



**North Jersey Transportation Planning Authority, Inc.**

**PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE**

Commissioner John P. Kelly, Chair  
Commissioner Sara Sooy, Vice Chair

**PROJECT PRIORITIZATION COMMITTEE**

Commissioner John W. Bartlett, Chair  
Commissioner Jason Sarnoski Vice Chair

**VIRTUAL MEETING AGENDA**

**February 16, 2021**

**10:30 AM**

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- I. Roll Call
- II. Approval of Minutes
- III. Regional Transportation Advisory Committee (RTAC) Report – Mark Jehnke, Ocean County
- IV. Action Items

**Project Prioritization Committee**

- 1. Modifications to the FY 2020 - 2023 Transportation Improvement Program to Add Funding to Four Projects as Requested by the New Jersey Department of Transportation – Eve Chamberlain, Central Staff (Attachment PPC-1)
  - Route 46, Pequannock Street to CR 513 (West Main Street), Morris County
  - Route 1&9, Interchange at Route I-278, Union County
  - Route 18, East Brunswick, Drainage and Pavement Rehabilitation, Middlesex County
  - Route 206, Valley Road to Brown Avenue, Somerset County
- 2. Approval of the 2020 Financial Plan Update to the Route 206 Project in Somerset County - Ann Ludwig, Central Staff (Attachment PPC-2)
- 3. Approval of the 2020 Financial Plan Update to the Route 72, Manahawkin Bay Bridges Project – Ann Ludwig (Attachment PPC-3)

4. Approval of the 2020 Financial Plan Update to the Route 3/Route 46, Valley Road and Notch/Rifle Camp Road Interchange Project, Ann Ludwig (Attachment PPC-4)

#### Planning and Economic Development Committee

5. Approval of the FY 2022 Unified Planning Work Program – Karen Rosenberger, Central Staff (Attachment PEDC-5. The current [draft UPWP document](#) is posted on the NJTPA website. The resolution, summary, final draft, budget book, and responses to comments will be distributed soon under separate cover.)
6. Support for Adjusted Pavement and Bridge Performance Measure Targets Set by the New Jersey Department of Transportation (NJDOT) - Keith Miller (PEDC-6)

#### V. Information Items

1. Draft FY 2022 Transportation Improvement Program Development: Project Scores – Ann Ludwig
2. Plan 2050 Development Update – Lois Goldman and Ted Ritter, Central Staff
3. Updated Regional Performance Measure Products – Keith Miller, Central Staff
4. TNJ Initiative Update – Jeff Perlman, Central Staff
5. Trans-Hudson Update – Dave Behrend, Central Staff
6. Federal Policy Update – Dave Behrend

#### VI. Other Items

#### VII. Next Meeting: April 19, 2021, 10:30 a.m.

#### VIII. Adjournment

## **Joint Project Prioritization Committee (PPC) and Planning and Economic Development Committee (PEDC) Virtual Meeting Notice:**

The agenda package for the February 16 Joint PPC/PEDC meeting is attached. The meeting will be held via GoToMeeting. The log-in details are below. Please login five or ten minutes early to ensure your connection works. Your options for participation, in order of preference, are:

1. on a computer or tablet without a mic, using your phone to call-in for audio (the app will be downloaded and installed if you don't have it already) \*
2. on a computer or tablet with a mic (the app will be downloaded and installed if you don't have it already) \*\*
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\*\* If you use option 2 (computer/tablet with mic), choose "computer audio" to listen/talk.

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If you have any questions or concerns, don't hesitate to contact me at 973-639-8410.

**Instructions for calling into the Joint PPC/PEDC Meeting**  
Monday, February 16, 2021 10:30 AM - 12:30 PM (EDT)

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Dial in or type: 67.217.95.2 or [inroomlink.goto.com](https://inroomlink.goto.com)

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*Kathryn A. DeFillippo, Chair*  
*Mary D. Ameen, Executive Director*

## **PROJECT PRIORITIZATION COMMITTEE**

Commissioner John W. Bartlett – Chair  
Commissioner Jason Sarnoski – Vice Chair

## **PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE**

Commissioner John P. Kelly – Chair  
Commissioner Sara Sooy – Vice Chair

### **Joint Meeting Minutes December 14, 2020**

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#### **I. Roll Call of Members**

Project Prioritization Committee (PPC) Chair Commissioner John Bartlett, Passaic County, called the meeting to order at 10:30 a.m. Fourteen members of the PPC and 12 members of the Planning and Economic Development Committee (PEDC) were present.

#### **II. Approval of Minutes**

A motion to approve the minutes of the October 21, 2020 meeting was made by Warren County, seconded by Morris County, and carried with 17 affirmative votes. Middlesex and Union counties abstained.

#### **III. Regional Transportation Advisory Committee (RTAC) Update – Mark Jehnke, Ocean County**

RTAC Chair Mark Jehnke reported on the activities of the December 7 virtual RTAC meeting. He said Central Staff provided updates on several ongoing activities and briefed the Committee on the PPC and PEDC action items for their joint meeting on December 14.

Mr. Jehnke reported that RTAC elections were held at the meeting. He said he will continue to serve as RTAC Chair, and Byron Nicholas, Hudson County's Supervising Transportation Planner, was elected as Vice Chair.

#### **IV. Action Items**

##### **Project Prioritization Committee**

1. Minor Amendment to the FY 2020-2023 Transportation Improvement Program (TIP) to Add the Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site

Eve Chamberlain, Central Staff said the New Jersey Department of Environment Protection requested the addition of Phase 1 of the project to the TIP. She said the agency received a Fiscal Year 2019 Passenger Ferry Grant Program award for \$5.9 million and will provide additional funding from the State Parks Capital Funds, Corporate Business Tax funds.

A motion to endorse the resolution was made by Hudson County, seconded by Union County and carried unanimously.

2. Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the Clay Street Bridge over Passaic River Project in Hudson County

Ms. Chamberlain said the project is ready to advance to the Preliminary Engineering phase and will be funded by STBGP-NY/NWK funds made available from the NJTPA Future Projects line item. The funds will be programmed as follows: \$2 million in Fiscal Year 2021 for Preliminary Engineering; \$7 million in 2024 for Design; \$0.1 million in 2026 for Right of Way; and \$55.1 million in 2027 for Construction.

A motion to endorse the resolution was made by Hudson County, seconded by Morris County and carried unanimously.

3. Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the Bridge Street Bridge over the Passaic River Project in Essex County

Ms. Chamberlain said the project is ready to advance to Preliminary Engineering and will be funded with federal funds from the NJTPA Future Projects line item. The funds will be programmed as follows: \$2 million in FY 2021 for Preliminary Engineering; \$7 million in 2023 for Design; \$0.1 million in FFY 2025 for Right of Way; and \$29 million in 2026 and \$48 million in 2027 for Construction.

A motion to endorse the resolutions was made by Hudson County, seconded by Union County and carried unanimously.

4. Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add Federal Funding for the Portal North Bridge as Requested by NJ TRANSIT

Ms. Chamberlain said \$766.5 million in federal funding for the Portal North Bridge project in Hudson County will be added to the TIP to replace previously allocated state funding for the project. This funding is for the design, engineering, construction and other work to complete the proposed replacement of the problematic bridge with a new fixed structure bridge on a new rail alignment.

A motion to endorse the resolution was made by Middlesex County, seconded by Union County and carried unanimously.

5. Modification to the FY 2020-2023 Transportation Improvement Program to Increase Funding on the Route 27, Dehart Place to Route 21, Union County Project

Ms. Chamberlain said the modification would increase the programmed amount for Construction by \$12.2 million in FY 2021. She said, per NJDOT, this increase is attributable to cost increases in the milling and surface operations, including pavement repairs to replace damaged drainage pipes.

A motion to approve the modification was made by Union County, seconded by NJDOT and carried unanimously.

Planning and Economic Development Committee

6. Approval of the North Jersey Transportation Planning Authority Title VI Implementation Plan Update

Angel Young, Central Staff, said that, as a subrecipient of federal funding, the NJTPA is required to comply with various civil rights statutes, executive orders and regulations to ensure that traditionally underserved populations are included in the planning process and that their needs are addressed. She said that, in September 2019, the Board adopted the NJTPA's Title VI Plan in response to the NJTPA's 2018 federal certification review. In July 2020, the NJTPA received three comments from the New Jersey Division of the Federal Highway Administration (FHWA) asking that the plan include more information about organization and staffing, as well as subrecipient review procedures. Ms. Young said Central Staff revised the plan to address these issues and received approval of the revisions from the FHWA in November. In answer to a question from the floor, Ms. Young said that an internal task force of Central Staff members meets regularly to focus on strategies and actions for implementing the NJTPA Title VI plan.

A motion to approve the resolution was made by Somerset County, seconded by the Port Authority of New York & New Jersey and carried unanimously.

