

**Attachment 2: Summary Table of the Subregional Highway and Bridge Projects
Recommended NJTPA Modifications and Amendments for the ARRA (Economic Stimulus) Funding**

| Subregion | Project Name | DBNUM | FUNDING SOURCES | | | NJTPA ACTION NEEDED | | Information Only |
|-------------|--|----------|-------------------------|--------------------|----------------------|---------------------|---------------|------------------|
| | | | Stimulus Funding Amount | Other Funds Amount | Total Funding Amount | 2009 TIP Amendment | RTP Amendment | 2010 TIP |
| Bergen | Court Street Bridge over the Hackensack River | FS09393 | \$16,788,490 | \$9,211,510 | \$26,000,000 | | X | X |
| Essex | Resurfacing - Bloomfield Avenue | FSN09455 | \$5,800,000 | | | X | | |
| Essex | Resurfacing - Passaic Avenue | FSN09456 | \$1,795,917 | | | X | | |
| Essex | Resurfacing - South Orange Avenue | FSN09457 | \$2,280,000 | | | X | | |
| Hudson | Baldwin Avenue Project | 98551 | \$1,000,000 | | | X | | |
| Hudson | Improvements to Pedestrian Indications on Route 501 JFK Boulevard (18th to 27th Streets) | FSN09462 | \$70,000 | | | X | | |
| Hudson | Improvements to Pedestrian Indications on Route 681 Paterson Plank Road (So App 14th Street Via to Union Turnpike) | FSN09463 | \$110,000 | | | X | | |
| Hudson | Improvements to Pedestrian Indications on Route 690 and Route 501 JFK Boulevard | FSN09464 | \$370,000 | | | X | | |
| Hudson | Improvements to Pedestrian Indications on Routes 693, 505 and 677 JFK Boulevard East (Baldwin to Woodcliff) | FSN09465 | \$175,000 | | | X | | |
| Hudson | Route 501 JFK Boulevard Improvement - Section 17 (W52nd Street to Neptune Avenue) | FSN09468 | \$580,411 | | | X | | |
| Hudson | Route 681 Paterson Plank Road Resurfacing (JFK Boulevard to So App 14th Street) | FSN09473 | \$250,000 | | | X | | |
| Hudson | Hudson County - Castle Point Walkway** | 06342 | \$1,550,000 | | | X | X | |
| Hudson | Hudson County - Hudson River Waterfront Walkway (Weehawken Cove) Hoboken and Weehawken** | HP01012 | \$1,900,000 | \$730,000 | \$2,630,000 | X | | |
| Hudson | Hudson County - Union City Street Improvements and Traffic Signal Replacement** | 08436 | \$1,000,000 | \$584,000 | \$1,584,000 | X | | |
| Hunterdon | Pavement Rehabilitation Program Countywide* | FSN09474 | \$3,720,000 | | | X | | |
| Jersey City | Road Resurfacing - Sip Avenue and Newark Avenue | FSN09467 | \$4,558,397 | | | X | | |
| Middlesex | Guiderail Installation/Replacement Program Countywide* | | \$6,731,000 | | | X | | |
| Middlesex | Pavement Resurfacing and Milling Countywide* | FSN09440 | \$7,513,804 | | | X | | |
| Monmouth | Pavement Rehabilitation Countywide* | FSN09439 | \$5,438,000 | | | X | | |
| Monmouth | Priority 1 Structural Steel Repairs at County Bridge S-31 Bascule Span | FSN09438 | \$1,300,000 | | | | X | X |
| Monmouth | Reconstruction of County Bridge MN-10 and Rehabilitation of Millhurst Dam | FSN09437 | \$1,945,932 | \$2,354,068 | \$4,300,000 | | X | X |
| Monmouth | Upgrade of Electrical Components at Signalized Intersections | FSN09436 | \$3,000,000 | | | X | | |
| Morris | Chester Branch Railroad Rehabilitation | FSN09435 | \$5,800,000 | | | X | X | |
| Morris | Intersection Improvements to Ridgedale Avenue/Deforest Avenue and Ridgedale Avenue/Troy Road in the Township of East Hanover | FSN09434 | \$350,000 | | | | | X |
| Morris | Milling and Resurfacing Countywide* | FSN09433 | \$2,378,842 | | | X | | |
| Morris | Signal - Parsippany Road and Route 202 and Parsippany Boulevard | FSN09432 | \$200,000 | | | X | | |
| Morris | Signal - West Hanover Avenue and Burnham and Stiles | FSN09431 | \$200,000 | | | X | | |
| Newark | Street Resurfacing at Various Locations* | FSN09459 | \$4,894,357 | | | X | | |
| Newark | Wilson Avenue and Rome Street Traffic Signal | FSN09460 | \$300,000 | | | X | | |
| Ocean | Beaver Dam Bridge Painting | FSN09430 | \$575,000 | | | | | X |
| Ocean | Ocean County Resurfacing Program Countywide* | | \$2,645,612 | | | X | | |

| Subregion | Project Name | DBNUM | FUNDING SOURCES | | | NJTPA ACTION NEEDED | | Information Only |
|-----------|--|----------|-------------------------|---------------------|----------------------|---------------------|---------------|------------------|
| | | | Stimulus Funding Amount | Other Funds Amount | Total Funding Amount | 2009 TIP Amendment | RTP Amendment | 2010 TIP |
| Ocean | Reconstruction of Route 539 at the New Fort Dix Entrance** | 09300 | \$150,000 | | | X | X | |
| Ocean | Replacement of Beach Boulevard Bridge | FSN09419 | \$5,406,157 | | | | X | X |
| Ocean | Safety Upgrade Replacement of Bridge Guiderail End Treatments at 82 Bridges | FSN09564 | \$925,000 | | | | | X |
| Passaic | Pavement Resurfacing Countywide* | FSN09417 | \$9,286,537 | \$2,995,469 | \$12,282,006 | X | | |
| Somerset | Milling, Resurfacing, Curbing and Striping Countywide* | FSN09416 | \$5,649,029 | | | X | | |
| Sussex | Pavement Rehabilitation Route 519 MP 67.83 - 71.37 | FSN09414 | \$819,200 | | | X | | |
| Sussex | Replacement of Sussex County Bridge Q-09 | FSN09413 | \$600,000 | | | X | X | |
| Sussex | Replacement of Sussex County Bridge Q-11 | FSN09412 | \$1,200,000 | | | X | X | |
| Sussex | Route 616 Resurfacing MP 0 - 5.10 | FSN09410 | \$1,045,000 | | | X | | |
| Sussex | Route 620 Microresurfacing MP 01.00 - 01.93 | FSN09409 | \$55,800 | | | X | | |
| Union | Intersection Improvements On Springfield Avenue | FSN09406 | \$510,000 | | | | | X |
| Union | Milling and Resurfacing and Handicap Ramps Countywide Project 1* | FSN09405 | \$4,587,515 | | | X | | |
| Union | Terrill Road Corridor Roadway Improvements- Somerset County Line to Martine Avenue | FSN09403 | \$1,420,000 | | | | | X |
| Union | Various Elizabeth Intersection Improvements* | FSN09401 | \$2,530,000 | | | X | | |
| Union | Union County - Park Avenue Corridor Improvements | FSN09402 | \$875,000 | | | X | | |
| Warren | Pavement Repair and Resurfacing on Route 519 | FSN09397 | \$3,720,000 | | | X | | |
| | TOTALS | | \$124,000,000 | \$15,875,047 | \$139,875,047 | | | |

* Individual resurfacing and guiderail projects have been grouped together by subregion. See attachment 3 for detailed description of the individual projects.

** Represents modifications to the FY2009 TIP

**Attachment 3: Detailed Descriptions Subregional Highway and Bridge Projects
NJTPA Local Projects Modifications and Amendments for the ARRA (Economic Stimulus) Funding**

