to construct the project. Additional ROW will be required to construct detention basins and other water quality/stormwater management measures, as required by current NJDEP permit regulations. The required ROW will be incorporated into the Pre-Final ROW documents which will be submitted in August, 2005. ROW funding is State FY 2006.

Schedule: Now that design funding is approved, and the local/county officials concerns have been addressed, the project can proceed to finalizing the design plans; a revised project delivery schedule is being developed accordingly. Construction funding is multi-year programmed, in FY 08 and 09.

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

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.

Comments:

Community: A public information center was held on March 30, 2006. The public reaction was favorable.

Cost: Estimated construction cost is \$55 million.

Environment: It is anticipated that a Categorical Exclusion Document (CED) will be required for this project. The project will require a NJDEP Freshwater Wetland Individual Permit and a Highway Agency Storm Water General Permit.

Plan: Updated 4/24/06 The project is in the CED preparation phase of the Preliminary Design plan development process. A Interstate Modification Report will be required by the FHWA.

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

Utilities: The Utility Agreement process is underway.

Sussex Turnpike Mile posts: 5.09 - 9.39 & Rte. CR 617

This project provides for reconstruction, minor widening for shoulder improvements, minor realignment, drainage improvements and traffic signal improvements along Sussex Turnpike from Black River (Route 10) to just east of West Hanover Avenue, for a total length of approximately 4.3 miles. The project also includes the minor realignment of the intersection of West Hanover Avenue and Brookside Road as well as a widening from two to four lanes (with no shoulders) from Calais Road to West Hanover Road. When completed, Sussex Turnpike from Route 10 to Calais Road will be one 12-foot lane in each direction with 6-foot shoulders. Sussex Turnpike from Calais Road to just east of West Hanover Avenue will be one 11-foot lane and one 12-foot lane in each direction with no shoulders. There will be 12-foot dedicated left-turn lanes on eastbound Sussex Turnpike at Millbrook and West Hanover Avenues. There will also be a dedicated 12-foot left-turn lane on westbound Sussex Turnpike at Calais Road.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. The anticipated construction cost is \$25,200,000.

Comments:

Community: *Have met several times with Randolph Township and Morris County to ensure that project development decisions are mutually acceptable to both groups. Held two Public Information Centers. Public reaction was very favorable.*Randolph Township and Morris County are reconsidering the project need and it is likely they will propose a smaller project in the hope of receiving funding more quickly.

Environment: *Environmental Assessment /Section 4(f) document completed and a Finding of No Significant Impact issued for this project on November 29, 2000.

Plan: Updated 4/26/06 *Preliminary Design submission made in December 2003. *Comment Resolution Summary meeting held 8/12/04.

Row: *The FHWA has rescinded the Right of Way authorization for this project. *The new stormwater management regulations may require additional Right of Way for detention basins.

Schedule: *Contract for construction is currently scheduled to be awarded in late 2008. This schedule will be reevaluated pending the resolution of potential issues presented by the new Storm Water Management Regulations and the Highlands Act as well as the availability of funds.

Utilities: *Funding is not currently available for Utility Preliminary Engineering.

Ocean County

DBNUM 9147C Counties: Ocean

Municipalities: Dover Twp. Lavallette Boro Brick Twp.

Rte. 35 Sec. Restoration, Dover 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.

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

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

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

Comments:

Community: The project has community support.

Cost: Need funding to complete the outstanding Preliminary Design and Final design. Estimated total construction cost is \$ 30.7 M.

Environment: Approved Environmental Document

Plan: Preliminary Design is underway. Waiting for design funding.

Row: ROW impacts being reviewed.

Schedule: Tentative - Summer 2008 Construction Award Realistic award date will be determined upon authorization of Preliminary and Final Design funds. Updated: 5/2/06

Utilities: Utility design proceeding as scheduled.