7. Support for Public Transit Agency Safety Plan Targets Set by the New Jersey Transit Corporation

Keith Miller, Central Staff, said, NJ TRANSIT has set performance measures targets for their bus operations and light rail systems according to Federal Transit Administration (FTA) rules, and, with Board approval, NJTPA staff will develop text for the current TIP that discusses these measures and targets and how the TIP helps the region to meet them. He introduced Dale Sulpy and Joseph Word, NJ TRANSIT Office of Systems Safety.

Mr. Sulpy explained that public agencies that receive FTA funds are required to develop a Public Transit Agency Safety Plan (PTASP), a requirement under the MAP-21 and FAST Acts. He said the NJ TRANSIT Board approved its PTASP in May, and it is now being implemented in compliance with the FTA rule that requires the plan to include performance targets based on safety performance measures established under the National Public Transportation Safety Plan.

Mr. Word said the NJ TRANSIT PTASP provides for four safety performance categories and seven performance targets for bus operations and light rail systems. The performance targets include fatalities, injuries, collision events, employee injuries, fire events, and system reliability. He said the performance targets were developed in coordination with the state's Metropolitan Planning Organizations and are based on various data sources, trends and established agency policies.

A motion to endorse the resolution was made by Morris County, seconded by Somerset County, and carried unanimously.

## V. Information Items

### 1. Draft FY 2022 UPWP Development Update

Karen Rosenberger, Central Staff, said the draft work program was posted to the NJTPA website, and a link to the online document was provided to NJDOT, the NJTPA Board and the RTAC. An updated general overview of the draft UPWP was distributed as well, along with highlights of new activities for 2022, a budget summary, and a draft list of proposed consultant contractual activities. Ms. Rosenberger said comments are requested by January 11 in order to be incorporated into the final draft that will be presented to the PEDC in February and to the Board for approval in March.

### 2. Plan 2050 Development Update

Lois Goldman, Central Staff, announced that a Plan 2050 background paper on transportation technology has been published on the NJTPA Plan 2050 website. She said NJTPA staff participated in the annual MAP Forum meeting in September, where the NJTPA and other MPOs discussed their long-range transportation plans. She said an initial model run using preliminary financial assumptions for the plan is underway, and RTAC members are invited to join the Technical Advisory Committee along with other regional stakeholders to review the results.

Ted Ritter, Central Staff, said the initial round of outreach for Plan 2050 included virtual public meetings, an online survey and social media interactions. He said responses to this public engagement effort indicate that riders want to see improvements to transit infrastructure, service and customer experience. He said other issues of concern are access to transit, a more regional approach to bicycle/pedestrian planning and better consideration for integrated freight planning.

Mr. Ritter said the NJTPA public outreach team conducted specialized events to reach targeted audiences. Virtual presentations were made at the Transaction conference and to the New Jersey Department of Environmental Protection Environmental Justice Advisory Committee and transportation advisory groups in Union and Morris Counties. He said the Voorhees Transportation Center (VTC) team held focus groups with persons reentering society after incarceration, with unemployed residents and with persons with limited English proficiency. He noted that the UpNext young adults advisory committee is also providing input to the plan.

Mr. Ritter said the most recent TPA Tuesdays virtual symposium featured transportation and planning thought leaders who explored the issue of advancing transportation equity.

### 3. Together North Jersey (TNJ) Initiative Update

Mr. Perlman said the TNJ task forces are beginning work to update the TNJ plan. They met in October to discuss the current plan and conduct a “Keep It, Change It or Toss It” survey among participating members. He said, to identify major changes or new focus areas and strategies that might be incorporated in the TNJ plan update, a VTC team has collected regional and state plans, nationwide, that have been issued since 2015.

Mr. Perlman said the VTC team is setting up calls with stakeholders to discuss focus areas and collect information on local level activities. They are also developing a survey and asking for RTAC assistance.

Mr. Perlman reported that the recent solicitation for the Local Technical Assistance Program yielded 12 proposals, and two projects were selected for this year: the Town of Dover requested assistance in marketing their downtown businesses to position them for recovery as the pandemic recedes; and the Passaic County Department of Cultural and Historic Affairs wants help to develop a Morris Canal Greenway public engagement plan.

Mr. Perlman said the partnership with the New Jersey Chapter of the American Planning Association continues. Two stations were selected for the second round of the Transit Hub Pilot Program – Essex Street Station in Hackensack and the Fanwood Station on the Raritan Valley Line.

Mr. Perlman reported also that, in partnership with the NJIT Center for Brownfield Assistance, TNJ conducted three brownfields webinars in November: Brownfield Basics, Brownfields Funding, and It Takes a Village. Recordings of these sessions are available on the TNJ website.

The task forces will meet in February to discuss new focus areas and strategies.

### 4. Trans-Hudson Update

Dave Behrend, Central Staff, noted that the Board would convene for a special meeting that day to consider approval of the Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add Federal Funding for the Portal North Bridge as Requested by NJ TRANSIT action item. He said the incoming administration has expressed strong support for advancing the Hudson Tunnel project. Also, NJ TRANSIT is moving forward with a \$190 million project to make improvements to Newark Penn Station.

### 5. Federal Policy Update

Mr. Behrend noted that the President signed a continuing resolution to keep the government funded until December 18 to buy more time for the Senate and House to work out differences



over long term funding. He said Congress had already extended transportation authorization via the FAST Act, which will remain in effect until September 30, 2021.

VI. Next Meeting: February 16, 2021

IX. Adjournment

At 11:51 a.m., a motion to adjourn was made by Morris County, seconded by Passaic County, and carried unanimously.

**JOINT COMMITTEE MEETING  
ATTENDANCE  
December 14, 2020**

**Project Prioritization Committee**

VOTING MEMBERS	
Hon. John Bartlett (Chair)	Passaic County
Hon. Jason Sarnoski (Vice Chair)	Warren County
Hon. Zach Rich	Hunterdon County
Hon. Kathy DeFillippo	Morris County
Hon. Joshua Hertzberg	Sussex County
Hon. Bette Jane Kowalski	Union County
Peter Botsolas	Bergen County
Byron Nicholas	Hudson County
Doug Greenfeld	Middlesex County
Inkyung Englehart	Monmouth County
Lauren LaRusso	Governor's Authorities Unit
Monica Etz	NJDOT
Megan Massey	NJ TRANSIT
Jared Rodriguez	Citizens' Representative

**Planning and Economic Development Committee**

VOTING MEMBERS	
Hon. Kathy DeFillippo	Morris County
Hon. John Bartlett	Passaic County
Hon. Jason Sarnoski	Warren County
Barkha Patel	Jersey City
Phillip Scott	Newark
John Ernst	Ocean County
Walt Lane	Somerset County
Lauren LaRusso	Governor's Authorities Unit
Monica Etz	NJDOT
Jeremy Colangelo-Bryan	NJ TRANSIT
Jay Shuffield	PANYNJ
Jared Rodriguez	Citizens' Representative

Also In Attendance	
Joseph Baladi	Bergen County
David Moss	Camsys.com
Adam Bradford	Hunterdon County
Clarise Blackman	COSSCMB
Bran Goodson	FHWA
Bob Werkmeister	GPI

Carrie Fellows	Hunterdon County
Elias Guseman	Jersey City
Tony Gambilonghi	Middlesex County
Solomon Caviness	Middlesex County
Shilpa Bhojappa	Monmouth County
David Schmetterer	Monmouth County
John Hayes	Morris County
Trevor Howard	Newark
Nedereh Moini	NJ Meadowlands
Megan Massey	NJ TRANSIT
Joseph Word	NJ TRANSIT
Dale Sulpy	NJ TRANSIT
Lou Millan	NJ TRANSIT
Diane Gutierrez-Scaccetti	NJDOT
Brian Leckie	NJDOT
Various members of Central Staff	NJTPA
Mark Jehnke	Ocean County
Mike Lysicatos	Passaic County
Andras Holzmann	Passaic County
Hon. Melonie Marano	Somerset County
Ken Wedeen	Somerset County
Tom Drabic	Sussex County
Liza Betz	Union County
Brian Appezzato	Warren County
George Piper	
Courtney Carroll	
James Merritts	
Avantika Banerjee	
Brian Lapp	



## Summary of Action

### **Modifications to the FY 2020 - 2023 Transportation Improvement Program To Add Funding to Four Projects as Requested by the New Jersey Department of Transportation**

**Action:** In order to advance the following projects, the New Jersey Department of Transportation (NJDOT) has requested revising the FY 2020 – 2023 TIP to update programmed funding as detailed below.

**Background:** According to the *TIP Memorandum of Understanding*, when federal funds at a specified threshold are added to a project or program, the request requires action by the NJTPA Project Prioritization Committee, with no further action required by the Board of Trustees.

The following revisions are necessary according to the NJDOT to update information about the funding of these projects. The revisions have been reviewed by Capital Programming staff. Fiscal constraint is maintained. The affected subregions were notified and have concurred with the revisions. Project information and financial revisions are detailed on the attached documents.