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|--|--|---|------------------|
| Bergen | Court Street Bridge over the Hackensack River | Bogota Hackensack | This project provides for the rehabilitation of the Court Street Bridge over the Hackensack River in Essex County. The existing bridge is a center-bearing swing span Warren thru truss bridge with two steel girder approach spans supported on a concrete structure. The overall length of the structure is 316 feet. The bridge will be dismantled, and the approach spans will be reconstructed using concrete box beams. The mechanical and electrical equipment will be completely rehabilitated or replaced. The sufficiency rating is 1. | \$16,788,490 |
| Essex | Resurfacing - Bloomfield Avenue | Newark, Bloomfield, Glen Ridge, Montclair, Verona, North Caldwell, Caldwell, West Caldwell | This project will entail milling and resurfacing of Bloomfield Avenue for a distance of approximately 10 miles from Passaic Avenue in West Caldwell to Broadway in Newark. Additional work items would include any required resetting and/or reconstruction of manholes, inlets, replacement of inlet curb pieces and installation of bicycle safe inlet grates, replacement of existing traffic signal loop detectors, crosswalk improvements such as installation of barrier free access ramps and detectable warning surface plates, sidewalk and curb restoration, cleaning of existing drainage systems, re-striping of traffic lines, stop bars and pedestrian crossings. This project is rated with poor surface pavement conditions and requires immediate roadway resurfacing | \$5,800,000 |
| Essex | Resurfacing - Passaic Avenue | Fairfield, West Caldwell | This project will entail milling and resurfacing of Passaic Avenue for a distance of approximately 3 miles from Bloomfield Avenue in West Caldwell to Little Falls Road in Fairfield. Additional work items would include any required resetting and/or reconstruction of manholes, inlets, replacement of inlet curb pieces and installation of bicycle safe inlet grates, replacement of existing traffic signal loop detectors, crosswalk improvements such as installation of barrier free access ramps and detectable warning surface plates, sidewalk and curb restoration, cleaning of existing drainage systems, re-striping of traffic lines, stop bars and pedestrian crossings. This project is rated with poor surface pavement conditions and requires immediate roadway resurfacing | \$1,795,917 |
| Essex | Resurfacing - South Orange Avenue | South Orange, Maplewood, Millburn, Livingston | This project will entail milling and resurfacing of South Orange Avenue for a distance of approximately 4.5 miles from John F. Kennedy Pkwy in Livingston to Prospect Street in South Orange. Additional work items would include any required resetting and/or reconstruction of manholes, inlets, replacement of inlet curb pieces and installation of bicycle safe inlet grates, replacement of existing traffic signal loop detectors, crosswalk improvements such as installation of barrier free access ramps and detectable warning surface plates, sidewalk and curb restoration, cleaning of existing drainage systems, re-striping of traffic lines, stop bars and pedestrian crossings. This project is rated with poor surface pavement conditions and requires immediate roadway resurfacing | \$2,280,000 |
| Hudson | Baldwin Avenue Project | Weehawken | The existing road will be realigned and widened to accommodate increased traffic due to improvements along the waterfront. | \$1,000,000 |
| Hudson | Improvements to Pedestrian Indications on Route 501 JFK Boulevard (18th to 27th Streets) | North Bergen Union City | This project provides improvements to pedestrian indications along John F. Kennedy Blvd. East from 18th Street to 27th Street in North Bergen Township and the City of Union City. All existing pedestrian indications will be replaced with incandescent-look countdown LED units. The roadway is about 60 feet wide and has four traffic lanes with parking on both sides and no median. The length of the project is approximately 2,600 LF and contains about 9 intersections. Existing antiquated pedestrian indications will be replaced with brighter, larger, more easily visible LED countdown indications in an effort to reduce pedestrian injuries. | \$70,000 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|--|-----------------------------------|---|------------------|
| Hudson | Improvements to Pedestrian Indications on Route 681 Paterson Plank Road (So App 14th Street Via to Union Turnpike) | Jersey City North Bergen | This project provides improvements to pedestrian indications along John F. Kennedy Blvd. East from the Manhattan Avenue/South Wing Viaduct to Columbia Avenue in the City of Jersey City and North Bergen Township. All existing pedestrian indications will be replaced with incandescent-look countdown LED units. The roadway is about 35 feet wide and has two traffic lanes with parking on both sides and no median. The length of the project is approximately 9,500 LF and contains about 11 intersections. Existing antiquated pedestrian indications will be replaced with brighter, larger, more easily visible LED countdown indications in an effort to reduce pedestrian injuries. | \$110,000 |
| Hudson | Improvements to Pedestrian Indications on Route 690 and Route 501 JFK Boulevard | Bayonne | This project provides improvements to pedestrian indications along John F. Kennedy Blvd. East from W. 1st Street to W. 57th Street in the City of Bayonne. All existing pedestrian indications will be replaced with incandescent-look countdown LED units. The roadway is about 60 feet wide and has four traffic lanes with parking on both sides and no median. The length of the project is approximately 19,200 LF and contains about 44 intersections. Existing antiquated pedestrian indications will be replaced with brighter, larger, more easily visible LED countdown indications in an effort to reduce pedestrian injuries. | \$370,000 |
| Hudson | Improvements to Pedestrian Indications on Routes 693, 505 and 677 JFK Boulevard East (Baldwin to Woodcliff) | Guttenberg North Bergen Weehawken | This project provides improvements to pedestrian indications along John F. Kennedy Blvd. East from the South Marginal Highway through Wall Street / Woodcliff Avenue, in Guttenberg, North Bergen, Weehawken and West New York. All existing pedestrian indications will be replaced with incandescent-look countdown LED units. The roadway is about 50 feet wide and has two traffic lanes with parking on both sides and no median. The length of the project is approximately 17,700 LF and contains about 26 intersections. Existing antiquated pedestrian indications will be replaced with brighter, larger, more easily visible LED countdown indications in an effort to reduce pedestrian injuries. | \$175,000 |
| Hudson | Route 501 JFK Boulevard Improvement - Section 17 (W52nd Street to Neptune Avenue) | Bayonne Jersey City | Roadway resurfacing of Route 501 JFK Boulevard - Section 17. The current condition of the pavement ranges from fair to poor with numerous pavement cracks and rutting from heavy truck traffic. Construction will include complete roadway resurfacing (2" milling and 2" HMA overlay) with traffic stripes and markings. Handicap ramps and Eco-compliant inlet curb pieces will be installed or replaced where necessary. The roadway is an urban minor arterial with a speed limit of 25MPH and runs from north to south through the entire county. The curb to curb width is about 60 feet with parking generally permitted on both sides. The roadway has curb and sidewalks on both sidewalks. The length of the project is about 4,700 LF. Near the Bayonne/Jersey City border, Kennedy Boulevard intersects with the Route 440 connection ramps. Roadway resurfacing is necessary due to current pavement condition ranging from fair to poor with numerous cracks and rutting from heavy truck traffic. | \$580,411 |
| Hudson | Route 681 Paterson Plank Road Resurfacing (JFK Boulevard to So App 14th Street) | Jersey City Union City | Roadway resurfacing of Route 681 Paterson Plank Road. The current condition of the 18 year old pavement ranges from fair to poor with numerous pavement cracks and scaling. Construction will include complete roadway resurfacing (2" milling and 2" HMA overlay) with traffic stripes and markings. Handicap ramps and Eco-compliant inlet curb pieces will be installed or replaced where necessary. The roadway is an urban minor arterial with a speed limit of 25MPH and generally runs from south-east to north-west of the county. The curb to curb width is about 39 feet. In this area Paterson Plank Road has two traffic lanes with parking on both sides. The length of the project is about 3,600 LF. About a third of the project runs through Washington Park (County). The limits for Paterson Plank Road (CR681) Resurfacing are from JF Kennedy Blvd to South Approach to 14th Street Viaduct) Jersey City & Union City. Resurfacing is necessary as the 18 year old pavement is in poor condition with numerous cracks and scaling. | \$250,000 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|--|--------------------------------|---|------------------|
| Hudson | Hudson County - Castle Point Walkway | Hoboken City | This project will provide for the construction of the continuation of the Hudson River Waterfront Walkway in Hoboken in front of Stevens Institute. The project is sponsored by NJ Department of Environmental Protection in conjunction with Stevens Institute. The following special Federal appropriation was allocated to this project. SAFETEA-LU, \$800,000 (available 20% per year), and FY06 Appropriation Bill (\$0.75 million). | \$1,550,000 |
| Hudson | Hudson County - Hudson River Waterfront Walkway (Weehawken Cove) Hoboken and Weehawken | Hoboken City Weehawken Twp. | This project will provide for construction of approximately 800 feet of walkway along the Hudson River waterfront at Weehawken Cove. This project was previously authorized in the amount of \$1,879,000 of TCSP funds. This authorization was rescinded due to lack of billing. The funds will have to be authorized again in 2007. This project is also subject to an FY 2006 appropriation in the amount of \$750,000. | \$1,900,000 |
| Hudson | Hudson County - Union City Street Improvements and Traffic Signal Replacement | Union City | This project will provide for improvements to Summit Ave. between 7th and 11th Streets. The improvements will include replacement of concrete curbing and sidewalks, a stamped colored concrete accent strip, installation of shade trees, milling and paving of the roadway, and replacement of the pavement markings and line striping. The project may also include the installation of imprinted crosswalks. Resurfacing is necessary as the current condition of the pavement ranges from fair to poor with numerous cracks. | \$1,000,000 |
| Hunterdon | County Route 512 (From Guinea Hollow Road to Pottersville Road) | Fairmount twp | The project will include milling the surface course 2 inches and resurfacing 2 inches, repairing bituminous concrete base course, installing subbase outlet drains and upgrading all storm drainage inlets to meet current stormwater standards. This road was selected using a manual inspection pavement management system. Road conditions are evaluated on a constant basis with feedback provided by road crews, inspectors, field engineers and supervisory staff. | \$1,460,457 |
| Hunterdon | County Route 517 (From Terill Drive to Fairmount Road) | Fairmount twp | The project will include milling the surface course 2 inches and resurfacing 2 inches, repairing bituminous concrete base course, installing subbase outlet drains and upgrading all storm drainage inlets to meet current stormwater standards. This road was selected using a manual inspection pavement management system. Road conditions are evaluated on a constant basis with feedback provided by road crews, inspectors, field engineers and supervisory staff. | \$335,653 |
| Hunterdon | County Route 623 (From Regional Road to Route 31) | Clinton Twp | The project will include milling and delaminating existing surface course 2 inches and resurfacing 2 inches. Minor base course repairs will be made as needed. All existing storm drainage inlets will be modified to conform to current Stormwater requirements. In addition all pavement markings inclusive of the bicycle lanes will be delaminating with long life epoxy traffic paint. Raised pavement markers will be added to center lane striping. All traffic signing will be inspected and replaced as needed. This road was selected using a manual inspection pavement management system. Road conditions are evaluated on a constant basis with feedback provided by road crews, inspectors, field engineers and supervisory staff. | \$646,544 |
| Hunterdon | County Route 625 (From Everittstown Road to Interstate 78) | Union and Alexandria twp | The project includes milling the delaminating existing surface course 2 inches and resurfacing 2 inches. The existing storm drainage inlets will be modified to conform to current Storm Water requirements. In addition an existing traffic signing will be inventoried and modified as necessary to be in conformance with the M.U.T.C.D. Manual. Pavement marking will be long life epoxy traffic paint with raised pavement markers to improve Safety. This road was selected using a manual inspection pavement management system. Road conditions are evaluated on a constant basis with feedback provided by road crews, inspectors, field engineers and supervisory staff. | \$1,277,346 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-------------|---|---|---|------------------|
| Jersey City | Sip Avenue (From John F. Kennedy Blvd to Bergen Avenue) | Jersey City | The project includes, the installation of handicapped curb ramps where required, installation of detectable warning surfaces, in-kind replacement of concrete curb and concrete sidewalk where required, replacement of the catch basin cast iron curb pieces with environmentally acceptable catch basin curb pieces, reconstruction of existing catch basins, resetting and/or replacement of castings, installation of bicycle safe grates, milling, resurfacing with Hot Mix Asphalt, and long life traffic striping. The roadway is in fair to poor condition and in need of a resurfacing in order to maintain structural integrity and to avoid costly reconstruction. The road has many cracks, patches, depressions, utility trench repairs and areas of pavement failure. | \$471,542 |
| Jersey City | Newark Avenue (From Tonnele Avenue to Coles Street) | Jersey City | The project includes, the installation of handicapped curb ramps where required, installation of detectable warning surfaces, in-kind replacement of concrete curb and concrete sidewalk where required, replacement of the catch basin cast iron curb pieces with environmentally acceptable catch basin curb pieces, reconstruction of existing catch basins, resetting and/or replacement of castings, installation of bicycle safe grates, milling, resurfacing with Hot Mix Asphalt, and long life traffic striping. The roadway is in fair to poor condition and in need of a resurfacing in order to maintain structural integrity and to avoid costly reconstruction. The road has many cracks, patches, depressions, utility trench repairs and areas of pavement failure. | \$4,086,855 |
| Middlesex | Guiderail Installation/Replacement - Route 501 | Edison, South Plainfield, Piscataway Metuchen, Woodbridge | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$5,000 |
| Middlesex | Guiderail Installation/Replacement - Route 514 | Highland Park, Edison, Woodbridge | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$35,000 |
| Middlesex | Guiderail Installation/Replacement - Route 516 | Old Bridge | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$428,000 |
| Middlesex | Guiderail Installation/Replacement - Route 522 | South Brunswick, Jamesburg, Monroe | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$740,000 |
| Middlesex | Guiderail Installation/Replacement - Route 527 | East Brunswick | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$811,000 |
| Middlesex | Guiderail Installation/Replacement - Route 531 | South Plainfield, Edison, Metuchen | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$54,000 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|--|--|--|------------------|
| Middlesex | Guiderail Installation/Replacement - Route 601 | Piscataway, South Plainfield | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$651,000 |
| Middlesex | Guiderail Installation/Replacement - Route 602 | Edison, Woodbridge, South Plainfield, Carteret | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$88,000 |
| Middlesex | Guiderail Installation/Replacement - Route 604 | South Plainfield, Woodbridge, Edison, Carteret | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$33,000 |
| Middlesex | Guiderail Installation/Replacement - Route 605 | South Plainfield | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$35,000 |
| Middlesex | Guiderail Installation/Replacement - Route 606 | New Brunswick, Milltown, East Brunswick, South River | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$140,000 |
| Middlesex | Guiderail Installation/Replacement - Route 607 | Middlesex | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$52,000 |
| Middlesex | Guiderail Installation/Replacement - Route 608 | North Brunswick | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$224,000 |
| Middlesex | Guiderail Installation/Replacement - Route 610 | South Brunswick | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$461,000 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|--|---|--|------------------|
| Middlesex | Guiderail Installation/Replacement - Route 611 | Woodbridge, Perth Amboy | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$203,000 |
| Middlesex | Guiderail Installation/Replacement - Route 612 | Monroe, Jamesburg | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$162,000 |
| Middlesex | Guiderail Installation/Replacement - Route 613 | Monroe, Spotswood, East Brunswick | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$649,000 |
| Middlesex | Guiderail Installation/Replacement - Route 614 | Plainsboro, Cranbury, Monroe | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$784,000 |
| Middlesex | Guiderail Installation/Replacement - Route 615 | Cranbury, Monroe, Jamesburg, Helmetta, Spotswood, East Brunswick, Old Bridge, Sayreville, | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$597,000 |
| Middlesex | Guiderail Installation/Replacement - Route 626 | Old Bridge | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$65,000 |
| Middlesex | Guiderail Installation/Replacement - Route 645 | Old Bridge | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$28,000 |
| Middlesex | Guiderail Installation/Replacement - Route 670 | Sayreville, South Amboy | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$167,000 |
| Middlesex | Guiderail Installation/Replacement - Route 675 | Sayreville | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$159,000 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|---|-----------------------------|--|------------------|
| Middlesex | Guiderrail Installation/Replacement - Route 677 | South River, East Brunswick | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$92,000 |
| Middlesex | Guiderrail Installation/Replacement - Route 689 | Old Bridge | A Countywide evaluation of guiderail along all county routes was performed and reported in an April 2002 final report. The report identified this location where new guiderail was warranted and existing guiderail was not in conformance with current standards. This project includes safety enhancements such as installation of new guiderail at warranted locations, replacement and/or upgrades to existing guiderail and end treatments as well as approach guiderail, approach guiderail terminals, transitions and bridge rail on county bridges and culverts to meet current standards. | \$68,000 |
| Middlesex | Thornall Street Resurfacing -- Wood Avenue to Evergreen Road | Edison | This project consists of milling and resurfacing Thornall Street (CR 657) from Wood Avenue to Evergreen Road. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$286,000 |
| Middlesex | Livingston Avenue Resurfacing -- New Street to City Line | New Brunswick | This project consists of milling and resurfacing Livingston Avenue (CR 691) from New Street to the City Line. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$847,000 |
| Middlesex | Oak Tree Road Resurfacing -- Magnolia Road to Route 27 | Woodbridge | This project consists of milling and resurfacing Oak Tree Road (CR 604) from Magnolia Road to Route 27. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$286,000 |
| Middlesex | Oak Tree Road Resurfacing -- Train Bridge to Shopping Center Entrance | Edison, South Plainfield | This project consists of milling and resurfacing Oak Tree Road (CR 604) from the Train Bridge to the Shopping Center Entrance. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$132,000 |
| Middlesex | Oak Tree Road Resurfacing -- Adrien Way to Grove Avenue | Edison | This project consists of milling and resurfacing Oak Tree Road (CR 604) from Adrien Way to Grove Avenue. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$440,000 |
| Middlesex | Oakwood Ave./Evergreen Rd. Resurfacing -- Parsonage Road to Thornall Street | Edison | This project consists of milling and resurfacing Oakwood Avenue/Evergreen Road (CR 657) from Parsonage Road to Thornall Street. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$275,000 |
| Middlesex | South Clinton Avenue Resurfacing -- Hamilton Blvd. to New Market Avenue | South Plainfield | This project consists of milling and resurfacing South Clinton Avenue (CR 663) from Hamilton Blvd to New Market Avenue. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$803,000 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|--|-------------------------|---|------------------|
| Middlesex | Central Avenue Resurfacing -- Middlesex Avenue to Plainfield Avenue | Metuchen | This project consists of milling and resurfacing Central Avenue (CR 669) from Middlesex Avenue to Plainfield Avenue. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$297,000 |
| Middlesex | Woodbridge Avenue Resurfacing -- Route 1 Bridge to Route 27 Monument | Edison, Highland Park | This project consists of milling and resurfacing Woodbridge Avenue (CR 514) from the Route 1 Bridge to the Route 27 Monument. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$330,000 |
| Middlesex | Parsonage Road Resurfacing -- Route 1 to Oakwood Avenue | Edison | This project consists of milling and resurfacing Parsonage Road (CR 630) from Route 1 to Oakwood Avenue. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$352,000 |
| Middlesex | New Durham Road Resurfacing -- Route 287 to Bridge Street | Metuchen, Edison | This project consists of milling and resurfacing New Durham Road (CR 501) from Route 287 to Bridge Street. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$319,000 |
| Middlesex | Main Street Resurfacing -- Reid Street to Bridge Deck | South River | This project consists of milling and resurfacing Main Street (CR 535) from Reid Street to the Bridge Deck. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$231,000 |
| Middlesex | Main Street Resurfacing -- Old Bridge Turnpike to Gordon Street | South River | This project consists of milling and resurfacing Main Street (CR 535) from Old Bridge Turnpike to Gordon Street. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$286,000 |
| Middlesex | CR 535 Jughandle Resurfacing -- South River Bridge to Jernee Mill Road | South River, Sayreville | This project consists of milling and resurfacing the CR-535 jughandle from South River Bridge to Jernee Mill Road. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$33,000 |
| Middlesex | Florida Grove Road Resurfacing -- Route 35 to Sayre Avenue | Woodbridge, Perth Amboy | This project consists of milling and resurfacing Florida Grove Road (CR 655) from Route 35 to Sayre Avenue. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$803,000 |
| Middlesex | Roosevelt Avenue Resurfacing -- Post Blvd. to Blair Road | Carteret | This project consists of milling and resurfacing Roosevelt Avenue (CR 602) from Post Boulevard to Blair Road. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$330,000 |
| Middlesex | Port Reading Avenue Resurfacing -- West Avenue to Rahway Avenue | Woodbridge | This project consists of milling and resurfacing Port Reading Avenue (CR 604) from West Avenue to Rahway Avenue. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$462,000 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|---|--|--|------------------|
| Middlesex | Old Bridge-Matawan Road Resurfacing -- Old Matawan Road to Route 9 | Old Bridge | This project consists of milling and resurfacing Old Bridge-Matawan Road (CR 516) from Old Matawan Road to Route 9. This road section is near or has reached the end of its preferred resurfacing life schedule and its showing signs of deterioration. This is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity. | \$1,001,804 |
| Monmouth | C.R. 537, Monmouth Road (From C.R. 571 to C.R. 524) | Millstone, Freehold Twsp. | The project entails milling off 2 ½" inches of the outer edges (or full section, as required) of the existing asphalt pavement and construct a 2 ½" lift of hot mixed asphalt pavement between the curb or edge lines existing roadway profiles will be maintained, however, minor irregularities (high or low points) in the existing pavement will be addressed by adjustments in either the milling or new asphalt thicknesses. The paving will be followed by the installation of all necessary long life pavement markings and raised pavement markers (RPM's). Any required public sidewalk ramps would also be constructed within the limits of the resurfaced roadways. This road segment is near the end of its life cycle, and displays signs of pavement distress such as cracking. Resurfacing will avoid potential hazardous conditions and major costs which would be required to reconstruct the roadway if it is unmaintained. | \$725,519 |
| Monmouth | C.R. 537, Monmouth Road (from Thompson Grove Road to Rt. 33 Bypass) | Freehold Twsp. | The project entails milling off 2 ½" inches of the outer edges (or full section, as required) of the existing asphalt pavement and construct a 2 ½" lift of hot mixed asphalt pavement between the curb or edge lines existing roadway profiles will be maintained, however, minor irregularities (high or low points) in the existing pavement will be addressed by adjustments in either the milling or new asphalt thicknesses. The paving will be followed by the installation of all necessary long life pavement markings and raised pavement markers (RPM's). Any required public sidewalk ramps would also be constructed within the limits of the resurfaced roadways. This road segment is near the end of its life cycle, and displays signs of pavement distress such as cracking. Resurfacing will avoid potential hazardous conditions and major costs which would be required to reconstruct the roadway if it is unmaintained. | \$637,417 |
| Monmouth | C.R. 537, Monmouth Road, (from Route 79 to Hominy Hill Road) | Freehold Boro. Freehold, Colts Neck Twsp. | The project entails milling off 2 ½" inches of the outer edges (or full section, as required) of the existing asphalt pavement and construct a 2 ½" lift of hot mixed asphalt pavement between the curb or edge lines existing roadway profiles will be maintained, however, minor irregularities (high or low points) in the existing pavement will be addressed by adjustments in either the milling or new asphalt thicknesses. The paving will be followed by the installation of all necessary long life pavement markings and raised pavement markers (RPM's). Any required public sidewalk ramps would also be constructed within the limits of the resurfaced roadways. This road segment is near the end of its life cycle, and displays signs of pavement distress such as cracking. Resurfacing will avoid potential hazardous conditions and major costs which would be required to reconstruct the roadway if it is unmaintained. | \$798,067 |
| Monmouth | C.R. 524, Stagecoach Road, (from Chambers Road to C.R. 571) | Millstone Township | The project entails milling off 2" inches of the outer edges (or full section, as required) of the existing asphalt pavement and construct a 2" lift of hot mixed asphalt pavement between the curb or edge lines existing roadway profiles will be maintained, however, minor irregularities (high or low points) in the existing pavement will be addressed by adjustments in either the milling or new asphalt thicknesses. The paving will be followed by the installation of all necessary long life pavement markings and raised pavement markers (RPM's). Any required public sidewalk ramps would also be constructed within the limits of the resurfaced roadways. This road segment is near the end of its life cycle, and displays signs of pavement distress such as cracking. Resurfacing will avoid potential hazardous conditions and major costs which would be required to reconstruct the roadway if it is unmaintained. | \$171,014 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|---|--------------------------------------|--|------------------|
| Monmouth | C.R. 524, Eiton Adelphia Road, (from C.R. 537 to Ticonderoga Boulevard) | Freehold Township | The project entails milling off 2" inches of the outer edges (or full section, as required) of the existing asphalt pavement and construct a 2" lift of hot mixed asphalt pavement between the curb or edge lines existing roadway profiles will be maintained, however, minor irregularities (high or low points) in the existing pavement will be addressed by adjustments in either the milling or new asphalt thicknesses. The paving will be followed by the installation of all necessary long life pavement markings and raised pavement markers (RPM's). Any required public sidewalk ramps would also be constructed within the limits of the resurfaced roadways. This road segment is near the end of its life cycle, and displays signs of pavement distress such as cracking. Resurfacing will avoid potential hazardous conditions and major costs which would be required to reconstruct the roadway if it is unmaintained. | \$290,206 |
| Monmouth | C.R. 527, Sweetman's Lane, (from C.R. 527A to Oakland Mills Road) | Manalapan Township | The project entails milling off 2" inches of the outer edges (or full section, as required) of the existing asphalt pavement and construct a 2" lift of hot mixed asphalt pavement between the curb or edge lines existing roadway profiles will be maintained, however, minor irregularities (high or low points) in the existing pavement will be addressed by adjustments in either the milling or new asphalt thicknesses. The paving will be followed by the installation of all necessary long life pavement markings and raised pavement markers (RPM's). Any required public sidewalk ramps would also be constructed within the limits of the resurfaced roadways. This road segment is near the end of its life cycle, and displays signs of pavement distress such as cracking. Resurfacing will avoid potential hazardous conditions and major costs which would be required to reconstruct the roadway if it is unmaintained. | \$248,748 |
| Monmouth | C.R. 520, Newman Springs Road, (from Clover Hill Road to Crawford's Corner Road, C.R. 52) | Marlboro, Holmdel & Colts Neck Twsp. | The project entails milling off 2 1/2" inches of the outer edges (or full section, as required) of the existing asphalt pavement and construct a 2 1/2" lift of hot mixed asphalt pavement between the curb or edge lines existing roadway profiles will be maintained, however, minor irregularities (high or low points) in the existing pavement will be addressed by adjustments in either the milling or new asphalt thicknesses. The paving will be followed by the installation of all necessary long life pavement markings and raised pavement markers (RPM's). Any required public sidewalk ramps would also be constructed within the limits of the resurfaced roadways. This road segment is near the end of its life cycle, and displays signs of pavement distress such as cracking. Resurfacing will avoid potential hazardous conditions and major costs which would be required to reconstruct the roadway if it is unmaintained. | \$697,013 |
| Monmouth | C.R. 520, Newman Springs Road, (from Stagg Place to Shrewsbury Avenue) | Middletown Twsp., Tinton Falls Boro. | The project entails milling off 2 1/2" inches of the outer edges (or full section, as required) of the existing asphalt pavement and construct a 2 1/2" lift of hot mixed asphalt pavement between the curb or edge lines existing roadway profiles will be maintained, however, minor irregularities (high or low points) in the existing pavement will be addressed by adjustments in either the milling or new asphalt thicknesses. The paving will be followed by the installation of all necessary long life pavement markings and raised pavement markers (RPM's). Any required public sidewalk ramps would also be constructed within the limits of the resurfaced roadways. This road segment is near the end of its life cycle, and displays signs of pavement distress such as cracking. Resurfacing will avoid potential hazardous conditions and major costs which would be required to reconstruct the roadway if it is unmaintained. | \$466,403 |
| Monmouth | C.R. 547, Shafto Road, (from Wardell Road to Hope Road) | Tinton Falls Borough | The project entails milling off 2 1/2" inches of the outer edges (or full section, as required) of the existing asphalt pavement and construct a 2 1/2" lift of hot mixed asphalt pavement between the curb or edge lines existing roadway profiles will be maintained, however, minor irregularities (high or low points) in the existing pavement will be addressed by adjustments in either the milling or new asphalt thicknesses. The paving will be followed by the installation of all necessary long life pavement markings and raised pavement markers (RPM's). Any required public sidewalk ramps would also be constructed within the limits of the resurfaced roadways. This road segment is near the end of its life cycle, and displays signs of pavement distress such as cracking. Resurfacing will avoid potential hazardous conditions and major costs which would be required to reconstruct the roadway if it is unmaintained. | \$810,297 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|--|----------------------|---|------------------|
| Monmouth | C.R. 16, Asbury Avenue, (from Reclamation Center Entrance to Garden State Parkway) | Tinton Falls Borough | The project entails milling off 2 1/2" inches of the outer edges (or full section, as required) of the existing asphalt pavement and construct a 2 1/2" lift of hot mixed asphalt pavement between the curb or edge lines existing roadway profiles will be maintained, however, minor irregularities (high or low points) in the existing pavement will be addressed by adjustments in either the milling or new asphalt thicknesses. The paving will be followed by the installation of all necessary long life pavement markings and raised pavement markers (RPM's). Any required public sidewalk ramps would also be constructed within the limits of the resurfaced roadways. This road segment is near the end of its life cycle, and displays signs of pavement distress such as cracking. Resurfacing will avoid potential hazardous conditions and major costs which would be required to reconstruct the roadway if it is unmaintained. | \$261,652 |
| Monmouth | C.R. 18, Belmar Boulevard, (from Route 34 to Allenwood Road) | Wall Township | The project entails milling off 2" inches of the outer edges (or full section, as required) of the existing asphalt pavement and construct a 2" lift of hot mixed asphalt pavement between the curb or edge lines existing roadway profiles will be maintained, however, minor irregularities (high or low points) in the existing pavement will be addressed by adjustments in either the milling or new asphalt thicknesses. The paving will be followed by the installation of all necessary long life pavement markings and raised pavement markers (RPM's). Any required public sidewalk ramps would also be constructed within the limits of the resurfaced roadways. This road segment is near the end of its life cycle, and displays signs of pavement distress such as cracking. Resurfacing will avoid potential hazardous conditions and major costs which would be required to reconstruct the roadway if it is unmaintained. | \$331,664 |
| Monmouth | Priority 1 Structural Steel Repairs at County Bridge S-31 Bascule Span | Rumson | This project will repair structural steel elements on the Oceanic Bridge (S-31), a 57 span bridge with a double link deck girder bascule span built in 1939 and reconstructed in 1970. This bridge carries County Route 8A (Bingham Avenue – Locust Point Road) over the Navesink River in the Borough of Rumson. The steel components of the bridge are in very poor condition with extensive corrosion, section loss, and fatigue damage. Corrective action will include blast cleaning, painting, cover plate repairs, and the replacement of deteriorated cross-bracing members. | \$1,300,000 |
| Monmouth | Reconstruction of County Bridge MN-10 and Rehabilitation of Millhurst Dam | Manalapan | This project will reconstruct the CR-527 (Sweetmans Lane) bridge (MN-10) over Manalapan Brook in Manalapan Township, and the adjacent Millhurst Dam and spillway. The existing roadway is supported by the dam and the bridge, constructed in 1953, passes over its spillway. The existing road fails to meet current standards and the bridge currently has a 10-ton weight limit. This project will widen CR-527 to current standards and realign it to avoid interference with an historic mill building. The earthen embankment dam will be widened to accommodate the new road geometry. The spillway walls will be replaced with a new reinforced concrete structure. A sidewalk will be added. | \$1,945,932 |
| Monmouth | Upgrade of Electrical Components at Signalized Intersections | Various | This project would upgrade existing signalization equipment at numerous intersections countywide. These signalized intersections are operating at a low level of service due to technologically obsolete equipment. This project would upgrade several signal systems with up-to-date electronic components including, but not limited to, phase controllers, menu driven voltage monitors, battery back-up systems, camera detection systems, vehicular signal indications, pedestrian signal indications, pedestrian push button assemblies, preemption equipment and ancillary electrical components. | \$3,000,000 |
| Morris | Chester Branch Railroad Rehabilitation | Roxbury Township | This project will rehabilitate four miles of the Chester Branch Railroad. This project will include track change out, tie replacements, new ballasts, 3 #8 switches-complete, 3 #8 switch timbers, 1 #8 turnout, surfacing of the entire right of way, new runarounds and turnouts, brush cutting, wood chipping, and tie removal. The present condition of the track has caused numerous derailments, negatively impacting the line's customers and compromising the safety of train crews. | \$5,800,000 |
| Morris | Intersection Improvements to Ridgedale Avenue/Deforest Avenue and Ridgedale Avenue/Troy Road in the Township of East Hanover | East Hanover | This project will improve two intersections in the Township of East Hanover: CR-632 (Ridgedale Avenue) at Deforest Avenue and Ridgedale Avenue at Troy Road. Faulty and failing signal equipment is causing delays at these intersections. Proposed improvements at the Deforest Avenue intersection include a total replacement of the traffic signal equipment, the addition of a right turn lane from northbound Ridgedale onto Deforest, new pavement markings to allow for opposing left turn lanes on Ridgedale, wheelchair accessible curb ramps (with NJDOT-approved detectable warning devices), pedestrian push buttons and countdown pedestrian signals. Proposed improvements at the Troy Road intersection include a partial replacement of signal equipment. The traffic signal work and intersection improvements are based on crash history and the need to replace failing 20-30 year old equipment and wiring that causes continual capacity issues. Work at this intersection consists of replacement of 20-30 year old signal equipment, upgrades to accommodate pedestrian movements, and the high right turn volumes. | \$350,000 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|---|-------------------------------------|---|------------------|
| Morris | Glen Alpine Road, CR646 (From Interstate 287 bridge deck to Lee's Hill Road) | Harding Twp | This project consists of 2" pavement milling, 2" resurfacing, drainage repair, traffic stripes and loop detector replacement along 1.65 miles of roadway between Interstate route 287 bridge deck and Lee's hill Road in Harding Township due to deterioration of the existing pavement caused by heavy traffic and environmental conditions. This project will traverse a Historical District. All work will be done within the limits of the existing pavement and no widening will be done. This project was selected via visual inspection of the current pavement condition, and has been prioritized due to the existing pavement condition, i.e. cracking, potholes, unraveling and general condition of the pavement surface. | \$405,000 |
| Morris | Mendham Road, Route 510 (From Indianhead Rd. to Kadena Rd.) | Morris Twp | This project consists of 2" pavement milling, 2" resurfacing, drainage repair and traffic stripes along 1.4 miles of roadway between Indianhead Road and Kadena Road due to deterioration of the existing pavement caused by heavy traffic and environmental conditions. This project was selected via visual inspection of the current pavement condition, and has been prioritized due to the existing pavement condition, i.e. cracking, potholes, unraveling and general condition of the pavement surface. | \$390,000 |
| Morris | Columbia Turnpike, Route 510 (From Morris Av. To Park Av.) | Morris Twp | This project consists of 2" pavement milling, 2" resurfacing, drainage repair, Traffic stripes and loop detector replacement along 1.2 miles of roadway between Morris Avenue and Park Avenue due to deterioration of the existing pavement caused by heavy traffic and environmental conditions. This project will traverse a Historical District. All work will be done within the limits of the existing pavement and no widening will be done. This project was selected via visual inspection of the current pavement condition, and has been prioritized due to the existing pavement condition, i.e. cracking, potholes, unraveling and general condition of the pavement surface. | \$490,000 |
| Morris | Village Road, Route 646 (From Lee's Hill Road to 1.3 miles East) | Harding Twp | This project consists of 2" pavement milling, 2" resurfacing, drainage repair, traffic stripes and loop detector replacement along 1.3 miles of roadway between Lee's Hill Road and 1.3 miles east in Harding Township due to deterioration of the existing pavement caused by heavy traffic and environmental conditions. This project will traverse a Historical District. All work will be done within the limits of the existing pavement and no widening will be done. This project was selected via visual inspection of the current pavement condition, and has been prioritized due to the existing pavement condition, i.e. cracking, potholes, unraveling and general condition of the pavement surface. | \$273,842 |
| Morris | Main Road, Route 202 (From Barney lane to Boonton Turnpike) | Montville twp and Lincoln Park Boro | This project consists of 2" pavement milling, 2" resurfacing, drainage repair, traffic stripes and loop detector replacement along 1.5 miles of roadway between Barney Lane and Boonton Turnpike in Montville Township & Borough of Lincoln Park due to deterioration of the existing pavement caused by heavy traffic and environmental conditions. All work will be done within the limits of the existing pavement and no widening will be done. This project was selected via visual inspection of the current pavement condition, and has been prioritized due to the existing pavement condition, i.e. cracking, potholes, unraveling and general condition of the pavement surface. | \$330,000 |
| Morris | Main Street, Route 202 (From Abbott Road to Jade Mountain Condominiums entrance) | Montville twp | This project consists of 2" pavement milling, 2" resurfacing, drainage repair, traffic stripes and loop detector replacement along 0.63 miles of roadway between Abbott Road and Jade Mountain Condominiums entrance in Montville Township due to deterioration of the existing pavement caused by heavy traffic and environmental conditions. All work will be done within the limits of the existing pavement and no widening will be done. This project was selected via visual inspection of the current pavement condition, and has been prioritized due to the existing pavement condition, i.e. cracking, potholes, unraveling and general condition of the pavement surface. | \$200,000 |
| Morris | East Main Street, Route 646 (From Hilltop Rd / Mountain Av Intersection to Cold Hill Rd.) | Borough of Mendham | This project consists of 2" pavement milling, 2" resurfacing, drainage repair, traffic stripes and loop detector replacement along 1.0 miles of roadway between Hilltop Road / Mountain Avenue Intersection and Cold Hill Road in Mendham Borough due to deterioration of the existing pavement caused by heavy traffic and environmental conditions. All work will be done within the limits of the existing pavement and no widening will be done. This project was selected via visual inspection of the current pavement condition, and has been prioritized due to the existing pavement condition, i.e. cracking, potholes, unraveling and general condition of the pavement surface. | \$290,000 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|--|-----------------------|--|------------------|
| Morris | Signal - Parsippany Road and Route 202 and Parsippany Boulevard | Parsippany-Troy Hills | This project consists of the partial replacement of out dated traffic signal equipment in order to eliminate continual delays caused at the intersection due to faulty and failing signal equipment and a poor lane configuration. The existing loop detector system will be replaced with a video detection system. The project includes a minor widening to the Littleton Road (Legis Route 202) eastbound approach to accommodate right turn movements in a separate lane. Additionally the project will replace pavement markings on the eastbound and westbound approaches to the intersection. Curb ramps will be installed on the southwest corner of the intersection. The Parsippany Blvd., intersection in Parsippany suffers from outdated equipment and lane configurations that were designed for traffic patterns of 30 years ago. This project will update the signal equipment to reliably detect vehicles on each approach and reconfigure the eastbound Route 202 approach to better accommodate existing traffic volumes. | \$200,000 |
| Morris | Signal - West Hanover Avenue and Burnham and Stiles | Morris Plains | This project consists of the total replacement of out dated traffic signal equipment in order to eliminate continual delays. The existing loop detector system will be replaced with a video detection system. An emergency pre-emption device will be included for the adjacent fire house, which will expedite emergency fire calls. Minor changes are being made to the corner radii, including curb ramps. Other improvements include restriping, new energy efficient signal heads, new wiring, poles, emergency back-up system, and pedestrian safety improvements. All activities involved with this signal replacement occur within 200' of the centerlines of the intersection of West Hanover Avenue and Burnham Road - Stiles Avenue. West Hanover Avenue (CR 650) & Burnham Road / Stiles Road in Morris Plains and Morris Township has continual problems with backups due to outdated equipment and signal sequence. The replacement of the equipment and installation of pedestrian facilities will bring the signal up to current standards. | \$200,000 |