DBNUM 428A Counties: Monmouth Ocean Municipalities: Point Pleasant Boro Brielle Boro

Rte. 70 Sec. Manasquan River Bridge (4) Mile posts: 58.45

The Route 70 single-leaf bascule bridge over the Manasquan River was constructed in 1936 and is structurally deficient. The Department will construct a 25-foot, fixed-span bridge on the existing alignment. The existing bridge has two lanes in each direction, no shoulders, and a sidewalk on the westbound side. The new structure will have two lanes in each direction, 10-foot outside shoulders, two three-foot inside shoulders separated by concrete median barrier, with a sidewalk on the westbound side only. The cross section matches the Route 70 widening project adjacent to the bridge. The new profile of the bridge impacts the intersection of River Road and Riveria Drive which is located at the westerly end of the structure. This project is being designed to be bicycle/pedestrian compatible. Included with this project is intersection improvements at Route 70 and Riverview Drive. These improvements will include the widening of Riverview Drive, drainage improvements and utility relocations along Route 70 and the addition of a new traffic signal.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funds are anticipated to be \$45,000,000.

The following special Federal appropriations were allocated to this project. FY 1987/FHWA Act/307 \$9,707,140 (balance available \$276.12) and FY 1987/FHWA Act/309 \$5,855,673 (balance available \$11.88).

Comments:

Community: Community involvement is completed for the preferred alternative--a 25 foot fixed span structure. Project will include noise walls in Brielle Borough. Met with public officials in Brielle in February 2005 and briefed them on the progress of the project.

Cost: Project is funded in the proposed Fiscal Years 2005 and 2006.

Environment: The Environmental Document is approved by the FHWA. Noise wall issues are resolved. Permit packages have been submitted to respective regulatory agencies. Awaiting for permit approval.

Plan: Updated March 30, 2005 Final Design submission was made on 2/15/05. Comments from subject matter experts for Final Design is being compiled.

Row: Right-of-way acquisition is underway and is on critical path. Current ROW availability is August 2005. Schedule is being revised based on the realistic ROW availability date.

Schedule: Begin Construction Fall 2005.

Utilities: Utility verification complete. Base plans complete. Schemes of accommodations are complete. Once the ROW clearance letter is available, utility construction funding request will be initiated.

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 are proposed to better facilitate local traffic.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction cost is anticipated to be \$265,762,000.

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

Comments:

Community: A project specific Web-site and toll free hot line number have been developed to inform the local residents and commuters. A public information center and public hearing were held in October 8 and 10, 2002. Resolutions of support have been received from each of the three municipalities that are affected by the project.

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

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

Plan: Updated 1/23/06: The final design phase is currently underway.

Row: The authorization for Right of Way acquisition has been obtained.

Schedule: Following is the tentative schedule for this project subject to availability of appropriate funds for Design/ROW and Construction. Completion of Environmental documents: June 2003 Completion of Final Design phase: October 2007 Start construction: January 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 059

Counties: Passaic

Municipalities: Little Falls Twp. West Paterson Boro Clifton City

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.

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

Comments:

Community: Local residents have been calling the Department for an advanced noise wall project. The issue of noise has been investigated as part of this project. The Township of Little Falls and the City of Clifton are at odds with each other regarding alternate and fire access to the Overlook Office Building in Little Falls. Clifton does not want to give them access through their municipality. The Borough of West Paterson and the City of Clifton are at odds with each other concerning the proposed Hovnanian development, which is primarily in West Paterson. Clifton does not want a main entrance onto Valley Rd from this development. On Rt 46 eastbound between Notch Rd and Rt 3, NJ Transit is trying to do the minimum amount of work at Clove Rd (an intersection with Rt 46 eastbound) to mitigate traffic from their new parking garage and relocated train station. Clove Rd is used as the back entrance to Montclair State University, and the minor league baseball stadium. It is NJ Transit's position that these improvements at the Clove Rd intersection will be done with the Department's proposed project. The Department has met with Transit and has verbally informed them that Transit should conduct any proposed improvement that is required for their project to work properly, and not to rely on this proposed project or any future funding sources from it. The Public information center was held on June 19, 2003.

Cost: The Construction fund, \$180m. is programmed for (TBD) FY09

Plan: Environmental document approved by FHWA 08/15/2003 Public info center held 6/19/2003.