#### **Funding Revision:**

- **Route 46, Pequannock Street to CR 513 (West Main Street), *Morris County* DB# 16318**  
 This request is to add funding for the preliminary engineering (PE) phase of work in Federal Fiscal Year (FFY) 2021. Funding for PE was not able to be authorized in FFY 2019 as originally programmed but is now anticipated to be authorized in FFY 2021. (Adding HSIP funds in the amount of \$1.5 million in FY 2021)
- **Route 1&9, Interchange at Route I-278, *Union County* DB# 95023**  
 This request is to add Port Authority of New York and New Jersey funding (listed as ‘OTHER’) for the preliminary engineering (PE) phase of work in FY 2021. Additionally, \$1 million of STATE funds is added for Design in FFY 2023 to match current funding in the STIP. (Adding OTHER funding in the amount of \$4.750 million in FFY 2021 and \$1 million STATE funding in FFY 2023)
- **Route 18, East Brunswick, Drainage and Pavement Rehabilitation, *Middlesex County* DB# 10354**  
 This request is to add funding for the right of way (ROW) phase of work in FFY 2021 and delay funding for Construction to FFY 2022 and FFY 2023 (Adding NHPP funding in the amount of \$4.95 million in FY 2021; reprogramming NHPP funds for construction (CON) to FFY 2022 in the amount of \$19 million and FFY 2023 in the amount of \$18.2 million)
- **Route 206, Valley Road to Brown Avenue, *Somerset County* DB# 780A**  
 This request is to remove the utility (UTI) phase of work and to program increased funding for the construction phase of work. The utility work will now be part of construction. The funding amount for construction must increase due to additional earthwork to raise the railroad and roadway, additional stormwater management, additional right of way acquisition, and additional costs for bridge construction. (Remove

\$5.5 million of NHPP funds programmed for UTI in FFY 2021; add NHPP funds in the amount of \$23.5 million for CON in FFY 2023, \$23.5 million in FFY 2024 for CON, and \$24.5 million in FFY 2025 for CON)

**Justification for Action:** Approval of these revisions to the FY 2020 – 2023 TIP will allow the funds to be secured and the referenced projects to advance.

**Staff Recommendation:** Central Staff recommends approval of these actions.

## NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: 46

Mileposts: 38.26-39.85

DBNUM: 16318

Name: Route 46, Pequannock Street to CR 513 (West Main Street)

Initiated from the Safety Management System, this project will evaluate each signalized intersection within the project limits. Some of these signalized intersections have had adjustments over the past few years, however, each signalized intersection will be (re)evaluated and, if required, modified in the proposed new Road Diet design. Work will include, but not be limited to; insuring that signalized intersections have the appropriate number/type of traffic signal heads at the appropriate locations, each intersection is ADA compliant, backplates with retro reflective borders will be added to the traffic signal heads, all 8" traffic signal heads will be changed to 12", and pedestrian signal heads include countdown technology.

Counties: Morris

Municipalities: Dover Twp Rockaway Twp

Project Type:

RCIS Category: Safety

Sponsor: NJDOT

Est. Total Project Cost: (Million)

TIP: **CURRENT**

FY 2020 - 2023 TIP Cost: (Million) \$1.250

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	DES	HSIP				\$1.250	
NJTPA	ROW	HSIP					\$0.500
NJTPA	CON	HSIP					\$9.000
						\$1.250	\$9.500

**PENDING**

FY 2020 - 2023 TIP Cost: (Million) \$2.750

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	PE	HSIP		\$1.500			
NJTPA	DES	HSIP				\$1.250	
NJTPA	ROW	HSIP					\$0.500
NJTPA	CON	HSIP					\$9.000
				\$1.500		\$1.250	\$9.500



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **NJTPA**

PROJECT: **Route 46, Pequannock Street to CR 513 (West Main Street)**

DBNUM: 16318

TRACK #: N-16318-1-M-2020

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adds HSIP funding for PE in FFY 21 in the amount of \$1.5M.

REASON FOR CHANGE:

PE was previously included in the 19 Capital Program. It was initially anticipated to, but never authorized. As a result, PE was not included in the 20-29 STIP. PE was included in the 21 Capital Program, and is now anticipating an early 2021 authorization, therefore the PE phase must be added to the STIP.

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: See NJTPA FY 20-29 FC Chart 30

CONFORMITY:

PUBLIC INVOLVEMENT:



PENDING ACTION

## NJTPA

### Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: 1&9

Mileposts: 42.20

DBNUM: 95023

Name: Route 1&9, Interchange at Route I-278

The project improves the Rt. 1&9 interchange with I-278 to provide the missing ramp connections from I-278 WB to Rt. 1&9 NB and Rt. 1&9 SB to I-278 EB. Rt. 1&9 SB will connect with I-278 EB via a new forward loop ramp which crosses both directions of Rt. 1&9 on structure and connects to I-278 WB east of Rt. 1&9. The existing I-278 WB connection to Rt. 1&9 SB will remain while the existing I-278 bridge over Rt. 1&9 NB will be replaced with a longer structure allowing the new direct ramp connecting I-278 WB with Rt. 1&9 NB to pass under I-278 WB prior to connecting to Rt. 1&9 NB. The new ramps enter and exit I-278 from the left side of the roadway. The project also improves the level of service of the Rt. 1&9 NB / Park Ave intersection by widening the intersection and providing double left turn lanes from Rt. 1&9 to Park Ave.

Counties: Union

Municipalities: Linden City

Project Type: Congestion Relief

RCIS Category: Road Enhancement

Sponsor: NJDOT

Est. Total Project Cost: (Million)

TIP:

#### CURRENT

FY 2020 - 2023 TIP Cost: (Million) \$13.300

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	DES	NHPP			\$3.300		
NJTPA	DES	OTHER			\$10.000		
NJTPA	ROW	NHPP					\$4.000
NJTPA	ROW	OTHER					\$9.500
NJTPA	UTI	NHPP					\$3.400
NJTPA	UTI	OTHER					\$6.800
NJTPA	CON	NHPP					\$6.300
NJTPA	CON	OTHER					\$90.000
					\$13.300		\$120.000

#### PENDING

FY 2020 - 2023 TIP Cost: (Million) \$19.050

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	PE	OTHER		\$4.750			
NJTPA	DES	NHPP			\$3.300		
NJTPA	DES	OTHER			\$10.000		
NJTPA	DES	STATE				\$1.000	
NJTPA	ROW	NHPP					\$4.000
NJTPA	ROW	OTHER					\$9.500
NJTPA	UTI	NHPP					\$3.400

DATE SUBMITTED: 1/19/2021

*PENDING ACTION*

## NJTPA

### Transportation Improvement Program Fiscal Years 2020 - 2023

NJTPA	UTI	OTHER					\$6.800
NJTPA	CON	NHPP					\$6.300
NJTPA	CON	OTHER					\$90.000
				\$4.750	\$13.300	\$1.000	\$120.000



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **NJTPA**

PROJECT: **Route 1&9, Interchange at Route I-278**

DBNUM: 95023

TRACK #: N-95023-1-M-2020

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adds OTHER funding for PE in FFY 21 in the amount of \$4.750M

REASON FOR CHANGE:

PE added to FY 21 to match funding in the 21 Capital Program.

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: See NJTPA FY 20-29 FC Chart 32

CONFORMITY:

PUBLIC INVOLVEMENT:

## NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: 18

Mileposts: 35.4-39.54

DBNUM: 10354

Name: Route 18, East Brunswick, Drainage and Pavement Rehabilitation

This project consists of pavement reconstruction and resurfacing of Route 18, and will also include mitigating flooding and drainage problems. This project provides repair and replacement of curbs and sidewalks, and milling and resurfacing of most of the roadway within the project limits. Full reconstruction of the right lanes, in both directions, at various locations is included. In addition, upgrades will be made to all curb ramps, and midblock crosswalks, that do not meet current ADA criteria. Improvements to Route 18 and Edgeboro Road, and Route 18 and Tices Lane intersections are also proposed. If warranted, the project will include upgrading of traffic signals and lighting within the project limits.

Counties: Middlesex

Municipalities: East Brunswick Twp

Project Type:

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$75.846

TIP:

**CURRENT**

FY 2020 - 2023 TIP Cost: (Million) \$37.200

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	NHPP		\$19.000	\$18.200		
				\$19.000	\$18.200		

**PENDING**

FY 2020 - 2023 TIP Cost: (Million) \$42.150

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ROW	NHPP		\$4.950			
NJTPA	CON	NHPP			\$19.000	\$18.200	
				\$4.950	\$19.000	\$18.200	



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **NJTPA**

PROJECT: **Route 18, East Brunswick, Drainage and Pavement Rehabilitation**

DBNUM: 10354

TRACK #: N-10354-1-M-2020

TYPE OF PROJECT CHANGE: Project Phase Addition, Project Phase Slippage

ACTION TAKEN: Adds NHPP funding for ROW in FFY 21 in the amount of \$4.95M.

Delays NHPP funding for CON in the amount of \$19M from FFY 21 to FFY 22.

Delays NHPP funding for CON in the amount of \$18.2M from FFY 22 to FFY 23.

REASON FOR CHANGE:

There are 129 parcels within this 4 mile project due to ADA ramp improvements contributing to the ROW cost.