| Newark | Bergen Street (From I-78 to Grumman Avenue) | Newark | Grumman Avenue). The project entails the reconstruction of curb and sidewalks where required inlet cleaning, along with replacement of frame and grates for safer pedestrian and bicycle travel. The project will include the replacement of broken or worn out water valve boxes, manhole frame and covers, handicap ramps with warning surfaces and roadway striping. Based on an inspection, this roadway was selected due to its state of deterioration. | \$468,960 |
| Newark | Broad Street (From Murray to South Street and from Chestnut Street to Franklin Street) | Newark | The project entails milling 2 ½" and paving the reconstruction of curb and sidewalks where required inlet cleaning, along with replacement of frame and grates for safer pedestrian and bicycle travel. The project will include the replacement of broken or worn out water valve boxes, manhole frame and covers, handicap ramps with warning surfaces and roadway striping. Based on an inspection, this roadway was selected due to its state of deterioration. | \$421,170 |
| Newark | Clifton Avenue (From Park Avenue to Elwood Avenue) | Newark | The project entails milling 2 ½" and paving the reconstruction of curb and sidewalks where required inlet cleaning, along with replacement of frame and grates for safer pedestrian and bicycle travel. The project will include the replacement of broken or worn out water valve boxes, manhole frame and covers, handicap ramps with warning surfaces and roadway striping. Based on an inspection, this roadway was selected due to its state of deterioration. | \$402,026 |
| Newark | Clinton Avenue (From Washington Street to Irvine Turner Blvd) | Newark | The project entails milling 2 ½" and paving the reconstruction of curb and sidewalks where required inlet cleaning, along with replacement of frame and grates for safer pedestrian and bicycle travel. The project will include the replacement of broken or worn out water valve boxes, manhole frame and covers, handicap ramps with warning surfaces and roadway striping. Based on an inspection, this roadway was selected due to its state of deterioration. | \$499,388 |
| Newark | Hawthorne Avenue (From Irvine Turner Blvd to Irvington C. Line) | Newark | The project entails milling 2 ½" and paving the reconstruction of curb and sidewalks where required inlet cleaning, along with replacement of frame and grates for safer pedestrian and bicycle travel. The project will include the replacement of broken or worn out water valve boxes, manhole frame and covers, handicap ramps with warning surfaces and roadway striping. Based on an inspection, this roadway was selected due to its state of deterioration. | \$480,076 |
| Newark | Lafayette Street (From McCarter HWY to Wilson Av.) | Newark | The project entails milling 2 ½" and paving the reconstruction of curb and sidewalks where required inlet cleaning, along with replacement of frame and grates for safer pedestrian and bicycle travel. The project will include the replacement of broken or worn out water valve boxes, manhole frame and covers, handicap ramps with warning surfaces and roadway striping. Based on an inspection, this roadway was selected due to its state of deterioration. | \$421,955 |
| Newark | North 6th Street (From Orange Street to Bloomfield Av.) | Newark | The project entails milling 2 ½" and paving the reconstruction of curb and sidewalks where required inlet cleaning, along with replacement of frame and grates for safer pedestrian and bicycle travel. The project will include the replacement of broken or worn out water valve boxes, manhole frame and covers, handicap ramps with warning surfaces and roadway striping. Based on an inspection, this roadway was selected due to its state of deterioration. | \$502,766 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|--|----------------------|---|------------------|
| Newark | Orange Street (From 5th Street to Broad Street) | Newark | The project entails milling 2 ½" and paving the reconstruction of curb and sidewalks where required inlet cleaning, along with replacement of frame and grates for safer pedestrian and bicycle travel. The project will include the replacement of broken or worn out water valve boxes, manhole frame and covers, handicap ramps with warning surfaces and roadway striping. Based on an inspection, this roadway was selected due to its state of deterioration. | \$503,686 |
| Newark | Roseville Avenue (From W. Market Street to Bloomfield Av.) | Newark | The project entails milling 2 ½" and paving the reconstruction of curb and sidewalks where required inlet cleaning, along with replacement of frame and grates for safer pedestrian and bicycle travel. The project will include the replacement of broken or worn out water valve boxes, manhole frame and covers, handicap ramps with warning surfaces and roadway striping. Based on an inspection, this roadway was selected due to its state of deterioration. | \$579,120 |
| Newark | Washington Street (From W. Market Street to Broad Street) | Newark | The project entails milling 2 ½" and paving the reconstruction of curb and sidewalks where required inlet cleaning, along with replacement of frame and grates for safer pedestrian and bicycle travel. The project will include the replacement of broken or worn out water valve boxes, manhole frame and covers, handicap ramps with warning surfaces and roadway striping. Based on an inspection, this roadway was selected due to its state of deterioration. | \$357,921 |
| Newark | West Market Street (Central Av. to Orange Street) | Newark | The project entails milling 2 ½" and paving the reconstruction of curb and sidewalks where required inlet cleaning, along with replacement of frame and grates for safer pedestrian and bicycle travel. The project will include the replacement of broken or worn out water valve boxes, manhole frame and covers, handicap ramps with warning surfaces and roadway striping. Based on an inspection, this roadway was selected due to its state of deterioration. | \$257,289 |
| Newark | Wilson Avenue and Rome Street Traffic Signal | Newark | This traffic signalization project will address the continuing issue excessive delays and congestion in this area of Newark. The project will provide for updated traffic signals at the intersection of Wilson Avenue and Rome/Jabez Street as well as the replacement of traffic controllers and the development of new signal timing plans. The project will improve the operation of the existing traffic signal at US 1&9 with new timing plans for the morning and evening travel periods. The new traffic signals at Rome St/Jabez St will reduce delays for drivers crossing Wilson Avenue. | \$300,000 |
| Ocean | Beaver Dam Bridge Painting | Point Pleasant Brick | The structure needs to be blasted clean to remove scale, rust and pitting. The hydraulic drawspan bridge is comprised of two main steel girders, steel floor beams and steel elements for bracing. This project consists of the painting of the Beaver Dam Bridge in order to halt deterioration and maintain structural integrity. | \$575,000 |
| Ocean | Overlay at Barnegat Avenue - Bayview Avenue to 21st Street | Seaside Park | This pavement overlay project entails a 2 ½" mill and 2 ½" Superpave Hot Mix Asphalt resurfacing of approximately 0.7 miles with a roadway width of 40 feet. All construction will remain within existing curbs or edge of pavement. This road is currently in compliance with AASHTO design standards and has minimum 8' shoulder lanes. Incidental construction shall include pavement striping, upgrading stream flow stormwater grates to bicycle safe stormwater grates and installing 'eco' retro fit plates on curb inlets currently lacking such features in order for all inlet structures to comply with the current NJDEP stormwater regulations. This resurfacing work is necessary to remove existing surface cracking and pavement oxidation. This work will extend and | \$212,233 |
| Ocean | Overlay at Route 527 Cadillac Drive to 0.5 miles North | Toms River | This pavement overlay project entails a 2 ½" mill and 2 ½" Superpave Hot Mix Asphalt resurfacing of approximately 0.9 miles with a roadway width of 50 feet. All construction will remain within existing curbs or edge of pavement. This road is currently in compliance with AASHTO design standards and has minimum 8' shoulder lanes. Incidental construction shall include pavement striping, upgrading stream flow stormwater grates to bicycle safe stormwater grates and installing 'eco' retro fit plates on curb inlets currently lacking such features in order for all inlet structures to comply with the current NJDEP stormwater regulations. This resurfacing work is necessary to remove existing surface cracking and pavement oxidation. This work will extend and | \$155,858 |
| Ocean | Overlay at Route 547 Cranberry Bog Bridge to 1.4 miles North | Manchester | This pavement overlay project entails a 2 ½" mill and 2 ½" Superpave Hot Mix Asphalt resurfacing of approximately 1.4 miles with a roadway width of 50 feet. All construction will remain within existing curbs or edge of pavement. This road is currently in compliance with AASHTO design standards and has minimum 8' shoulder lanes. Incidental construction shall include pavement striping, upgrading stream flow stormwater grates to bicycle safe stormwater grates and installing 'eco' retro fit plates on curb inlets currently lacking such features in order for all inlet structures to comply with the current NJDEP stormwater regulations. This resurfacing work is necessary to remove existing surface cracking and pavement oxidation. This work will extend and preserve the pavement life to prevent costly future full reconstruction work. | \$464,259 |
| Ocean | Overlay at Route 571 - Dunedin Street to Briar Street | Toms River Township | This pavement overlay project will mill and resurface approximately 0.78 miles with a roadway width of 40 feet. All construction will remain within existing curbs or edge of pavement. Incidental construction shall include pavement striping, upgrading stream flow stormwater grates to bicycle safe stormwater grates and installing 'eco' retro fit plates on curb inlets currently lacking such features in order for all inlet structures to comply with the current NJDEP stormwater regulations. This resurfacing work is | \$206,927 |
| Ocean | Overlay at Route 601 Oak Lane to Rivercrest | Little Egg Harbor | This pavement overlay project will mill and resurface approximately 1.7 miles with a roadway width of 40 feet. All construction will remain within existing curbs or edge of pavement. Incidental construction shall include pavement striping, upgrading stream flow stormwater grates to bicycle safe stormwater grates and installing 'eco' retro fit plates on curb inlets currently lacking such features in order for all inlet structures to comply with the current NJDEP stormwater regulations. This resurfacing work is necessary to remove existing surface cracking and pavement oxidation. | \$225,497 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|---|-------------------------------|--|------------------|
| Ocean | Overlay at Route 623 - Route 166 to Church Road | Toms River Township | This pavement overlay project will mill and resurface approximately 2.66 miles with a roadway width of 45-50 feet. All construction will remain within existing curbs or edge of pavement. Incidental construction shall include pavement striping, upgrading stream flow stormwater grates to bicycle safe stormwater grates and installing 'eco' retro fit plates on curb inlets currently lacking such features in order for all inlet structures to comply with the current NJDEP stormwater regulations. This resurfacing work is necessary to remove existing surface cracking and pavement oxidation. | \$1,086,365 |
| Ocean | Overlay at Western Boulevard - Cedar Creek Bridge to Manchester Avenue | Lacey | This pavement overlay project entails a 2 1/2" mill and 2 1/2" Superpave Hot Mix Asphalt resurfacing of approximately 1.0 miles with a roadway width of 40 feet. All construction will remain within existing curbs or edge of pavement. This road is currently in compliance with AASHTO design standards and has minimum 8' shoulder lanes. Incidental construction shall include pavement striping, upgrading guiderail terminal end treatments to meet current standards, upgrading stream flow stormwater grates to bicycle safe stormwater grates and installing 'eco' retro fit plates on curb inlets currently lacking such features in order for all inlet structures to comply with the current NJDEP stormwater regulations. This resurfacing work is necessary to remove existing surface cracking and pavement oxidation. This work will extend and preserve the pavement life to prevent costly future full reconstruction work. | \$294,473 |
| Ocean | Reconstruction of Route 539 at the New Fort Dix Entrance | Jackson Twp. Plumsted Twp. | The project will widen and resurface/reconstruct 1500 feet of Ocean County Route 539. This project will provide left turn lanes and right turn acceleration/deceleration lanes to the new Fort Dix entrance for the Consolidated Logistics and Training Facility for the NJ Army National Guard, Lakehurst Naval Air Engineering Station. | \$150,000 |
| Ocean | Replacement of Beach Boulevard Bridge | Lacey | The Beach Blvd. Bridge #1 is a five span, timber pile supported, voided box beam bridge built in 1967. The voided box beam superstructure is showing signs of deterioration, thru longitudinal cracks and rust stains from interior reinforcement. The overall rating of the structure is FAIR due the deteriorating superstructure, however, the bridge lane width is restricted to keep live load off beams that have failed. The proposed replacement will be concrete, the design would differ from the original in that the five spans would be reduced to four spans and there would be only three pile bents within the waterway. These three pile bents | \$5,406,157 |
| Ocean | Safety Upgrade Replacement of Bridge Guiderail End Treatments at 82 Bridges | Various | This project will upgrade the existing end treatments of the guide rails on 82 bridges to extruder end sections. This will bring each bridge with guide rail to Federal Safety standards. | \$925,000 |
| Passaic | Jackson Avenue Resurfacing -- Black Oak Ridge Road to Paterson-Hamburg Turnpike | Wayne | This project consists of milling and resurfacing 0.87 miles of Jackson Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$195,969 |
| Passaic | Paterson-Hamburg Turnpike Resurfacing -- Terhune Drive to Dawes Highway | Wayne | This project consists of milling and resurfacing 0.92 miles of Paterson-Hamburg Turnpike from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$153,952 |
| Passaic | Valley Road Resurfacing -- MacDonald Drive to Ratzer Road | Wayne | This project consists of milling and resurfacing 1.94 miles of Valley Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$642,647 |
| Passaic | Weasel Drift Road Resurfacing -- Rifle Camp Road to Clifton Line | West Paterson | This project consists of milling and resurfacing 0.42 miles of Weasel Drift Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$100,893 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|--|--------------|---|------------------|
| Passaic | Broad Street Resurfacing -- Allwood Road to Van Houten Avenue | Clifton | This project consists of milling and resurfacing 1.04 miles of Broad Street from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$306,236 |
| Passaic | River Road Resurfacing -- Essex County Line to Oak St. / Railroad Underpass | Clifton | This project consists of milling and resurfacing 0.57 miles of River Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$121,646 |
| Passaic | Long Hill Road Resurfacing -- Notch Road to Lower Notch Road | Little Falls | This project consists of milling and resurfacing 0.52 miles of Long Hill Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$143,783 |
| Passaic | Ratzer Road Resurfacing -- Valley Road to Paterson-Hamburg Turnpike | Wayne | This project consists of milling and resurfacing 1.39 miles of Ratzer Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$341,242 |
| Passaic | Fairfield Road Resurfacing and Guiderail -- NJ 23 South to US 46 West | Wayne | This project consists of milling and resurfacing 1.6 miles of Fairfield Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$254,738 |
| Passaic | Greenwood Lake Turnpike Resurfacing and Guiderail -- east of Awosting Road to south of East Shore Road | West Milford | This project consists of milling and resurfacing 0.35 miles of Greenwood Lake Turnpike from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This project will include the replacement or installation of new guide rail, with crashworthy end treatments to meet Federal standards. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$59,080 |
| Passaic | Valley Road Resurfacing -- Stanley Street to Clifton / Paterson Line | Clifton | This project consists of milling and resurfacing 0.84 miles of Valley Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$227,632 |
| Passaic | Macopin Road Resurfacing and Guiderail -- Mountain Springs Road to Echo Lake Road | West Milford | This project consists of milling and resurfacing 1.6 miles of Macopin Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This project will include the replacement or installation of new guide rail, with crashworthy end treatments to meet Federal standards. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$288,263 |
| Passaic | Diamond Bridge Avenue Resurfacing -- Goffle Road to Lafayette Avenue | Hawthorne | This project consists of milling and resurfacing 0.45 miles of Diamond Bridge Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$128,630 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|---|---------------|---|------------------|
| Passaic | Warburton Avenue Resurfacing -- Goffle Road to Lafayette Avenue | Hawthorne | This project consists of milling and resurfacing 0.41 miles of Warburton Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$126,523 |
| Passaic | Main Street Resurfacing -- Essex County Line to NJ 23 (Pompton Avenue) | Little Falls | This project consists of milling and resurfacing 0.49 miles of Main Street from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$126,469 |
| Passaic | Grand Street Resurfacing -- Mc Bride Avenue to New Street | Paterson | This project consists of milling and resurfacing 0.29 miles of Grand Street from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$83,434 |
| Passaic | Squaw Brook Road Resurfacing -- Oakdale Road south to High Mountain Road | North Haledon | This project consists of milling and resurfacing 1.11 miles of Squaw Brook Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$260,624 |
| Passaic | Paulison Avenue Resurfacing -- Peach Street to River Drive | Passaic | This project consists of milling and resurfacing 1.38 miles of Paulison Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$540,190 |
| Passaic | Sloatsburg Road Resurfacing and Guiderail -- Greenwood Lake Turnpike to New York State Line | Ringwood | This project consists of milling and resurfacing 3.58 miles of Sloatsburg Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This project will include the replacement or installation of new guide rail, with crashworthy end treatments to meet Federal standards. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$664,358 |
| Passaic | Paterson-Hamburg Turnpike Resurfacing -- Morris County Line to Wayne Line | Pompton Lakes | This project consists of milling and resurfacing 1.17 miles of Paterson-Hamburg Turnpike from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$310,333 |
| Passaic | Colfax Road Resurfacing -- Paterson-Hamburg Turnpike to Tulip Terrace | Wayne | This project consists of milling and resurfacing 0.78 miles of Colfax Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$166,926 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|--|--------------|---|------------------|
| Passaic | Colfax Road Resurfacing and Guiderail -- Vale Road to Terhune Drive | Wayne | This project consists of milling and resurfacing 0.46 miles of Colfax Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This project will include the replacement or installation of new guide rail, with crashworthy end treatments to meet Federal standards. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$97,885 |
| Passaic | Riverview Drive Resurfacing -- Railroad Bridge to Totowa / Wayne Line | Totowa | This project consists of milling and resurfacing 0.62 miles of Riverview Drive from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$209,254 |
| Passaic | Broad Street Resurfacing -- Hazel Street to Grove Street | Clifton | This project consists of milling and resurfacing 1.09 miles of Broad Street from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$323,099 |
| Passaic | Crooks Avenue Resurfacing -- Lakeview Avenue to NJ 20 / US 46 Intersection | Clifton | This project consists of milling and resurfacing 0.4 miles of Crooks Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$117,289 |
| Passaic | Alps Road Resurfacing -- French Hill Road to Paterson-Hamburg Turnpike | Wayne | This project consists of milling and resurfacing 2.41 miles of Alps Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$576,438 |
| Passaic | West Broadway Resurfacing -- Union Avenue to Katz Avenue | Paterson | This project consists of milling and resurfacing 0.78 miles of West Broadway from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$270,991 |
| Passaic | French Hill Road Resurfacing -- Hopper Lane to Alps Road | Wayne | This project consists of milling and resurfacing 0.65 miles of French Hill Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works | \$176,176 |
| Passaic | Marshall Hill Road Resurfacing -- Lincoln Avenue to Airport Road | West Milford | This project consists of milling and resurfacing 0.77 miles of Marshall Hill Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$158,551 |
| Passaic | Clifton Avenue Resurfacing -- Paulison Avenue to Van Houten Avenue | Clifton | This project consists of milling and resurfacing 0.62 miles of Clifton Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$193,437 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|--|--------------|---|------------------|
| Passaic | Clifton Avenue Resurfacing -- Getty Avenue to Lexington Avenue | Clifton | This project consists of milling and resurfacing 0.25 miles of Clifton Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$90,697 |
| Passaic | Paterson-Hamburg Turnpike Resurfacing and Guiderail -- Shop-Rite Culvert to College Road | Wayne | This project consists of milling and resurfacing 0.62 miles of Paterson-Hamburg Turnpike from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This project will include the replacement or installation of new guide rail, with crashworthy end treatments to meet Federal standards. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$256,773 |
| Passaic | Lakeview Avenue Resurfacing -- Crooks Avenue to Maryland Avenue / I-80 Bridge | Paterson | This project consists of milling and resurfacing 0.59 miles of Lakeview Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$126,365 |
| Passaic | Preakness Avenue Resurfacing and Guiderail -- Valley Road to Garside Avenue | Wayne | This project consists of milling and resurfacing 0.95 miles of Preakness Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This project will include the replacement or installation of new guide rail, with crashworthy end treatments to meet Federal standards. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$284,473 |
| Passaic | Grove Street Resurfacing -- Broad Street to US 46 East Ramp | Clifton | This project consists of milling and resurfacing 0.39 miles of Grove Street from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$109,917 |
| Passaic | Grove Street Resurfacing -- NJ State 3 to Essex County Line | Clifton | This project consists of milling and resurfacing 0.83 miles of Grove Street from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$211,598 |
| Passaic | Greenwood Lake Turnpike Resurfacing and Guiderail -- Action Auto to Skyline Drive | Ringwood | This project consists of milling and resurfacing 0.74 miles of Greenwood Lake Turnpike from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This project will include the replacement or installation of new guide rail, with crashworthy end treatments to meet Federal standards. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$195,015 |
| Passaic | Totowa Road Resurfacing -- Union Blvd. to Lincoln St./Glover Avenue | Totowa | This project consists of milling and resurfacing 0.82 miles of Totowa Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$213,284 |
| Passaic | Main Street Resurfacing -- Montclair Avenue to Wilmore Avenue | Little Falls | This project consists of milling and resurfacing 0.67 miles of Main Street from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works | \$154,469 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|---|-----------------|---|------------------|
| Passaic | Church Lane Resurfacing -- Ratzler Road to Paterson-Hamburg Turnpike | Wayne | This project consists of milling and resurfacing 0.78 miles of Church Lane from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$135,738 |
| Passaic | Browertown Road Resurfacing -- Lackawanna Avenue to Mulrooney Circle | West Paterson | This project consists of milling and resurfacing 0.13 miles of Browertown Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$37,082 |
| Passaic | Main Street (Paterson-Hamburg Tpk.) Resurfacing -- Reeves Avenue to Reeves Bridge | Bloomingtondale | This project consists of milling and resurfacing 0.37 miles of Main Street (Paterson-Hamburg Tpk.) from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$104,439 |
| Passaic | Belmont Avenue Resurfacing -- Burhans Avenue to Haledon Avenue | Haledon | This project consists of milling and resurfacing 0.78 miles of Belmont Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | North 8th Street Resurfacing -- Goffle Road to Prescott Avenue | Hawthorne | This project consists of milling and resurfacing 0.37 miles of North 8th Street from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Oldham Road Resurfacing -- Preakness Avenue to Central Avenue / Paterson- | Wayne | This project consists of milling and resurfacing 1.02 miles of Oldham Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Paterson-Hamburg Turnpike Resurfacing -- Colfax Road to Squad Place | Wayne | This project consists of milling and resurfacing 0.69 miles of Paterson-Hamburg Turnpike from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Lakeside Avenue Resurfacing and Guiderail -- 1 mile north of Union Valley Road to New York State Line | West Milford | This project consists of milling and resurfacing 2.71 miles of Lakeside Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This project will include the replacement or installation of new guide rail, with crashworthy end treatments to meet Federal standards. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|---|--------------|---|------------------|
| Passaic | Francisco Avenue Resurfacing -- Ridge Road to Long Hill Road | Little Falls | This project consists of milling and resurfacing 0.21 miles of Francisco Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Union Valley Road Resurfacing and Guiderail -- County Culvert PC-432 to Plymouth Avenue | West Milford | This project consists of milling and resurfacing 0.47 miles of Union Valley Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This project will include the replacement or installation of new guide rail, with crashworthy end treatments to meet Federal standards. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Spruce Street Resurfacing -- Grand Street to McBride Avenue | Paterson | This project consists of milling and resurfacing 0.37 miles of Spruce Street from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Front Street Resurfacing -- Wayne Avenue to Preakness Avenue | Paterson | This project consists of milling and resurfacing 0.22 miles of Front Street from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Mount Prospect Avenue Resurfacing -- Allwood Road to Van Houten Avenue | Clifton | This project consists of milling and resurfacing 1.17 miles of Mount Prospect Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Crooks Avenue Resurfacing -- Hazel Street to Wabash Avenue | Clifton | This project consists of milling and resurfacing 0.64 miles of Crooks Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Lafayette Avenue Resurfacing -- Diamond Bridge Avenue to Goffle Road | Hawthorne | This project consists of milling and resurfacing 1.19 miles of Lafayette Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Madison Avenue Resurfacing -- Main Street to Tenth Avenue | Paterson | This project consists of milling and resurfacing 1.9 miles of Madison Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs.. | \$0 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|--|--------------|---|------------------|
| Passaic | Lakeview Avenue Resurfacing -- Garden State Parkway to Trimble Avenue | Clifton | This project consists of milling and resurfacing 0.34 miles of Lakeview Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Main Street Resurfacing -- Crooks Avenue to Broadway / West Broadway | Paterson | This project consists of milling and resurfacing 2.32 miles of Main Street from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Valley Road Extension Resurfacing -- AFIA/CIBA Driveway to Berdan Avenue | Wayne | This project consists of milling and resurfacing 0.84 miles of Valley Road Extension from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Passaic Avenue / Cathedral Avenue Resurfacing -- Clifton/Passaic Line to Essex County Line | Clifton | This project consists of milling and resurfacing 1.02 miles of Passaic Avenue / Cathedral Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Passaic Avenue Resurfacing -- Brook Avenue to Clifton / Passaic Line | Passaic | This project consists of milling and resurfacing 0.14 miles of Passaic Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Bloomfield Avenue Resurfacing -- Brook Avenue to Essex County Line | Clifton | This project consists of milling and resurfacing 1.42 miles of Bloomfield Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Union Boulevard Resurfacing -- Totowa Road to I-80 | Totowa | This project consists of milling and resurfacing 0.69 miles of Union Boulevard from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Tilt Street Resurfacing -- Central Avenue to Belmont Avenue | Haledon | This project consists of milling and resurfacing 0.4 miles of Tilt Street from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|---|---------------|--|------------------|
| Passaic | Ramapo Avenue Resurfacing -- Lakeside Avenue to Paterson-Hamburg Turnpike | Pompton Lakes | This project consists of milling and resurfacing 0.47 miles of Ramapo Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Cedar Grove Road Resurfacing -- Essex County Line to Francisco Avenue | Little Falls | This project consists of milling and resurfacing 0.13 miles of Cedar Grove Road from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|---|-----------------------|--|------------------|
| Passaic | Highland Avenue Resurfacing -- Main Avenue to Clifton Line | Passaic | This project consists of milling and resurfacing 0.3 miles of Highland Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Passaic | Central Avenue Resurfacing -- Lexington Avenue to Clifton/Passaic Line | Passaic | This project consists of milling and resurfacing 0.63 miles of Central Avenue from curb to curb or to the edges of the existing pavement. The existing roadway has exceeded its surface course life. This road segment was selected based on a field inspection survey conducted by its engineers and road inspectors who produced a county ranking. In addition, the County requested input evaluation from the local municipality of their ranking of the roadway within its borders. Then, the Public Works Committee selected and ranked this roadway based upon all inputs. | \$0 |
| Somerset | Hamilton Street, Route 514 (From Franklin Blvd to County line) | Franklin twp | This project consists of milling 2 inches of the existing roadway widths and resurfacing with HMA 9.5M64 Surface Course 2" thick. Existing curbing will also be replaced in kind as needed and roadways restriped. This project will extend the life of the roadway and delay the need for complete reconstruction. Somerset County utilized its Pavement Inspection Program to evaluate roadway deterioration, determine conditions and prioritize the roads in need of resurfacing. This project was identified as a priority. | \$568,069 |
| Somerset | East Main Street, Route 533 (From Finderne Av. To Route 287) | Bridgewater twp | This project consists of milling 2 inches of the existing roadway widths and resurfacing with HMA 9.5M64 Surface Course 2" thick. Existing curbing will also be replaced in kind as needed and roadways restriped. This project will extend the life of the roadway and delay the need for complete reconstruction. Somerset County utilized its Pavement Inspection Program to evaluate roadway deterioration, determine conditions and prioritize the roads in need of resurfacing. This project was identified as a priority. | \$502,188 |
| Somerset | Somerset Street, Route 626 (From State Route 206 to First Av.) | Borough of Raritan | This project consists of milling 2 inches of the existing roadway widths and resurfacing with HMA 9.5M64 Surface Course 2" thick. Existing curbing will also be replaced in kind as needed and roadways restriped. This project will extend the life of the roadway and delay the need for complete reconstruction. Somerset County utilized its Pavement Inspection Program to evaluate roadway deterioration, determine conditions and prioritize the roads in need of resurfacing. This project was identified as a | \$171,732 |
| Somerset | Somerset Street, Route 626 (From Route 28 to Route 206) | Borough of Somerville | This project consists of milling 2 inches of the existing roadway widths and resurfacing with HMA 9.5M64 Surface Course 2" thick. Existing curbing will also be replaced in kind as needed and roadways restriped. This project will extend the life of the roadway and delay the need for complete reconstruction. Somerset County utilized its Pavement Inspection Program to evaluate roadway deterioration, determine conditions and prioritize the roads in need of resurfacing. This project was identified as a | \$104,040 |
| Somerset | Rattlesnake Bridge Road, Route 665 (From Lamington River to Lamington Road) | Bedminster twp | This project consists of milling 2 inches of the existing roadway widths and resurfacing with HMA 9.5M64 Surface Course 2" thick. Existing curbing will also be replaced in kind as needed and roadways restriped. This project will extend the life of the roadway and delay the need for complete reconstruction. Somerset County utilized its Pavement Inspection Program to evaluate roadway deterioration, determine conditions and prioritize the roads in need of resurfacing. This project was identified as a priority. | \$800,000 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|--|---|--|------------------|
| Somerset | Valley Road, Route 512 (From Stonehouse Rd. to King George Rd.) | Bernards twp. | This project consists of milling 2 inches of the existing roadway widths and resurfacing with HMA 9.5M64 Surface Course 2" thick. Existing curbing will also be replaced in kind as needed and roadways restriped. This project will extend the life of the roadway and delay the need for complete reconstruction. Somerset County utilized its Pavement Inspection Program to evaluate roadway deterioration, determine conditions and prioritize the roads in need of resurfacing. This project was identified as a priority. | \$175,000 |
| Somerset | North Bridge Street, Route 639 (From Route 22 to Woodlawn Av.) | Bridgewater twp | This project consists of milling 2 inches of the existing roadway widths and resurfacing with HMA 9.5M64 Surface Course 2" thick. Existing curbing will also be replaced in kind as needed and roadways restriped. This project will extend the life of the roadway and delay the need for complete reconstruction. Somerset County utilized its Pavement Inspection Program to evaluate roadway deterioration, determine conditions and prioritize the roads in need of resurfacing. This project was identified as a priority. | \$225,000 |
| Somerset | King George Road, Rout 651 (From Valley Rd. to Route 78) | Township of Bernards and Warren | This project consists of milling 2 inches of the existing roadway widths and resurfacing with HMA 9.5M64 Surface Course 2" thick. Existing curbing will also be replaced in kind as needed and roadways restriped. This project will extend the life of the roadway and delay the need for complete reconstruction. Somerset County utilized its Pavement Inspection Program to evaluate roadway deterioration, determine conditions and prioritize the roads in need of resurfacing. This project was identified as a priority. | \$300,000 |
| Somerset | Washington Av. Route 529 (From Route 22 to Rock Road) | Greenbrook twp. | This project consists of milling 2 inches of the existing roadway widths and resurfacing with HMA 9.5M64 Surface Course 2" thick. Existing curbing will also be replaced in kind as needed and roadways restriped. This project will extend the life of the roadway and delay the need for complete reconstruction. Somerset County utilized its Pavement Inspection Program to evaluate roadway deterioration, determine conditions and prioritize the roads in need of resurfacing. This project was identified as a priority. | \$250,000 |
| Somerset | Amwell Road., Route 650 (From River Road to Woods Road) | Borough of Millstone and Township of Hillsborough | This project consists of milling 2 inches of the existing roadway widths and resurfacing with HMA 9.5M64 Surface Course 2" thick. Existing curbing will also be replaced in kind as needed and roadways restriped. This project will extend the life of the roadway and delay the need for complete reconstruction. Somerset County utilized its Pavement Inspection Program to evaluate roadway deterioration, determine conditions and prioritize the roads in need of resurfacing. | \$357,000 |
| Somerset | Mountain Avenue, Route 527 (From Route 22 to Route 28) | Borough of Bound Brook | This project consists of milling 2 inches of the existing roadway widths and resurfacing with HMA 9.5M64 Surface Course 2" thick. Existing curbing will also be replaced in kind as needed and roadways restriped. This project will extend the life of the roadway and delay the need for complete reconstruction. Somerset County utilized its Pavement Inspection Program to evaluate roadway deterioration, determine conditions and prioritize the roads in need of resurfacing. This project was identified as a priority. | \$250,000 |
| Somerset | Mount Airy Road, Route 525 (From Valley Road to Route 287) | Bernards twp. | This project consists of milling 2 inches of the existing roadway widths and resurfacing with HMA 9.5M64 Surface Course 2" thick. Existing curbing will also be replaced in kind as needed and roadways restriped. This project will extend the life of the roadway and delay the need for complete reconstruction. Somerset County utilized its Pavement Inspection Program to evaluate roadway deterioration, determine conditions and prioritize the roads in need of resurfacing. This project was identified as a priority. | \$950,000 |
| Somerset | Hillcrest Road, Route 531 (From Valley Road to Morris County line) | Township of Warren and Borough of Watchung | This project consists of milling 2 inches of the existing roadway widths and resurfacing with HMA 9.5M64 Surface Course 2" thick. Existing curbing will also be replaced in kind as needed and roadways restriped. This project will extend the life of the roadway and delay the need for complete reconstruction. Somerset County utilized its Pavement Inspection Program to evaluate roadway deterioration, determine conditions and prioritize the roads in need of resurfacing. This project was identified as a priority. | \$521,000 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|--|-------------------------------|---|------------------|
| Somerset | River Road, Route 567 (From Amwell Road South Branch of the Raritan River) | Hillsborough twp. | This project consists of milling 2 inches of the existing roadway widths and resurfacing with HMA 9.5M64 Surface Course 2" thick. Existing curbing will also be replaced in kind as needed and roadways restriped. This project will extend the life of the roadway and delay the need for complete reconstruction. Somerset County utilized its Pavement Inspection Program to evaluate roadway deterioration, determine conditions and prioritize the roads in need of resurfacing. This project was identified as a priority. | \$475,000 |
| Sussex | Pavement Rehabilitation Route 519 MP 67.83 - 71.37 | Hampton Twp Frankford | This resurfacing project involves reclamation of the existing base course and subgrade, providing a stronger subgrade, and replacing the base course and surface course with new material. Long life pavement markings and reflective pavement markings will also be part of this project. Existing signs will be upgraded as part of this project. Sussex County highway system is inspected on a yearly basis by its engineering division and public works division personnel. Roadways are rated based on pavement condition, functional classification, and average daily traffic of the roadway section. A numerical rating is calculated in order to provide a comprehensive means of prioritization. This section of the roadway has a high priority for rehabilitation and resurfacing. | \$819,200 |
| Sussex | Replacement of Sussex County Bridge Q-09 | Sparta | This is a bridge replacement project for Bridge Q-09 carrying CR 620 (Main Street) over Glen Brook in Sparta Township. A temporary structure has been in place since the original bridge was destroyed in 2000 flood. The replacement design is complete and all permits have been approved and acquired, and a Categorical Exclusion Document (CED) is also approved for this project. | \$600,000 |
| Sussex | Replacement of Sussex County Bridge Q-11 | Sparta | This is a bridge replacement project to carry Glen Road (CR 620) over Sparta Glen Brook. A temporary structure has been in place since 2000 when bridge Q-11 was destroyed. The replacement design is complete. All permits have been approved and acquired. The Categorical Exclusion Document (CED) is also approved for this project. | \$1,200,000 |
| Sussex | Route 616 Resurfacing MP 0 - 5.10 | Newton Andover Twp. Sparta | This resurfacing project will mill 1 1/2" of asphalt and replace 2" of asphalt. Long life pavement markings and reflective pavement markings will also be part of this project. Existing signs will be upgraded. Sussex County highway system is inspected on a yearly basis by our engineering division and public works division personnel. Roadways are rated based on pavement condition, functional classification, and average daily traffic of the roadway section. A numerical rating is calculated in order to provide a comprehensive means of prioritization. This section of the roadway has a high priority for rehabilitation and resurfacing. | \$1,045,000 |
| Sussex | Route 620 Microresurfacing MP 01.00 - 01.93 | Sparta | This is a microsurfacing project. It will extend the service life of the existing pavement and provide a highly skid-resistant surface that will serve to cut down on vehicles leaving the roadway and crossing lanes, a condition found to be present at this location. Long life pavement markings and reflective pavement markings will also be part of this project. Existing signs will be upgraded as part of this project. Sussex County highway system is inspected on a yearly basis by our engineering division and public works division personnel. Roadways are rated based on pavement condition, functional classification, and average daily traffic of the roadway section. A numerical rating is calculated in order to provide a comprehensive means of prioritization. This section of the roadway has a high priority for rehabilitation and resurfacing. | \$55,800 |
| Union | Intersection Improvements On Springfield Avenue | Cranford | This project will provide for upgrading two signalized intersections along Springfield Avenue (CR615) in the Township of Cranford at the intersection of Springfield Avenue and N. Union Avenue, and the intersection of Springfield Avenue and Orange Avenue. The project will involve the replacement of antiquated signal equipment, including poles, mast arms, LED indicators, countdown pedestrian indicators, and battery backup systems, as well as upgrading all regulatory signage and striping. The project will also include safety enhancements for pedestrian, bicycle and auto traffic, replacement/repair of handicap ramps, as well as timing of lights and coordination with nearby intersections/corridors. All work will be in accordance with current MUTCD standards. Existing equipment is antiquated and intersections are longer in compliance with current MUTCD standards. This project has a visual | \$510,000 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|---|--|---|------------------|
| Union | Lamberts Mill Road (From West Broad Street to Jacobs Lane) | Town of Westfield / Scotch Plains twp. | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways | \$666,000 |
| Union | Hazelwood Avenue (From Lawrence Street to US Route 1 & 9) | City of Rahway | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$38,000 |
| Union | Woodbridge Street (From Hazelwood Av. To 400 feet) | City of Rahway | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$23,000 |
| Union | Martine Avenue (From Raritan Road to King Street) | Scotch Plains twp | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$530,000 |
| Union | Bonnie Burn Road (From Colorado Café Lower Driveway to Vailwy Road) | Borough of Watchung | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$224,000 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|--|-----------------------|---|------------------|
| Union | Mountain Avenue (From Primrose Place to Ashland Road) | City of Summit | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$223,000 |
| Union | Springfield Avenue (From Morris Avenue to Constantine Place) | City of Summit | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$443,000 |
| Union | Main Street (From Essex County line to Springfield Avenue) | Millburn twp | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$90,000 |
| Union | Kenilworth Blvd (From Michigan Avenue to GSP) | Borough of Kenilworth | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$223,000 |
| Union | Elizabeth Town Plaza (From Caldwell Place to Rahway Av.) | City of Elizabeth | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$45,000 |
| Union | Stiles Street (From Valley Road to Raritan Road) | City of Linden | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$266,000 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|-----------|---|--|---|------------------|
| Union | Salem Road (From Meade Ter. To 5 Points and From Morris Av. To Hugenot Av.) | Township of Union | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$311,515 |
| Union | Galloping Hill Road (From Westfield Av. To Magie Av) | City of Elizabeth/twp. Of Roselle Park | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$220,000 |
| Union | Plainfield Avenue (From Valley Road to Drift Road and From Emerson lane to Mountain Avenue) | Berkeley Heights twp | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$266,000 |
| Union | Constantine Place (From Springfield Av. To Passaic Av.) | City of Summit | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$136,000 |
| Union | Mountain Avenue (From 60 Feet North of New Providence Road to US Route 22) | Borough of Mountainside | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$167,000 |
| Union | West Inman Avenue (From Jefferson Avenue to Dukes Road) | City of Rahway | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$314,000 |