Row: Right of Way funding is available in State FY07 and FY08

Schedule: Updated: 2/14/06. Fundings programmed: Design: State FY 06 and FY07, however, FY06 fund is not made available. ROW: State FY07 and FY08 Con: (TBD) FY 09

DBNUM 9116

Counties: Passaic

Municipalities: Wayne Twp.

Rte. 46 Sec. Route 23 & 80 Interchange Improvements (43) Mile posts: 55.80 - 56.70 & Rte. 80/23

This project will include signing upgrades, installation of new lighting, geometric improvements, new guiderail installation, roadway resurfacing, bridge deck replacements, and acceleration/deceleration lane construction. Also included will be the restriping of Ramp K and Ramp R on Route 23.

Structure Nos.: 1604161, 1604162, 1609153, 1604164, 1604163, 1606175, 1606176, 1606177, 1604158

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. Construction funding is anticipated to be \$64,000,000.

The following Federal appropriation was allocated to this project. FY06 SAFETEA-LU/HPP \$500,000 and FY06 SAFETEA-LU/HPP, \$9,500,000 (available 20% per year). This appropriation also includes Route 46, Broad Street Bridge Replacement; Route 46/23/80 Interchange Improvements; and Route 46/23 Connector.

Comments:

Community: No issue.

Environment: No Issue.

Plan: Last Updated 4/06 Project is in construction.

Row: ROW is cleared.

Somerset County

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. Total design cost is \$11,625,000; total construction funding is anticipated to be \$138,700,000.

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 \$143 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: Updated on 4/24/06 The project is in the Final Design phase of plan development. Due to 'Smart Growth' concerns, the proposed interchange at Township Line Road and the proposed connector road between Hillsborough Road and Homestead Road have been deleted from the project. The proposed Hillsborough Road interchange has been reduced to partial interchange that will accommodate movements to and from Route 206 north of the interchange.

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. Plans are being prepared for the advance utility work on the Duke Energy pipeline, Buckeye pipeline and AT&T facility, which will be done by the respective utility companies before the Route 206 Bypass project is advertised for construction. Funding for the advanced utility work is included in the FY 2006 program.

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 project is funded under the provisions of Section 13 of P.L. 1995, c.108. Total design cost is anticipated to be \$5,500,000.

Comments:

Community: Officials from Somerset County and Hillsborough Township have endorsed the project. Public information forums were held on July 29, 1999 and September 12, 2000.

Cost: The estimated construction cost is \$76 million including utility construction costs and construction engineering (excluding Right of Way costs).

Environment: A pre-application meeting was held in December 2005. A noise study has concluded that noise walls are warranted along the southbound lanes at the southern project limit. The project will require a NJDEP Freshwater Wetland Individual Permit, reforestation plan and a Highway Agency Storm Water Permit. New storm water management regulations impact on project needs to be evaluated further. May significantly impact project.

Plan: The project is in the Final Design phase of plan development; however, a preliminary design submission is expected.

Row: The right of way acquisition process is underway. Completion of the right of way acquisition process is being done as the design of the area adjacent to the parcel is completed.

Schedule: Award of this project is currently anticipated in the June of 2008 if funds are available.

Utilities: Currently preparing utility relocation schemes.

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 funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction cost is \$32,498,246.

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

Comments:

The Project is on schedule and will go out to bid for construction in mid April of next year (FY2007).

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

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.

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. A Public Information Center will be scheduled upon completion of the Preliminary Design.

Cost: Construction Cost is approximately \$23.5, including Const. Engineering and Contingency estimates.

Environment: High Environmental Sensitivity. There is significant Green Acres properties that'll be affected. Stormwater Management and Water Quality regulations will impact the project as well. It's 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: Last Update 4/28/05 The environmental document (CED) approved by FHWA on July 28, 2004. Final Design funding is currently required to complete Preliminary Design and commence with Final Design. Final Design is currently programmed for State FY '06 funding. 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

Schedule: Project needs additional funding to further develop the project construction and right of way plans. Due to the lack of funding, the project schedule cannot be maintained. A revised schedule is required and will be developed based on anticipated FY 06 funding.