ROW is consistent with the 21 Capital Program.

The addition of ROW to FY 21 delays CON authorization to FY 22.

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: See NJTPA FY 20-29 FC Chart 32

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

## NJTPA

### Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** 206

**Mileposts:** 67.5-68.6

**DBNUM:** 780A

**Name:** Route 206, Valley Road to Brown Avenue

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N) (Northern Section)", will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to a four lane dualization, relocation of two existing traffic signals (adding two new jug handles) and replacement of the railroad bridge over Route 206. This project will be bicycle/pedestrian compatible.

**Counties:** Somerset

**Municipalities:** Hillsborough Twp

**Project Type:**

**RCIS Category:** Road Expansion

**Sponsor:** NJDOT

**Est. Total Project Cost: (Million)** \$77.259

**TIP:**

#### CURRENT

**FY 2020 - 2023 TIP Cost: (Million)** \$46.500

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ROW	NHPP	\$5.000				
NJTPA	UTI	NHPP		\$5.500			
NJTPA	CON	NHPP			\$18.000	\$18.000	\$19.000
			\$5.000	\$5.500	\$18.000	\$18.000	\$19.000

#### PENDING

**FY 2020 - 2023 TIP Cost: (Million)** \$28.500

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ROW	NHPP	\$5.000				
NJTPA	CON	NHPP				\$23.500	\$48.000
			\$5.000			\$23.500	\$48.000

**DATE SUBMITTED:** 1/19/2021



## State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

---

MPO: **NJTPA**

PROJECT: **Route 206, Valley Road to Brown Avenue**

DBNUM: 780A

TRACK #: N-780A-2-M-2020

TYPE OF PROJECT CHANGE: Project Phase Slippage, Project Cost increase

ACTION TAKEN: Removes NHPP funding for UTI in FFY 21 in the amount of \$5.5M.

Delays and increases NHPP funding for CON from \$18M in FFY 22, by \$5.5M, to \$23.5M in FFY 23.

Delays and increases NHPP funding for CON from \$18M in FFY 23, by \$5.5M, to \$23.5M in FFY 24.

Delays and increases NHPP funding for CON from \$19M in FFY 24, by \$5.5M, to \$24.5M in FFY 25.

REASON FOR CHANGE:

Advanced UTI is no longer needed to be individually programmed, and the UTI funding is now part of the CON funding.

The CON cost increase is a function of additional earthwork to raise the railroad and roadway (to reduce roadway flooding), additional stormwater management for water quantity and quality, additional right of way acquisition, additional costs for the bridge construction (higher global steel prices, etc.)

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: See NJTPA FY 20-29 FC Chart 31

CONFORMITY:

PUBLIC INVOLVEMENT:





## Summary of Action

### Approval of the 2020 Financial Plan Update for the Route 206 Project in Somerset County

**Action:** The New Jersey Department of Transportation (NJDOT) is requesting approval of the proposed Financial Plan Update for the Route 206 project in Somerset County. The updated financial plan reflects a total project cost of \$486.829 million, an increase of \$34.008 million that is mainly due to an increased design effort for Doctors Way to Valley Road, updated cost estimates, increased construction support services, and minor construction change orders. Funding changes will be reflected in a revision to the FY 2020-2023 Transportation Improvement Program (TIP). Annual Financial Plan updates are approved by the NJTPA Project Prioritization Committee and require no further action.

### **Background:**

#### **Financial Plans**

Under federal law, recipients of federal financial assistance for projects with a total cost from \$100 million to \$500 million are required to prepare a financial plan that includes the following elements:

- **Project Description:** A detailed description that presents the scope of the project. A graphic depicting the project location is recommended.
- **Cost Estimate:** The total cost and cost-to-complete for major project elements are presented in year of expenditure dollars.
- **Implementation Plan:** The project schedule is presented and the cost-to-complete is presented in annual increments in year of expenditure dollars.
- **Financing and Revenues:** Presented by funding source as annual elements available for project obligations.
- **Cash Flow:** An annualized presentation of cash income and outgo to illustrate how periodic bills will be paid.
- **Risk Identification and Mitigation Factors:** Identification of the likelihood of issues affecting project completion and sufficiency of revenues – such as cost escalation, construction schedules, and dependencies on future legislation – and strategies and actions to address these risks.
- **Phasing Plan:** Identification of fundable improvements that will address the short-term purpose and need of the project in the event there are insufficient financial resources to complete the entire project.
- **Public Private Partnership (P3):** Assessment of appropriateness of a public-private partnership to deliver the project.

- **Annual Update Cycle:** The submission dates and reporting periods should be proposed in the Initial Financial Plan and annual updated plans.

The Route 206 Project Initial Financial Plan was approved by the NJTPA Board of Trustees in November 2017 and must be updated annually. The Annual Update should identify and resolve any cost and funding changes that have occurred since the previous submission. This would include changes in project scope that impact the cost estimate and completion schedule for the project.

### **Project Description**

The Route 206 Project is a new roadway alignment/bypass from the vicinity of the existing Route 206 over Pike Run (south of Mountain View Road), to Doctors Way in Hillsborough Township, and a widening of the existing Route 206 between Doctors Way and the Somerville Circle in Hillsborough Township, Somerville Borough, Raritan Borough and Bridgewater Township, in Somerset County. The project would improve safety, capacity and level of service through the Route 206 corridor. The Route 206 Bypass will also provide for potential secondary benefits in returning a section of existing Route 206 to a boulevard within the central business district in Hillsborough Township.

The current TIP programmed costs are divided into three segments:

- **Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) Contract B DB# 779**

Contract B will construct the remaining portion of the Bypass which includes the Route 206 Bypass tie-ins to existing Route U.S. 206 at Mountain View Road to just south of Hillsborough Road and from just north of Amwell Road to Old Somerville Road, including modifications at the Route 206 and Triangle Road/Falcon Road intersection to provide a U-turn for the Old Somerville Road residents north of Ramp T. Construction began in November 2017 and will continue into spring 2021.

- **Route 206, Doctors Way to Valley Road DB# 780B**

A breakout of “Route 206, Old Somerville Road to Brown Avenue (Section 15N) (Southern section)” will include widening from two lanes to four lanes, revision of three existing traffic signals and replacement of the Route 206 Bridge over Royce Brook Tributary C, and construction of a new bridge carrying realigned Valley Road over Royce Brook Tributary C. The project will be bicycle/pedestrian compatible. Construction began in November 2020 and will continue into June 2024.

- **Route 206, Valley Road to Brown Avenue DB# 780A**

A breakout of “Route 206, Old Somerville Road to Brown Avenue (Section 15N) (Northern section)” will include widening from two lanes to four lanes, revision of two existing traffic signals (adding two new jug handles) and replacement of the Norfolk Southern railroad bridge over Route 206. The project will be bicycle/pedestrian compatible. A new 4(f) evaluation was completed in 2019. Final Design will be completed in July 2023.

The projected cost of this project is \$486.8 million. The project has expended \$327.1 million or 67.2% of the current project estimate. The project is currently in construction (Route 206 Bypass Contract B, and Doctors Way to Valley Road) and in Final Design (Valley Road to Brown Avenue). Project Construction began in 1991 (*Brown Circle to Somerville Circle Section 15J; and Somerville Circle Section 15H are completed*). Total project completion is anticipated in February 2026.

**Justification for Action:** The Financial Plan Update has been reviewed for consistency based on the elements listed above. The project is identified in the Long Range Transportation Plan, and the FY 2020 – FY 2023 TIP. By approving the Financial Plan Update, the project will be in compliance with federal guidelines, allowing NJDOT to request federal authorization for the construction phase of this project.

**Staff Recommendation:** Central Staff recommends approval of this action.

**Route 206 Project in Somerset County**  
**Financial Plan Comparison (2019 and 2020)**  
(\$ millions)

<b>Project Segment</b>	<b>Financial Plan Update 2019</b>	<b>Financial Plan Update 2020</b>	<b>Change 2019-2020</b>	<b>Comments</b>
<b>Pre-Construction</b>	\$ 2.609	\$ 2.609	\$ 0.000	Complete
<b>Segment VI – Route 206 Bypass</b>	\$180.508	\$185.471	\$ 4.963	Overall cost has increased due to increased construction support services and minor construction change orders.
<b>Segment VII – 15N</b>	\$ 13.594	\$ 13.594	\$ 0.000	
<b>Segment VII – Doctors Way to Valley Road</b>	\$ 59.745	\$ 77.535	\$17.790	Overall cost increase is a combination of increased design effort, construction cost estimate increase, and decreases in Utility Relocation costs due to more accurate estimates.
<b>Segment VII – Valley Road to Brown Avenue</b>	\$ 70.139	\$ 81.395	\$11.256	Overall cost increased to reflect construction cost estimate increase due to updated estimate decrease in ROW costs.
<b>Segment VIII and IX – Brown Avenue to Somerville Circle (Section 15J)</b>	\$ 90.440	\$ 90.440	\$ 0.000	Complete
<b>Segment X – Somerville Circle (Section 15H)</b>	\$ 33.426	\$ 33.426	\$ 0.000	Complete
<b>Wetlands Mitigation</b>	\$ 2.360	\$ 2.360	\$ 0.000	Complete
<b>Total</b>	\$452.821	\$486.829	\$34.008	