| Subregion | Project Name | Municipality | Project Description | Stimulus Funding |
|--------------|--|---|---|----------------------|
| Union | Springfield Avenue (From Lynn Drive to Mill Lane) | Borough of Mountainside/ twp of Springfield/ twp of Westfield | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$179,000 |
| Union | Mountain Avenue (From Shuhpike Road to N. Trivett Place) | City of Summit | This project consists of Milling 2", Pavement repair, Resurfacing 2", Replacement/repair of handicap ramps, Upgrade of all regulatory and street name signage, State mandated stormwater management upgrades on existing inlets, Replacement of all striping. All work will be in accordance with current MUTCD standards. Union County's pavement management system evaluated County maintained roadways. Field inspections identified various types of pavement distress which were rated according to their severity. This road segment was selected based on data collected was used in a rating system to identify and prioritize roadways requiring capital improvement | \$223,000 |
| Union | Terrill Road Corridor - Somerset County Line to Martine Avenue | Plainfield Scotch Plains Fanwood | This project will provide for the upgrading of seven signalized intersections in the City of Plainfield, Township of Scotch Plains, and Borough of Fanwood at the intersection of Terrill Road (CR611) and Front Street (CR620), the intersection of Terrill Road and 2nd Street, the intersection of Terrill Road and Midway Avenue (CR610)/3rd Street, the intersection of Terrill Road and South Avenue (NJSH 28), the intersection of Terrill Road and E. 7th Street/LaGrande Avenue (CR601), the intersection of Terrill Road and Cooper Road, as well as the intersection of Raritan Road (CR611) and Martine Avenue (CR655). The project will involve replacement of antiquated signal equipment as well as upgrading all regulatory signage and striping. The project will also include safety enhancements for pedestrian, bicycle and auto traffic, replacement/repair of handicap ramps, as well as timing and coordination of lights along the corridor. All work will be in accordance with current MUTCD standards. 850 Terrill Road, located 380' south of the intersection of Terrill & LaGrande is registered as an Historic Property. Existing equipment is antiquated and intersections are longer in compliance with current MUTCD standards. | \$1,420,000 |
| Union | Various Elizabeth Intersection Improvements | Elizabeth | This project will provide for the upgrading of various signalized intersections in the City of Elizabeth at the intersection of S. Broad Street (CR623) and Sumner Street, the intersection of S. Broad Street (CR623) and South Street, the intersection of Pearl Street (CR614) and Washington Avenue, the intersection of N. Broad Street (CR623) and Wilder Street, the intersection of W. Grand Street (CR610) and Grove Street (CR614), and the intersection of Magie Avenue (CR618) and Monmouth Avenue. The project will involve replacement of antiquated signal equipment, including poles, mast arms, LED indicators, countdown pedestrian indicators, and battery backup systems, as well as all regulatory signage and striping upgrades. The project will also include safety enhancements for pedestrian, bicycle and auto traffic, handicap ramps replacement/repair, timing of and coordination lights with nearby intersections/corridors. All work will be in accordance with current MUTCD standards. Existing equipment is antiquated and intersections are longer in compliance with current MUTCD standards. | \$2,530,000 |
| Union | Union County - Park Avenue Corridor Improvements | Plainfield | This project will provide for upgrading of three signalized intersections along Park Avenue (CR531) in the City of Plainfield, at the intersection of Park Avenue and South End Parkway, the intersection of Park Avenue and Randolph Road, the intersection of Park Avenue and Ninth Street/Prospect Street, and one minor upgrade at the intersection of Park Avenue and Eighth Street only for corridor continuity. The project will involve replacement of antiquated signal equipment as well as upgrading of all regulatory signage and striping. The islands in the intersection of Park Avenue & Ninth Street/Prospect Street will be eliminated. The project will also include safety enhancements for pedestrian, bicycle and auto traffic, replacement/repair of handicap ramps, as well as timing and coordination of lights along the corridor from South End Parkway to Seventh Street. All work will be in accordance with current MUTCD standards. Existing equipment is antiquated and intersections are longer in compliance with current MUTCD standards. | \$875,000 |
| Warren | Pavement Repair and Resurfacing on Route 519, Belvidere Rd. (From milepost 32.71 to 38.62) | Harmony White | This project will provide pavement repair and resurfacing on CR 519 which is a major collector road on the Warren County road system. Traffic volumes on this roadway exceed 10,000 vehicles per day with a high percentage of truck traffic. The proposed project will include milling the existing pavement to a depth of 4 inches. The project will restore the pavement to the original design cross section and profile. There will be no regrading of roadside berms or slopes. Minor restoration work along the road edge will be performed as necessary. The high volume of traffic and heavy trucks have caused ruts and cracking in the pavement surface. Correction of these conditions is needed to provide a safe riding surface for the general public. | \$3,720,000 |
| TOTAL | | | | \$124,000,000 |