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

DBNUM **9044** Counties: Sussex

Municipalities: Sussex Boro Wantage Twp.

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.

Comments:

Community: 04/27/06 The County, Wantage Township & Sussex Borough are in favor of this project. Provided briefing to municipal officials on March 15, 2006.

Cost: 04/27/06 Preliminary & Final Design: \$ 4 M Right of Way: \$ 6.5 M Utilities: \$ 2.3 M Construction: \$ 22.0 M

Environment: 04/27/06 Finding of No Significant Impact approved by Federal Highway Administration on December 23, 2003.

Plan: 04/27/06 Capital Program Committee approved Final Design on February 18, 2004. Consultant Agreement Addendum executed October 24, 2005.

Row: 04/27/06 It is estimated that there will be 50 parcels with the potential of six relocations.

Schedule: 04/27/06 Preliminary Design Submission 8/29/06 Final Right of Way Submission 10/27/06 Award Date 2/3/09

Utilities: 04/27/06 Do not anticipate any major utility involvement.

Union County

DBNUM **048** Counties: Middlesex Union Municipalities: Rahway City Woodbridge Twp.

Rte. 1&9 Sec. Production Way to East Lincoln Avenue (1K 3M) Mile posts: 37.99 - 39.74

Rehabilitation of the existing Rahway River Bridge will provide new ramp connections between Routes 1&9 and Randolph Avenue, widening Route 1 to include auxiliary lanes/shoulders, and intersection improvements. This project will complete the overall improvements initiated with the new bridge over the Rahway River. This project will be bicycle compatible.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding is \$41,800,000.

Comments:

Community: Several community involvement meetings have been held to date. Public support has been received.
Cost: Anticipated to be \$39.0 million for construction.
Environment: Some wetland mitigation may be necessary on this project. A site has been tentatively selected for mitigation. Impacts to the Landfill at the Resource Recovery Facility will impact the ROW Schedule
Plan: Final design submission was made on April 15, 2005. PS&E submitted August 8th 2005. Federal authorization for construction has been obtained. Project advertised 12/08/2005. Bids received 01/08/06. Updated 03/29/06.
Row: ROW has been cleared.
Schedule: ROW availability is September 01, 2005 project was awarded March 1, 2006.
Utilities: Unknown at this time.

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.

Comments:

Community: Public Information Center held on 1/10/06. Received municipal resolution of support.
Cost: No issues
Environment: Eligibility and Effect completed. CED executed by FHWA!
Plan: 4/27/06. *Preliminary Design Submission will occur on 5/2/06. Noise wall recommended and will be incorporated into plans.
Row: New IPA takes additional ROW.
Schedule: No issues
Utilities: All agreements executed except for Conrail.

DBNUM **98545** Counties: Union Municipalities: Hillside Twp. Union Twp.

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

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

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

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

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. The total construction cost is anticipated to be \$85,161,000.

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: As of 1/23/06: The final design has been initiated.
Row: Right of way acquisitions for several residential relocations have been completed. The Right of Way plans are being developed for the remaining acquisitions.
Schedule: The construction award is anticipated to be completed during January, 2008.
Utilities: There are only minor utility impacts associated with the project.

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

Rte. 78 Sec. Union/Essex Rehabilitation, Springfield Avenue to Route 1&9 Mile posts: 51.4 - 58.5

This project will provide preventive maintenance, reconstruction and safety improvements. Roadway pavement will be rehabilitated through pavement removal and replacement, concrete rubbilization 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. Total construction cost is anticipated to be \$42,000,000.

Comments:

Cost: The estimated construction cost is \$40 Million.

Environment: Categorical Exclusion Document is underway.

Plan: May 27, 2005 Currently in Preliminary Design phase. Project design schedule is very aggressive (hyper-build schedule).

ROW: There is no Right of Way acquisition required for this project.

Schedule: The construction award is scheduled for July 13, 2006.

Utilities: There are no utility impacts required.