*Source: Route U.S. 206 Project, Financial Plan Update, 2020, p.35.*

# Route U.S. 206 Project

From the Vicinity of Route U.S. 206 Over Pike Run to the Intersection  
of Route U.S. 202, N.J. Route 28 and Route U.S. Route 206  
(Somerville Circle)

Somerset County, New Jersey



## Financial Plan Update No. 2

*October 2020*



*Submitted by the NJ Department of Transportation*

**Route U.S. 206 Project  
From the Vicinity of Route U.S. 206 Over Pike Run  
to the Intersection of Route U.S. 202, N.J. Route 28  
and Route U.S. Route 206 (Somerville Circle)**

*Financial Plan Update*

LETTER OF CERTIFICATION

The New Jersey Department of Transportation (NJDOT) has developed a comprehensive Financial Plan for the Route U.S. 206 Project in Somerset County, NJ in accordance with the requirements of Title 23, United States Code, Section 106 and the Financial Plan guidance issued by the Federal Highway Administration. The plan provides detailed cost estimates to complete the project and estimates of the financial resources necessary to fund the project.

The cost data in the Financial Plan provides an accurate accounting of costs incurred to date and includes an estimate of future costs based on engineer estimates and anticipated construction cost escalation factors. While the estimates of financial resources rely upon assumptions regarding future economic conditions and demographic variables, they represent realistic estimates of financial resources available to fund the project as described.

The NJDOT believes that the Financial Plan provides an accurate basis upon which to schedule and fund the Route U.S. 206 Project, and commits to providing Annual Updates according to the schedule outlined in the Financial Plan Update.

To the best of our knowledge and belief, the Financial Plan Update, as submitted herewith, fairly and accurately presents the financial position of the Route U.S. 206 Project cash flows and expected conditions for the project's life cycle. The financial forecasts in the Financial Plan Update are based on our judgment of the expected project conditions and our expected course of action. We believe that the underlying assumptions of the Financial Plan Update are reasonable and appropriate. Further, we have made available all significant information that we believe is relevant to the Financial Plan Update and to the best of our knowledge and belief, the documents and records supporting the assumptions are appropriate.

Respectfully submitted:

**Snehal Patel, P.E., PMP**  
Assistant Commissioner  
Capital Program Management

\_\_\_\_\_  
Date

**Lewis Daidone**  
Assistant Commissioner  
Finance and Administration

\_\_\_\_\_  
Date

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## **Summary**

The Route U.S. 206 Project involves improving existing Route U.S. 206 from the vicinity of existing Route U.S. 206 over Pike Run, south of Mountain View Road in Hillsborough Township to the Somerville Circle (junction of Route U.S. 206, U.S. 202 and NJ 28 in Raritan Borough, Somerville Borough and Bridgewater Township, Somerset County). Title 23, Section 106(i) of the United States Code (USC), requires a recipient of Federal financial assistance for a project with an estimated total cost exceeding \$100 Million dollars must submit to the United States Secretary of Transportation an annual Financial Plan for the project.

A Financial Plan is a comprehensive document that reflects the project's scope, schedule, cost estimate, and funding structure to provide reasonable assurance that there will be sufficient funding available to implement and complete the entire project.

The current total estimated cost of the Route U.S. 206 Project is \$486.8 Million in year of expenditure dollars. This cost estimate includes prior costs as well as escalation and contingencies to account for potential changes during Final Design. The construction costs contain contingencies as outlined within this plan. The NJDOT is submitting this Financial Plan Update to define the methodology, resources and time schedule of the work completed and the remaining work to finish the proposed improvements. This plan details the following topics:

1. Project Description
  - Provides a description of the Project.
  - Details the Project's history.
  - Explain the phasing of the Project.
  - Explains the current Project activities.
2. Schedule
  - Presents the Project's phase implementation schedule
3. Project Cost
  - Provides the Project's cost estimate schedule, including cost to complete.
  - Reviews increases to original cost estimates and factors that could affect future project costs.
  - Explains the cost estimating methodology and cost containment strategies.
4. Project Funds
  - Lists the committed Federal funding sources to date.
  - Identifies committed State funding sources.
  - Discusses the Project's remaining anticipated Federal funding requirements.
  - Describes the State's commitment to fund the remainder of the Project.
5. Financing Issues
  - Addresses issuance costs, interest costs and other aspects of borrowing funds.
6. Cash Flow
  - Analyzes anticipated funding in relation to projected obligation requirements.
  - Demonstrates funding needs will be satisfied.
7. P3 Assessment
  - Assesses the appropriateness of a P3 cooperative arrangement to deliver the project.



8. Risk and Response Strategies
  - Outlines potential risk factors and possible mitigation actions.
9. Annual Update Cycle
  - Provides anticipated approach and schedule for annual updates.

This Financial Plan Update, in accordance with FHWA guidelines, forms the base cost and schedule estimate to which all future Financial Plan updates will be compared. This plan demonstrates and outlines the Department's commitment to sound financial planning and providing the resources needed to complete the Project by February 2026.

## Section 1.0 Project Description

### 1.1 Project Description

The Route U.S. 206 Project proposes a new roadway alignment/bypass from the vicinity of existing Route U.S. 206 over Pike Run (south of Mountain View Road), to Doctors Way in Hillsborough Township, and widening of existing Route U.S. 206 between Doctors Way and the Somerville Circle in Hillsborough Township, Somerville Borough, Raritan Borough and Bridgewater Township, in Somerset County. The purpose of the project is to improve safety, capacity and level of service through the Route U.S. 206 corridor. The Route U.S. 206 Bypass, between Mountain View Road and Doctors Way will also provide for potential secondary benefits in returning a section of existing Route U.S. 206 to a boulevard within the central business district in Hillsborough Township.

The Preliminary Engineering (PE) and NEPA/Environmental Impact Statement (EIS) were completed and approved for Route U.S. 206 in 7 segments (referred to as Segments IV through X in the EIS). The FHWA issued a Record of Decision for the EIS document on March 20, 1989. Due to fiscal constraints, the NJDOT decided not to build the entire 14-mile length of the Route U.S. 206 Project as one project, but to program the design, right-of-way acquisition, and construction of the improvements in fiscally manageable sections over several years in a series of contracts. Due to a lack of community support, Segments IV and V will not be constructed, so the Route U.S. 206 Project will focus on construction of Segments VI through X. The information in this Financial Plan Update will be presented by the following Segments and phases that comprise the Project. It is the intent to complete each Segment/phase of the project independently. The project has been phased in a manner to allow completed Segments of Route U.S. 206 to be opened to the public and operate effectively until the subsequent and remaining construction has been completed. A Project Location Map is shown in Figure 1.1. Several Segments and contracts of the Route U.S. 206 project have already been completed, as noted below.

A. PE, Selection of Preliminary Preferred Alternative (PPA), NEPA/EIS and Section 4(f) Evaluation.

- This project included preparation/approval of PE, PPA and EIS/Section 4(f) (Complete).

B. Segment VI – Route 206 Bypass

- Route U.S. 206 (1990) Bypass Sections 14A & 15A from Hillsborough Road to Amwell Road, Tree and Vegetation Removal Contract (Complete)

This tree clearing contract, from south of Hillsborough Road to north of Amwell Road (CR514), was initiated in advance of Contract A. The tree clearing contract was necessitated due to Indiana Bat regulations that require trees, which are suitable for their habitat, to be cleared between November and April. This contract was completed by April of 2010.

- Route U.S. 206 (1990) Bypass Sections 14A & 15A from Hillsborough Road to Amwell Road, Contract A (Complete)

Contract A included grading, paving and structures for construction of the Route 206 Bypass from south of Hillsborough Road to north of Amwell Road (CR514). The construction contract was awarded in May of 2010 and finished in October of 2013.

- Route U.S. 206 (1990) Bypass Sections 14A & 15A from the vicinity of Existing Route U.S. over Pike Run to Hillsborough Road, and from Amwell Road to Old Somerville Road, Contract C (Complete)

Grading and drainage contract for the Route 206 Bypass was completed in October 2014, in advance of Contract B from south of Mountain View Road to south of Hillsborough Road and from north of Amwell Road (CR514) to Old Somerville Road.

- Route U.S. 206 (1990) Bypass Sections 14A & 15A from the vicinity of Existing Route U.S. over Pike Run to Hillsborough Road, and from Amwell Road to Triangle Road, Contract B (Construction Phase)

Contract B will construct the remaining portion of the Bypass, which includes the Route 206 Bypass tie-ins to existing Route U.S. 206 at Mountain View Road to south of Hillsborough Road and from just north of Amwell Road (CR514) to Old Somerville Road, including modifications at the Route U.S. 206 and Triangle Road/Falcon Road intersection to provide a U-turn for the Old Somerville Road residents north of Ramp T.