**Attachment 4: Summary table of the NJDOT highway and bridge projects
Recommended TIP Modifications and Amendments for the ARRA (Economic Stimulus) Funding**

| Sub region | Project Name | DBNUM | FUNDING SOURCES | | | NJTPA ACTION | | | PREVIOUS ACTION |
|-------------------------------|---|---------|-------------------------|--------------------|----------------------|----------------|-------------------|---------------|----------------------|
| | | | Stimulus Funding Amount | Other Funds Amount | Total Funding Amount | 2009 Amendment | 2009 Modification | RTP Amendment | PPC Action on 3/6/09 |
| Bergen | Rt. 46, Main St, Lodi | 93281 | \$48.600 | \$1.850 | \$50.450 | | | | X |
| Essex | Route 78, Union/Essex Rehabilitation, Contract C | FS09370 | \$25.000 | | | X | | | |
| Hudson | Route 440, JFK Boulevard to 22nd St. Resurfacing | 09308 | \$4.000 | | | X | | | |
| Hudson | Rt. 7, Hackensack River Bridge, Contract 3 (Wittpenn) | 075C | \$4.500 | | | | X | | |
| Hudson | Rt. 7, Hackensack River Bridge, Contract 4 (Wittpenn) | 075D | \$8.500 | | | | X | | |
| Hunterdon | Route 29, West Amwell Township, Drainage | 93166 | \$2.200 | | | X | | | |
| Middlesex/ Somerset | Rt. 287, Vicinity of Stelton Rd to Vicinity of Main St, Resurfacing | 07307 | \$40.000 | | | | X | | |
| Morris/ Essex/ Passaic | Rt. 80, Westbound, East of South Beverwyck Rd to West of Rt 23 Interchange, Resurfacing | 07311 | \$14.000 | | | | X | | |
| Ocean | Rt. 35, Restoration, Berkley Township To Tom's River Township | 9147A | \$1.000 | | | | X | | |
| Ocean | Rt. 35, Restoration, Tom's River Township To Mantoloking | 9147C | \$1.000 | | | | X | | |
| Passaic/ Bergen | Rt. 80, Eastbound, West of Madison Ave to Polify Road, Resurfacing | 07310 | \$15.000 | | | | X | | |
| Warren | Route 78, Eastbound Roadway Rehabilitation | FS09392 | \$3.500 | | | X | | | |
| Various | Bridge Painting Program | X08 | | \$12.000 | | | X | | |
| Essex/ Hudson | <i>Route 1&9 T Bridge over the Hackensack and Passaic Rivers</i> | | \$34.000 | | | | | | X |
| Essex/ Hudson | <i>Route I-280, Corridor Bridge Painting</i> | FS09367 | \$15.300 | | | | | | X |
| Essex/ Hunterdon/ Union | <i>Route I-78, Corridor Bridge Painting</i> | FS09364 | \$6.000 | | | | X | | |
| Various | <i>Route I-80, Corridor Bridge Painting</i> | FS09365 | \$10.000 | | | | X | | |