C. Segment VII

- Route 206, Old Somerville Road to Brown Avenue (Section 15N)  
The original Section 15N limits were from Old Somerville Road to Brown Avenue. This section was replaced in 2016 with two breakout projects, namely; Route 206, Doctors Way to Valley Road and Route 206, Valley Road to Brown Avenue, as described below.
  - Route 206, Doctors Way to Valley Road (Final Design)  
This breakout of the Route 206, Old Somerville Road to Brown Avenue (Section 15N) project (Southern section) will include widening from two lanes to four lanes, revision of three existing traffic signals, replacement of the Route U.S. 206 Bridge over Royce Brook Trib. C, and construction of a new bridge carrying realigned Valley Road over Royce Brook Trib. C. The project will be bicycle/pedestrian compatible. Right-of-Way acquisition and Final Design are currently underway.
  - Route 206, Valley Road to Brown Ave (Final Design)  
This breakout of the Route 206, Old Somerville Road to Brown Avenue (Section 15N) project (Northern section) will include widening from two lanes to four lanes, revision of two existing traffic signals (adding two new jug handles) and replacement of the Norfolk Southern railroad bridge over Route 206. The project will be bicycle/pedestrian compatible. Right-of-Way acquisition and Final Design are currently underway, with a new Section 4(f) evaluation completed in 2019.

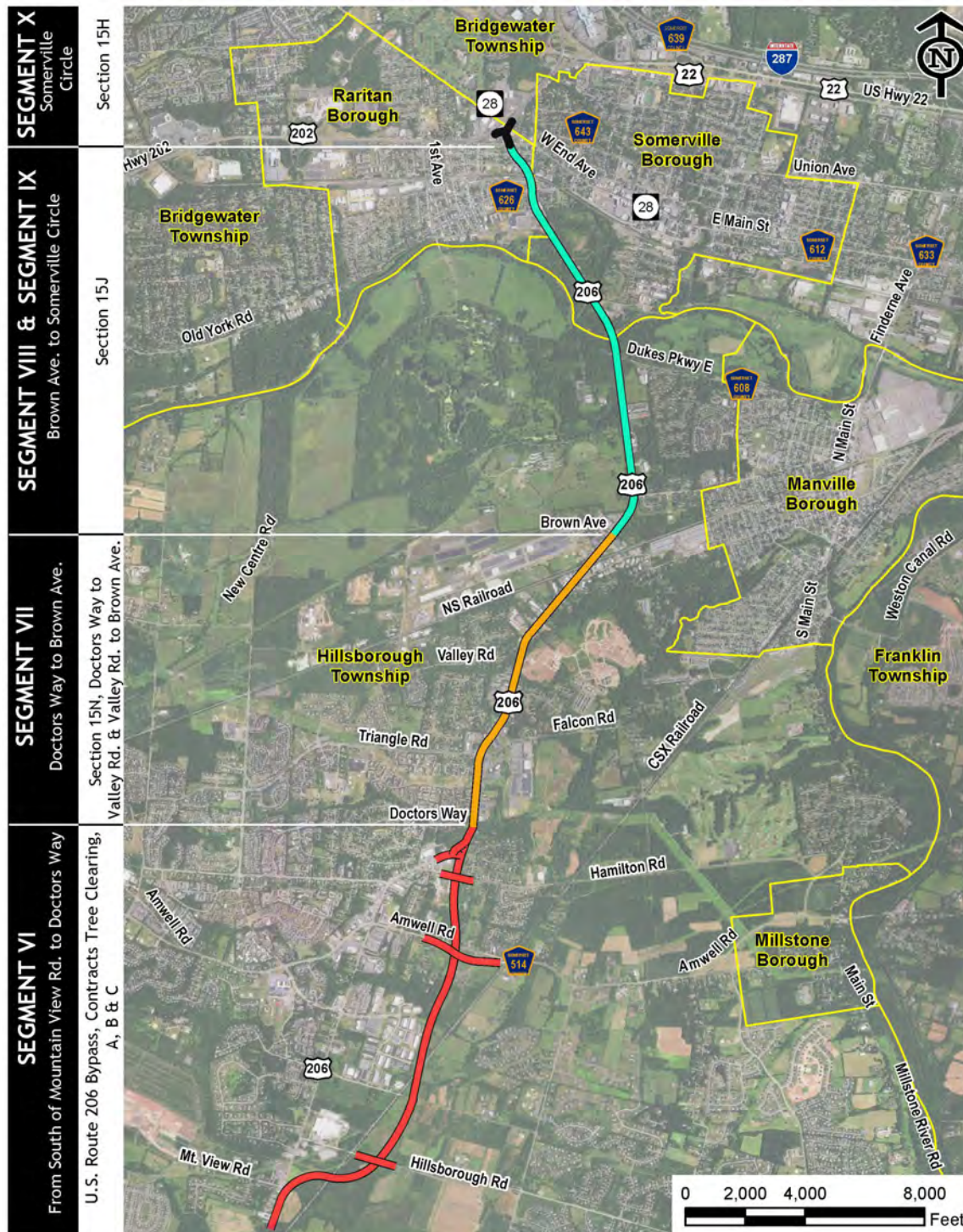
D. Segments VIII and IV

- Brooks Boulevard, Hillsborough Township to Somerville Circle, Raritan Borough (Section 15J) (Complete).  
This segment consisted of widening Route 206 on the existing alignment with the addition of jug handles to handle turning movements at major intersections.

E. Segment X

- Somerville Circle (Section 15H) (Complete)  
A diamond type interchange with a flyover of Route 202 bridging the rotary with Route 206 and Route 28.

FIGURE 1.1: Project Location Map



Route U.S. 206 Project Location Plan  
Hillsborough Township, Somerville Borough, Raritan and  
Bridgewater Township, Somerset County, New Jersey

## **1.2 Project History**

November 1974

NJDOT identified the project need and began to perform the environmental studies.

November 1977

NJDOT circulated a Notice of Planned Action (NOPA)

January 1978

NJDOT began preparing the Draft EIS/Section 4(f) evaluation

June 1981

NJDOT conducted a public meeting in Hillsborough Township

April 1982

NJDOT circulated a revised NOPA

August 1985

NJDOT and FHWA circulated the Route U.S. 206 Draft EIS/Section 4(f) evaluation.

September 1985

NJDOT held a Public Hearing for the project.

August 1988

Route U.S. 206 Final Environmental Impact Statement/Section 4(f) Evaluation was signed.

March 1989

The FHWA issued the Record of Decision for this document.

The NJDOT filed an Alignment Preservation Map with Somerset County, the Townships of Hillsborough and Montgomery, and the Boroughs of Raritan and Somerville.

Due to fiscal constraints, the NJDOT decided not to build the entire 14-mile length of Route U.S. 206 as one project, but to program the design, right-of-way acquisition, and construction of the improvements in fiscally manageable sections over several years for Segments VI through X. Due to a lack of community support, Segments IV and V will not be constructed.

May 1994

Route U.S. 206, Segment X – Somerville Circle, Section 15H has been constructed and opened to traffic.

November 2004

Route US 206, Segments VIII and IX, Section 15J, has been constructed and was opened to traffic

February 2007

Segment VI, The Route 206 Bypass project scope went through a “Smart Solutions” process to refine the project design while meeting the needs of all stakeholders, resulting in some adjustments. The northern portion of the project from Amwell Road to Old Somerville Road remained virtually unchanged. The interchange configuration at Amwell Road (CR 514) was altered to consist of a single ramp and signal-controlled service road to reduce impacts. The Route 206 Bypass cross-section was reduced to two lanes with a grass median from south of Amwell Road to its southern terminus where it rejoins existing Route U.S. 206 at Mountain View Road. The southern portion of the project alignment was refined based on the

“Smart Solutions” process, extending from Hillsborough Road in a westerly direction to the southern terminus with existing Route U.S. 206 in the vicinity of Mountain View Road. With this, the portion of the alignment from south of Hillsborough Road to Belle Mead-Griggstown Road and passing through the Pike Run development area in Montgomery Township was eliminated.

April 2010

Segment VI, Route U.S. 206 Bypass Sections 14A & 15A, Tree Clearing Contract is completed.

October 2013

Segment VI, Route U.S. 206 Bypass Sections 14A & 15A, Contract A is completed.

October 2014

Segment VI, Route U.S. 206 Bypass Sections 14A & 15A, Contract C is completed.

2016

Segment VII, the original 15N Section from Old Somerville Road to Brown Avenue Project was replaced by two breakout projects, namely; Route 206, Doctors Way to Valley Road and Route 206, Valley Road to Brown Avenue

July 2017

Segment VI, Route U.S. 206 Bypass Sections 14A & 15A, Contract B construction funding was changed from State to Federal funding.

January 2018

Contract B Construction was awarded to Konkus Corporation and construction is underway.

May 2019

A new section 4(f) evaluation completed for Route 206, Valley Road to Brown Avenue.

February 26, 2020

Held a PIC for Doctors to Valley Green Acres Application.