| Sub region | Project Name | DBNUM | FUNDING SOURCES | | | NJTPA ACTION | | | PREVIOUS ACTION |
|------------|--|---------|-------------------------|--------------------|----------------------|----------------|-------------------|---------------|----------------------|
| | | | Stimulus Funding Amount | Other Funds Amount | Total Funding Amount | 2009 Amendment | 2009 Modification | RTP Amendment | PPC Action on 3/6/09 |
| Various | Bridge Deck Replacement Program | 03304 | | \$35.000 | | | X | | |
| Bergen | <i>Ramapo Avenue (CR 100) over Route 17</i> | FS09371 | \$1.900 | | | | X | | |
| Bergen | <i>Roff Avenue over Route 46</i> | FS09373 | \$2.500 | | | | X | | |
| Bergen | <i>Route 4 over Flat Rock Brook</i> | 09323 | \$0.800 | | | | X | | |
| Hunterdon | <i>I-78 Ramp A over I-78</i> | 99402 | \$0.700 | | | | X | | |
| Middlesex | <i>Route 18 over Route 1</i> | X221A | \$1.000 | | | | X | | |
| Middlesex | <i>Route 440 Ramp V/Boggs St., West Side Ave, State St. & NJ Transit</i> | | \$0.800 | | | | X | | |
| Middlesex | <i>Route 440, Ramp WK over Woodbridge Avenue (CR 514)</i> | FS09379 | \$3.800 | | | | X | | |
| Middlesex | <i>Smith Road (CR 656) over Route 440, Ramp "GW"</i> | FS09381 | \$3.100 | | | | X | | |
| Morris | <i>I-287 NB over Route 46, Deck Rehabilitation</i> | FS09376 | \$3.100 | | | | X | | |
| Morris | <i>I-80 EB & WB over Berkshire Valley Road</i> | FS09377 | \$9.200 | | | | X | | |
| Morris | <i>Route 159, Westbound over Route 46 Eastbound</i> | FS09375 | \$1.800 | | | | X | | |
| Morris | <i>Salem Street (CR 665) over Route 10</i> | | \$0.700 | | | | X | | |
| Ocean | <i>Route 72, Manahawkin Bay Bridge Deck Rehabilitation</i> | FS09369 | \$12.000 | | | | X | | |
| Passaic | <i>Grove Street (CR 623) over Route 46</i> | FS09374 | \$4.700 | | | | X | | |
| Statewide | Median Crossover Crash Prevention Program | 03316 | \$7.500 | | | | X | | |
| Statewide | Transportation Enhancements | X107 | \$19.553 | | | | X | | |
| | TOTAL | | \$305.753 | \$48.850 | \$354.603 | | | | |

**Attachment 5: Detailed Descriptions of NJDOT highway and bridge projects
Recommended TIP Modifications and Amendments for the ARRA (Economic Stimulus) Funding**

| Project Name | DBNUM | Sub Region | Municipality | Project Description | Stimulus Funding |
|---|---------|------------|--------------|--|------------------|
| Rt. 46, Main St, Lodi | 93281 | Bergen | Lodi | This project includes major roadways and drainage improvements at the intersection of Route 46 and Main Street in the Borough of Lodi, Bergen County. The limit of the project for Rt. 46 is from M.P. 66.35 to M.P. 66.77. This project requires two bridge replacements, four new ramps, two new auxiliary lanes, a few retaining walls, several entire and parcels ROW takes, driveway access modifications, considerable amount of utility work, minor environmental related work and two new traffic signals. This project will be bicycle/pedestrian compatible. | \$48.600 |
| Route 78, Union/Essex Rehabilitation, Contract C | FS09370 | Essex | | The purpose of the project is to perform extensive repairs and safety improvements to this section of I-78. This includes rubblization and overlay of the existing pavement, reconstruction of existing concrete pavement with a bituminous pavement box, drainage improvements and the replacement of conduit and manholes for ITS improvements. | \$25.000 |
| Route 440, JFK Boulevard to 22nd St. Resurfacing | 09308 | Hudson | | This project will resurface Rt. 440 in Hudson County between mileposts 18.9 - 20.3. Work to be done will involve milling and paving. Priority #6 in the PMS Maintenance Resurfacing List. | \$4.000 |
| Rt. 7, Hackensack River Bridge, Contract 3 (Wittpenn) | 075C | Hudson | | This project will provide for the new vertical-lift span over the Hackensack River. The new bridge is being constructed approximately 200 feet north of the existing bridge. The existing movable Wittpenn Bridge currently provides four 10-foot travel lanes (two eastbound and two westbound) with no shoulders. There is no physical separation between opposing traffic on the bridge. The new vertical lift structure will carry two 12-foot through lanes, a 12-foot auxiliary lane and an 8 to 10-foot right shoulder in each direction as well as a six-foot sidewalk along the eastbound roadway. An eight-foot median consisting of two three-foot left shoulders and a two-foot raised median barrier will separate opposing traffic flows. The new structure will accommodate pedestrian and bicycle traffic. | \$4.500 |
| Rt. 7, Hackensack River Bridge, Contract 4 (Wittpenn) | 075D | Hudson | | This project will provide for the final bridge and approach roadway segments of the new vertical lift bridge over the Hackensack River and the improvements to the interchange at Fish House Road. New connection ramps to Newark Avenue and St. Paul's Avenue will be provided along with the demolition of the existing Wittpenn Bridge. The existing movable Wittpenn Bridge currently provides four 10-foot travel lanes (two eastbound and two westbound) with no shoulders. There is no physical separation between opposing traffic on the bridge. The new vertical lift structure will carry two 12-foot through lanes, a 12-foot auxiliary lane and an 8 to 10-foot right shoulder in each direction as well as a six-foot sidewalk along the eastbound roadway. An eight-foot median consisting of two three-foot left shoulders and a two-foot raised median barrier will separate opposing traffic flows. The new structure will accommodate pedestrian and bicycle traffic. | \$8.500 |

| Project Name | DBNUM | Sub Region | Municipality | Project Description | Stimulus Funding |
|---|-------|------------------------------|--------------|---|------------------|
| Route 29, West Amwell Township, Drainage | 93166 | Hunterdon | | Various locations of the roadway between Old River Road and Lambertville experience flooding and icing conditions several times a year due to the lack of an adequate drainage system and debris found at the inlets. These conditions create the potential for accidents. This project will provide shoulders where feasible, inlets, piping and the construction of trench drains along Route 29. | \$2.200 |
| Rt. 287, Vicinity of Stelton Rd to Vicinity of Main St, Resurfacing | 07307 | Middlesex/ Somerset | | The existing roadway consists of three 12-foot asphalt travel lanes and 12-foot asphalt outside shoulder in each direction, separated by a grass median and/or concrete median barrier curb. This segment of the interstate highway has received a Final Pavement Ranking of 3.08 and was ranked 31 on the FY 2007 Pavement Projects List which is generated by the Pavement Management System. The riding lanes of this segment of highway exhibit low severity cracking, minimal raveling, low severity patching and low severity longitudinal joint cracking. The acceleration and deceleration lanes exhibit moderate cracking. The suggested treatment is to mill one inch and resurface with two inches of Hot Mix Asphalt. On the deceleration and acceleration lanes, the suggested treatment consists of milling two inches and resurface with three inches of Hot Mix Asphalt. Substandard guide rail will be upgraded to meet current standards. Drainage work will be limited to the resetting of inlets if necessary to meet the raised pavement surface. No utility work is anticipated. The primary scope of this project is to preserve the integrity of the interstate system by | \$40.000 |
| Rt. 80, Westbound, East of South Beverwyck Rd to West of Rt 23 Interchange, Resurfacing | 07311 | Morris/ Essex/ Passaic | | The existing roadway typically consists of three 12-foot asphalt travel lanes with a 12-foot asphalt shoulder with berm. The opposing traffic is separated by a 40-foot grass median with three-foot asphalt inside shoulder. This segment of interstate highway ranked 34th statewide and received a Final Pavement Rating of 3.36 on the FY 2007 critical needs list generated by the Pavement Management System. The existing roadway surface is in poor condition, exhibiting rutting, high severity longitudinal joint raveling, high severity patching and potholes, with some medium to high severity block cracking. Guide rail and bridge structures exist between the project limits. There are existing raised pavement markers within the project limits. Improvements include patching, milling and structural overlay. It is proposed to mill a two-inch depth and overlay five inches over the entire roadway with Superpave hot mix asphalt. All inlets will be upgraded to current standard and/or adjusted to final grade. Raised pavement markers will be installed according to current standards. Deteriorated curb and curb with existing low reveal will be reconstructed. Substandard | \$14.000 |