June 17, 2020

Doctors Way to Valley D&R Canal Commission Public Hearing.

September 2020

Doctors Way to Valley Road Construction Contract was advertised.

### **1.3 Current Activities**

The following is a summary of the major work activities currently in progress on the Route U.S 206 Project:

A. PE/selection of PPA, NEPA/EIS/Section 4(f) (Complete)

B. Segment VI – Route U.S. 206 Bypass

- Contracts for Tree and Vegetation Removal, Contract A and Contract C (Complete)
- Contract B (Construction Phase)

- Permits – Supplemental NJDEP permits were submitted and approved in June 2020.

- Community Involvement – Contract B Public Information Center and Green Acres Hearing was held on February 16, 2017 at the Hillsborough Township Municipal Building.
- Construction continues since February 2018.

**C. Segment VII**

- Route 206, Doctors Way to Valley Road (Final Design)
  - Right of Way (ROW) – Acquisition of ROW was completed.
  - Final Design was completed, and project was advertised for construction.
  - Utilities – Utility design coordination was completed.
  - Permits – preparation of environmental permits was completed.
  - Community Involvement – Public involvement continues.
- Route 206, Valley Road to Brown Avenue (Final Design)
  - New Section 4(f) Evaluation of the existing Norfolk Southern Railroad Bridge over Route 206 was completed in May 2019.
  - Final Design resumed in 2020.
  - Community Involvement - Public Information Center was held on October 15, 2018.

**D. Segments VIII, IX**

- Route U.S. 206 from Brown Avenue to Somerville Circle Section 15 J (Complete)

**E. Segments X**

- Somerville Circle (Complete)

## **Section 2.0 Schedule**

### **2.1 Project Implementation Schedule**

Figure 2.1 on the following page depicts the Project Implementation Schedule for the completed and remaining Segments and Contracts.

The following techniques have been or will be employed to ensure that the schedule is achieved:

- Advanced acquisition of Right of Way.
- Continued implementation of methods to accelerate construction, including:
  - Advance utility relocations
  - Inclusion of utility relocations in construction contracts
  - High Performance Materials.
  - Prefabricated Construction.
  - Alternate Structure Types.
- Electronic Shop Drawing Review.



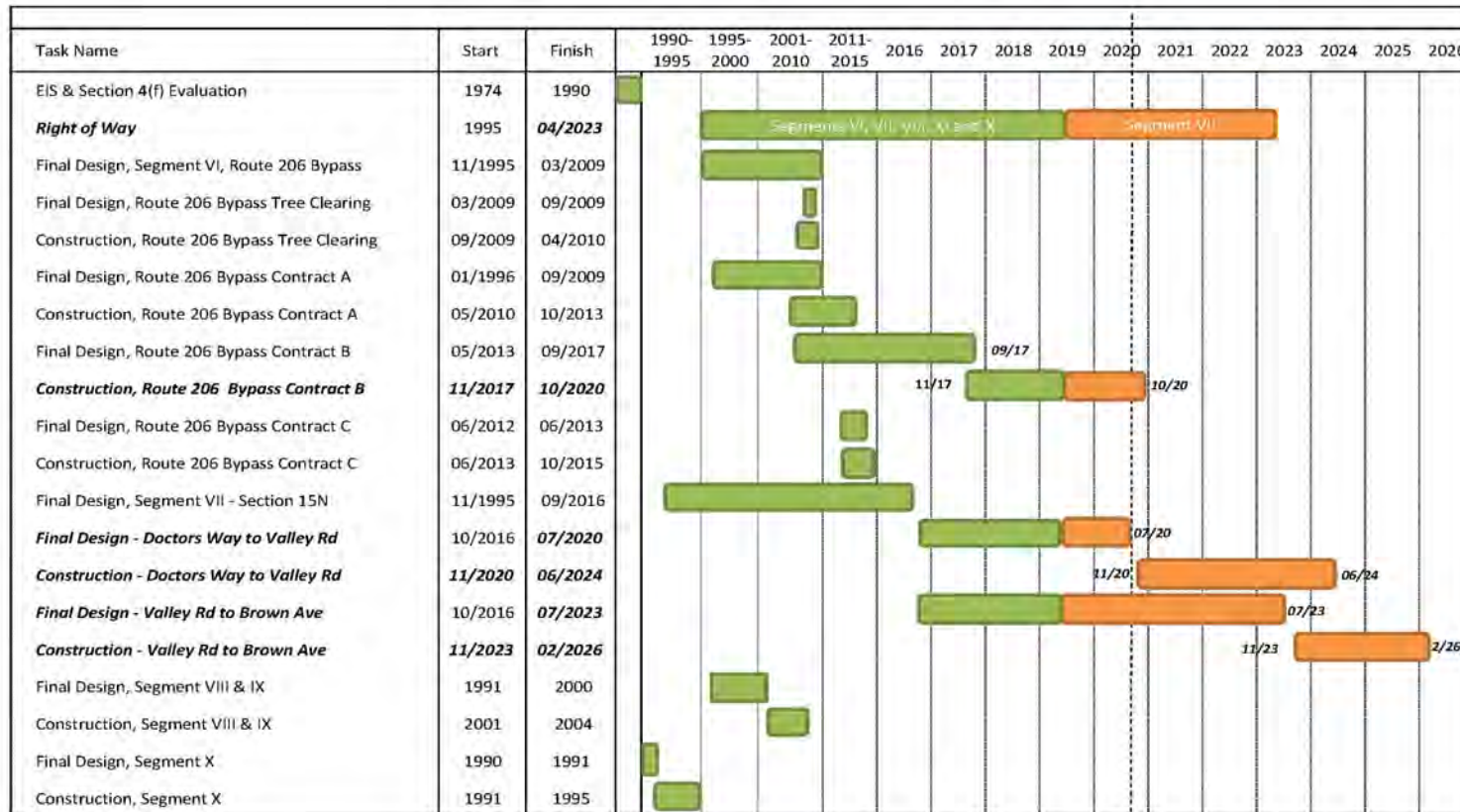
- Development of a resource-loaded schedule for the construction contracts and an integrated master schedule for the entire Project.
- Disincentives clauses for construction contract milestones to ensure projects are completed on time.

DRAFT



FIGURE 2.1: Project Implementation Schedule

ROUTE U.S. 206 PROJECT IMPLEMENTATION SCHEDULE



Notes: 1. Work to be completed is shown in *italic bold* font.

Work Completed  
Work to be Completed

## Section 3.0 Project Cost

### 3.1 Current Project Estimate

The current estimated cost of the Route U.S. 206 Project is \$486.8 million in year-of-expenditure dollars. Figure 3.1 shows a graphical representation of the Cost Summary for the Route U.S. 206 project for the Initial Cost Estimate, Expenditures to Date, and Cost to Complete. The cost estimate includes all of the completed work to date as shown in Table 3.2 on page 14 as well as Tables 3.3 through 3.8 in Appendix A. The remaining construction costs are divided into the following three (3) Contracts:

- Route U.S. 206 (1990) Bypass Sections 14A & 15A from the vicinity of Existing Route U.S. over Pike Run to Hillsborough Road, and from Amwell Road to Triangle Road, Contract B (Construction)  
The remaining portion of the Route U.S. 206 Bypass segment which includes the Route 206 Bypass tie ins to existing Route 206 at Mountain View Road to Hillsborough Road and from north of Amwell Road to Old Somerville Road, including Route U.S. 206 and Triangle Road/Falcon Road intersection modifications. See Table 3.4 in Appendix A for project cost estimate.
- Route 206, Doctors Way to Valley Road (Final Design)  
A breakout of “Route 206, Old Somerville Road to Brown Avenue (Section 15N) (Southern section)” will provide congestion relief, and operation and safety improvements. The project will include widening from two lanes to four lanes, revision of three existing traffic signals, replacement of the existing Route U.S. 206 Bridge over Royce Brook Trib. C and the construction of a new bridge carrying realigned Valley Road over Royce Brook Trib. C. The project will be bicycle/pedestrian compatible. See Table 3.5 in Appendix A for project cost estimate.
- Route 206, Valley Road to Brown Ave (Final Design)  
A breakout of “Route 206, Old Somerville Road to Brown Avenue (Section 15N) (Northern section)” will provide congestion relief, and operation and safety improvements. The project will include widening from two lanes to four lanes, revision of two existing traffic signals (adding two new jug handles) and replacement of the Norfolk Southern Railroad Bridge over existing Route U.S. 206. The project will be bicycle/pedestrian compatible. See Table 3.5 in Appendix A for project cost estimate.

The estimated costs include the overall cost to build (engineering, Right-of-Way, Public Involvement, inspection and construction). The preliminary design level cost estimates have been escalated to represent year of expenditure dollars. To ensure future costs are reasonable and adequately funded, the NJDOT will annually compare the actual cost incurred to the project cost estimate and adjust the allocations, if needed.