| Project Name | DBNUM | Sub Region | Municipality | Project Description | Stimulus Funding |
|--|---------|--------------------|--------------|---|------------------|
| Rt. 35, Restoration, Berkley Township To Tom's River Township | 9147A | Ocean | | The project involves pavement restoration and drainage improvements from Island Beach State Park to 6th Avenue in Dover Township. This project provides increased pavement cross slopes to improve the drainage collection; the replacement of pipes and inlets within the Route 35 corridor; and the construction of new pipes on the side streets west of Route 35. The new pipes from Route 35 will connect the roadway collection points to the discharge points into Barnegat Bay. Flap-valves will be provided at new discharge points to restrict the bay water from entering the pipes during a high tide. In addition, the improvements include realignment of the Route 35 southbound roadway. This realignment moves Route 35 out of the residential area. The ramp from Route 35 northbound into Seaside Heights Borough will be relocated to reroute vehicles to Grant Street rather than Sumner Avenue. Sidewalks are included throughout the project limits. Crosswalks and the back-out areas will be constructed with a different material or texture to help to delineate the traveled way. Shoulder parking will be maintained; however, the shoulder widths will be increased to provide sh | \$1.000 |
| Rt. 35, Restoration, Tom's River Township To Mantoloking | 9147C | Ocean | | This project includes the repair of selected PCC pavement slabs (exhibiting high severity distresses) as needed. The entire southbound roadway will be milled and resurfaced. Drainage improvements will include reprofiling/raising the southbound roadway and reconstruction of shoulders in areas of severe flooding. Additional drainage improvements will include replacing all CPM, reconstructing outfalls, adding new inlets/piping, and other existing piping not meeting capacity requirements, along with the construction of any other drainage appurtenances deemed necessary. No widening of the existing roadway section is proposed. Sidewalks will be added to areas along the northbound roadway where it is currently non-existent to provide a continuous walkway. Sidewalks will be constructed along both sides of the southbound roadway for the entire length of the project. Safety improvements are anticipated at Route 35 northbound and Surf/Bayside Road. Pedestrian crosswalks and sidewalks will be installed. | \$1.000 |
| Rt. 80, Eastbound, West of Madison Ave to Polify Road, Resurfacing | 07310 | Passaic/ Bergen | | The existing roadway consists of jointed reinforced concrete pavement travel lanes with hot mix asphalt inside and outside shoulders. This segment of interstate highway ranked 26th statewide and received a Final Pavement Rating of 2.80 on the FY 2007 critical needs list generated by the Pavement Management System. The pavement is severely distressed and has reached terminal serviceability. The scope of this project is to extend the life of the pavement and delay the need for the complete reconstruction identified in the PMS 2002 interstate study that was based upon FWD analysis. Anticipated repairs to the concrete pavement include joint replacement, full and partial slab replacement and load transfer restoration. In addition, a surface treatment will be applied such as diamond grinding or a thin overlay to restore ride quality and friction. This project is critical to the network strategy of preserving the integrity of interstate pavements and delaying the need for costly reconstruction currently estimated at \$10.96 million for this 6.5 mile eastbound section. | \$15.000 |
| Route 78, Eastbound Roadway Rehabilitation | FS09392 | Warren | | This project will involve replacement or existing concrete slabs and pavement reconstruction. | \$3.500 |

| Project Name | DBNUM | Sub Region | Municipality | Project Description | Stimulus Funding |
|--|---------|-------------------------------|-----------------------------------|--|------------------|
| Bridge Painting Program | X08 | Various | | This program will provide painting of the steel on various bridges as an anti-corrosion measure in order to extend the life of these bridges. Bridge painting contracts will be awarded to preserve and extend the useful life of bridges. The bridge painting contracts will be constituted from an approved list of bridges based on the availability and regional breakdown of funding. | |
| <i>Route 1&9 T Bridge over the Hackensack and Passaic Rivers</i> | | Essex/ Hudson | Newark, Jersey City, Kearny | | \$34.000 |
| <i>Route I-280, Corridor Bridge Painting</i> | FS09367 | Essex/ Hudson | | To be provided | \$15.300 |
| <i>Route I-78, Corridor Bridge Painting</i> | FS09364 | Essex/ Hunterdon/ Union | | To be provided | \$6.000 |
| <i>Route I-80, Corridor Bridge Painting</i> | FS09365 | Various | | To be provided | \$10.000 |
| Bridge Deck Replacement Program | 03304 | Various | | This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. | |
| <i>Ramapo Avenue (CR 100) over Route 17</i> | FS09371 | Bergen | Mahwah Township | Deck rehabilitation for Structure 0218-160 | \$1.900 |
| <i>Roff Avenue over Route 46</i> | FS09373 | Bergen | Palisades Park Boro | Superstructure Replacement for Structure 0222-154 | \$2.500 |
| <i>Route 4 over Flat Rock Brook</i> | 09323 | Bergen | Englewood City | Bridge superstructure replacement and scour countermeasures for Structure # 0206-181. Superstructure rating=4, Deck Rating=4, SR=49.30 | \$0.800 |
| <i>I-78 Ramp A over I-78</i> | 99402 | Hunterdon | Clinton Township | This project will address the proposed deck rehabilitation. The overall condition of this structure is satisfactory; however, the deck has deteriorated to the point that it requires rehabilitation. | \$0.700 |
| <i>Route 18 over Route 1</i> | X221A | Middlesex | New Brunswick City | A Problem Statement has been received indicating that increased traffic on Route 18 and Route 1 in the New Brunswick area will overtax the level of service of certain movements at this interchange. It is suggested that certain movements, including Route 1 south to Route 18 north, Route 1 north to Route 18 north and Route 1 south to Route 1 north via the Route 18 south ramp be re-examined to determine how the ramp capacity can be enhanced to improve the level of safety, minimize conflicts and improve the operational flow. | \$1.000 |
| <i>Route 440 Ramp V/Boggs St., West Side Ave, State St. & NJ Transit</i> | | Middlesex | Perth Amboy | | \$0.800 |
| <i>Route 440, Ramp WK over Woodbridge Avenue (CR 514)</i> | FS09379 | Middlesex | Edison Township | Deck replacement for Structure 1234-150 and 1234-153 | \$3.800 |
| <i>Smith Road (CR 656) over Route 440, Ramp "GW"</i> | FS09381 | Middlesex | Woodbridge Township | Deck replacement for Structure #1234-173 | \$3.100 |
| <i>I-287 NB over Route 46, Deck Rehabilitation</i> | FS09376 | Morris | Parsippany -Troy Hills | Deck replacement for Structure 1420-157 | \$3.100 |

| Project Name | DBNUM | Sub Region | Municipality | Project Description | Stimulus Funding |
|--|---------|------------|--------------------|---|------------------|
| <i>I-80 EB & WB over Berkshire Valley Road</i> | FS09377 | Morris | Roxbury Township | Deck replacement for Structure 1412-172 | \$9.200 |
| <i>Route 159, Westbound over Route 46 Eastbound</i> | FS09375 | Morris | Montville Township | | \$1.800 |
| <i>Salem Street (CR 665) over Route 10</i> | | Morris | Randolph Township | Superstructure replacement for Structure 1430-150 | \$0.700 |
| <i>Route 72, Manahawkin Bay Bridge Deck Rehabilitation</i> | FS09369 | Ocean | Stafford Township | The project involves deck repair, curb repair and applying deck overlay system on the Rt.72 Bridge over Manahawkin Bay | \$12.000 |
| <i>Grove Street (CR 623) over Route 46</i> | FS09374 | Passaic | Clifton City | Superstructure Replacement for Structure 1607-153 | \$4.700 |
| Median Crossover Crash Prevention Program | | | | Each fiscal year, the Median Crossover Crash Prevention Program identifies locations throughout the state which have a history, or the potential, for accidents resulting from vehicles crossing the median. The Department gets the locations approved by FHWA, designs and installs preventive treatments at these locations in order to prevent such accidents. Contract #10 will protect about 5.14 miles of Rt. 18, from mp 16.56 to mp 19.20, mp 24.3 to mp 25.2; and mp 28.70 to mp 30.70; and 4.64 miles of Rt. I-95, from mp 0.55 to mp 2.22 and from mp 5.8 to mp 8.77 where cross median accidents have been occurring. Contract #11 will protect about 5.05 miles of Rt. 24, from mp 1.35 to mp 1.6, mp 1.82 to mp 5.0; and mp 5.2 to mp 6.82 and 3.77 miles of I-280, from mp 1.1 to mp 1.7 and from mp 2.3 to mp 3.2, and mp 5.2 to mp 7.47 where cross median accidents have been occurring. | \$7.500 |
| Transportaton Enhancments | X107 | Various | Various | This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements. | \$19.553 |
| TOTALS | | | | | \$305.753 |

**Attachment 6: Summary table of the NJ Transit projects
Recommended TIP Modifications and Amendments for the ARRA (Economic Stimulus) Funding**

| Project Name | DBNUM | Sub region | FUNDING SOURCES | | | NJTPA ACTION | | |
|---|-------|-------------------|------------------|------------------|------------------|-----------------|--------------------|----------------|
| | | | Stimulus Funding | Other Funds | Total Funding | 2009 Amend ment | 2009 Modifi cation | RTP Amendm ent |
| | | | Amount | Amount | Amount | | | |
| ADA--Platforms/Stations (Plauderville) | T143 | Bergen | \$15.000 | \$19.210 | \$34.210 | | X | |
| Light Rail Infrastructure Improvements | T95 | Bergen/ Hudson | \$15.000 | \$7.664 | \$22.664 | | X | |
| Newark Penn Station | T81 | Essex | \$17.300 | \$12.443 | \$29.743 | | X | |
| Other Rail Station/Terminal Improvements (Edison Park and Ride) | T55 | Middlesex | \$11.000 | \$3.659 | \$14.659 | | X | |
| Access to Region's Core (ARC) | T97 | Various | \$130.000 | 136.864 | \$266.864 | | X | |
| ADA--Equipment | T70 | Various | \$10.000 | \$1.578 | \$11.578 | | X | |
| Bridge and Tunnel Rehabilitation (Lower Hackensack River Bridge Rehabilitation) | T05 | Various | \$30.000 | \$11.219 | \$41.219 | | X | |
| Bus Passenger Facilities/Park and Ride | T06 | Various | \$1.750 | \$0.632 | \$2.382 | | X | |
| Preventive Maintenance-Bus | T135 | Various | \$32.064 | \$77.867 | \$109.931 | | X | |
| Preventive Maintenance-Rail | T39 | Various | \$32.604 | \$138.988 | \$171.592 | | X | |
| Section 5311 Program | T151 | Various | \$3.902 | \$8.760 | \$12.662 | | X | |
| Signals and Communications/Electric Traction Systems | T50 | Various | \$25.000 | \$13.721 | \$38.721 | | X | |
| Track Program | T42 | Various | \$18.000 | \$16.472 | \$34.472 | | X | |
| TOTAL | | | \$341.620 | \$449.077 | \$790.697 | | \$341.620 | |

Attachment 7: Detailed Descriptions of the NJ Transit projects
Recommended TIP Modifications and Amendments for the ARRA (Economic Stimulus) Funding
Project Description Chart

| Project Name | DBNUM | Sub Region | Municipality | Project Description | Stimulus Funding |
|--|-------|-------------------|--------------|--|------------------|
| Access to Region's Core (ARC) | T97 | Various | | The ARC program will expand "one seat" ride service to Manhattan by doubling the capacity of the Trans-Hudson commuter rail system. The centerpiece of the program is the Trans-Hudson Express Tunnel project (THE Tunnel). This project includes construction of a connection between the Main Line & NEC, added tracks along the Northeast Corridor Line, a new trans-Hudson River tunnel, and station under 34th Street in Manhattan. These improvements will allow accommodation of future travel demand and relieve congestion on alternative modes of travel. | \$130.000 |
| ADA--Equipment | T70 | Various | | Funding for purchase of Access Link vans and/or small buses to serve people with disabilities. Stimulus funding will provide for the purchase of vehicles in the NJTPA region. | \$10.000 |
| ADA--Platforms/Stations | T143 | Bergen | Garfield | Funding is provided for the design and construction of necessary improvements to make NJ TRANSIT's rail stations, and subway stations compliant with the Americans with Disabilities Act (ADA) including related track and infrastructure work. Stimulus funding is provided for Plauderville High Level Platform construction. | \$15.000 |
| Bridge and Tunnel Rehabilitation | T05 | Various | | This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair. Stimulus funding will provide for the advancement of the Lower Hackensack Bridge Rehabilitation project. | \$30.000 |
| Bus Passenger Facilities/Park and Ride | T06 | Various | | This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide. Stimulus funding will provide for the purchase of approximately 150 bus shelters in the NJTPA region. | \$1.750 |
| Light Rail Infrastructure Improvements | T95 | Bergen/ Hudson | | Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements and other infrastructure rehabilitation improvements. Stimulus funding is provided for HBLRT Danforth Interlocking construction. | \$15.000 |
| Newark Penn Station | T81 | Essex | Newark | Funding is provided for Newark Penn Station projects, including historic restoration, structural rehabilitation and lighting improvements, customer facility improvements, pedestrian and traffic circulation improvements, and any related track and rail infrastructure work. These improvements will make the station more functional, attractive and more customer friendly. Improvements will allow for continued increase in ridership using Newark Penn Station and have clean air and economic benefits. Stimulus funding is provided for Plaza improvements at the station. | \$17.300 |
| Other Rail Station/Terminal Improvements | T55 | Middlesex | Edison | Funding is provided for the design, land acquisition and construction of various stations, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program. Stimulus funding will provide for a new Edison Park and Ride facility. | \$11.000 |

| Project Name | DBNUM | Sub Region | Municipality | Project Description | Stimulus Funding |
|--|--------------|-------------------|---------------------|--|-------------------------|
| Preventive Maintenance-Bus | T135 | Various | | This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law. | \$32.064 |
| Preventive Maintenance-Rail | T39 | Various | | This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law. | \$32.604 |
| Section 5311 Program | T151 | Various | | This program provides funding for rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds. Stimulus funding will be used to purchase minibuses for rural operations and will fund other capital improvements in rural areas. | \$3.902 |
| Signals and Communications/Electric Traction Systems | T50 | Various | | This project provides funding for continued modernization/improvements to the signal and communications systems, including completion of systemwide installation of automatic train control (ATC) and Positive Train Stop (PTS), signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations. Stimulus funding will provide funds for signal and track improvements on the Morris and Essex Rail Line which will support state of good repair and improve operational efficiencies. | \$25.000 |
| Track Program | T42 | Various | | Funding is provided for an annual program of track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, ROW fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Stimulus funding will fund an enhanced track program in the NJTPA region. | \$18.000 |
| TOTAL | | | | | \$341.620 |