Similar to most large transportation projects, the Route U.S. 206 Project will take a number of years to complete construction. With the advancement of the Contract B in Segment VI into the construction phase in November of 2017, potential unforeseen issues that could impact project costs were already identified and addressed. However, the following factors could still affect project costs in the future for two remaining contracts in Segment VII:

- *Design Changes/Public Input* – As the project design is advanced, Hillsborough Township, Somerset County, Norfolk Southern Railroad and other stakeholders will likely make recommendations to enhance the quality of the Project and/or to mitigate impacts to their communities.

- *Inflation* – With two remaining construction contracts in Segment VII spread over a 7-year period, inflation becomes a consideration in the overall project cost. If inflation for these contracts exceeds the assumed annual escalation rates (5.0%±), the impact on the project cost could be important.
- *Contingencies* – Since the two large contracts in Segment VII are in the Final Design Phase, there are possibilities for construction cost increases.

### **3.2 Cost Estimating Methodology and Assumptions**

The Project cost estimates utilized the format and methodology developed by the NJDOT which includes the following major elements of a typical construction project plus project specific elements added as appropriate.

#### Right-of-Way Acquisition

The cost for Right-of-Way acquisition was derived based on the current cost estimate provided by the NJDOT Right-of-Way Unit.

#### Construction Cost

Construction cost estimating was based on the bid data costs as provided in the Trns\*port Cost Estimating System (CES), which is NJDOT's primary tool for construction cost estimating. Unit costs from the CES were reviewed and adjusted where appropriate due to the size and site-specific conditions of the Project. Unit prices based on bid data from other complex projects in New Jersey were also considered. Structural costs were derived from an evaluation of structures built over the past few years on NJDOT projects that are similar to the structure types anticipated for this project.

#### Utility Relocations

For Contracts in Segment VII, the estimates are based on a comparison of utility relocation costs from other projects.

#### Escalation

A 5% escalation rate is used for Segment VII for Valley Road to Brown Avenue Contract due to uncertainties of future construction costs.

#### Construction Inspection

The estimate is based on the assumption that approximately 7.5% of the construction costs will be required for construction inspection.

#### Construction Support Services

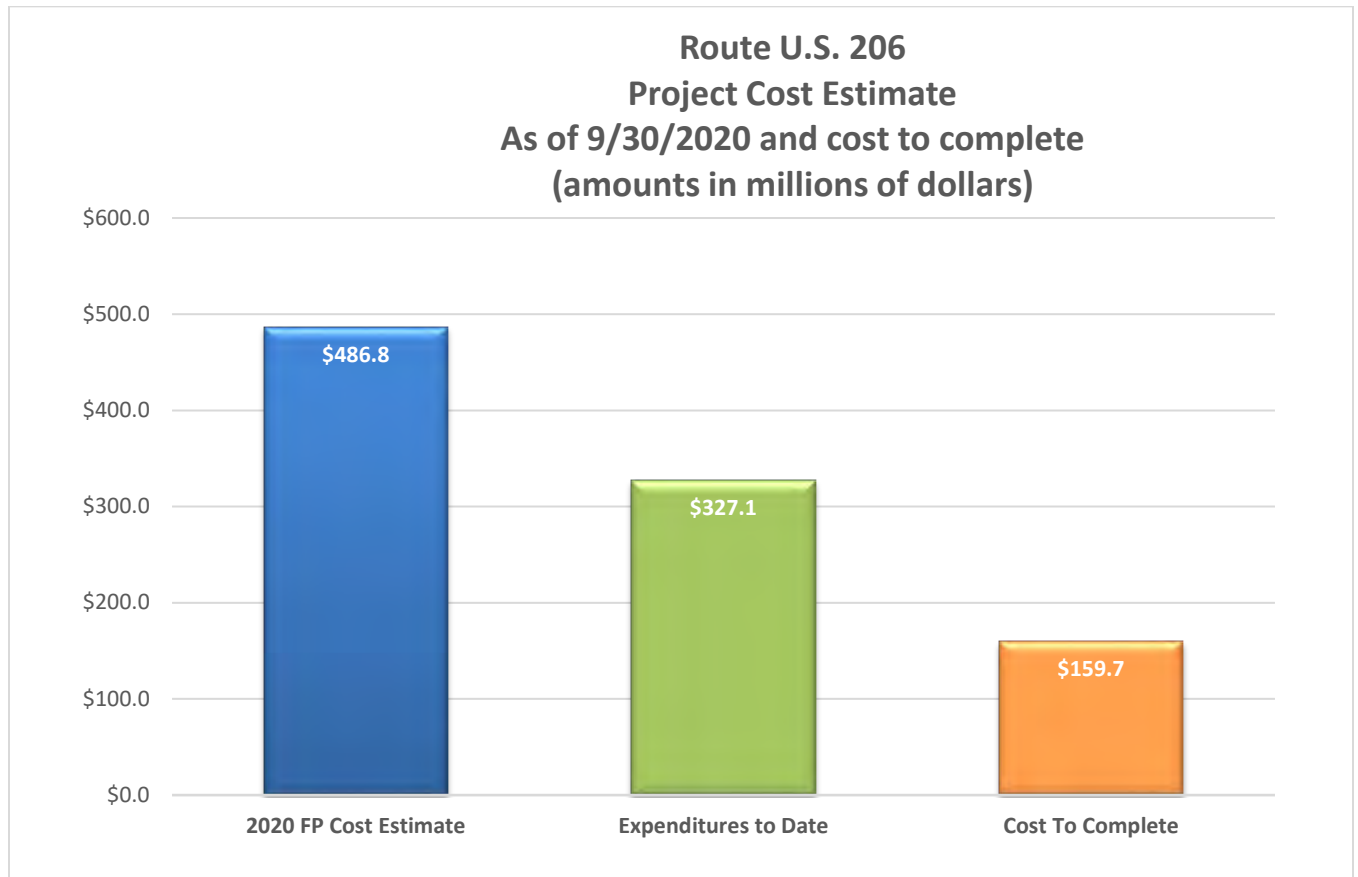
The estimate is based on the assumption that approximately 5.5% of the construction costs will be required for construction support services.

#### Construction Change Orders

The estimate is based on the assumption that 3% of the construction costs will be required for construction change orders.

On the following pages, the Cost Summary Chart along with Cost Estimates Summary for each Segment/phase of the project are presented.

**FIGURE 3.1: Cost Estimate Summary Chart**



**TABLE 3.2: Cost Estimate Summary**

As of 9/30/2020 and to complete per Federal Fiscal Year

Phase	2019 Updated FP Cost Estimate	2020 FP Updated Cost	Net Change Since 2019 Estimate	Expenditures to Date (9/30/2020)	Cost To Complete
<b>FEIS &amp; Section 4(f) Evaluation</b>					
Preliminary	\$2,602,379	\$2,602,379	\$0	\$2,602,379	\$0
Planning (PL)	\$6,844	\$6,844	\$0	\$6,844	\$0
<b>Subtotal</b>	<b>\$2,609,223</b>	<b>\$2,609,223</b>	<b>\$0</b>	<b>\$2,609,223</b>	<b>\$0</b>
<b>Segment VI - U.S. 206 Bypass</b>					
Final Design (DES)	\$27,814,885	\$27,846,189	\$31,304	\$27,846,189	\$0
ROW Acquisitions	\$34,968,627	\$34,968,627	\$0	\$34,968,627	\$0
Utilities	\$9,641,340	\$9,256,557	(\$384,783)	\$9,256,557	\$0
Tree and Vegetation	\$312,371	\$312,371	\$0	\$312,371	\$0
Contract A	\$55,535,083	\$55,536,931	\$1,848	\$55,536,931	\$0
Contract B	\$44,806,928	\$50,120,658	\$5,313,729	\$40,733,499	\$9,387,159
Contract C	\$7,285,456	\$7,285,456	\$0	\$7,285,456	\$0
Claims (CLM)	\$143,721	\$143,721	\$0	\$143,721	\$0
<b>Subtotal</b>	<b>\$180,508,412</b>	<b>\$185,470,510</b>	<b>\$4,962,098</b>	<b>\$176,083,351</b>	<b>\$9,387,159</b>
<b>Segment VII - 15 N</b>					
Final Design (DES)	\$4,968,816	\$4,969,198	\$382	\$4,969,198	\$0
ROW Acquisitions	\$8,623,062	\$8,623,062	\$0	\$8,623,062	\$0
Utility Relocations	\$2,169	\$2,169	\$0	\$2,169	\$0
<b>Subtotal</b>	<b>\$13,594,047</b>	<b>\$13,594,428</b>	<b>\$381</b>	<b>\$13,594,428</b>	<b>\$0</b>
<b>Segment VII - Doctors Way to Valley Road</b>					
Final Design (DES)	\$5,322,524	\$5,760,063	\$437,539	\$5,527,830	\$232,233
ROW Acquisitions	\$5,672,069	\$5,676,102	\$4,033	\$2,756,179	\$2,919,923
Utilities	\$5,586,000	\$4,253,953	(\$1,332,047)	\$82,615	\$4,171,338
Construction (CON)	\$43,164,000	\$61,844,393	\$18,680,393	\$19,100	\$61,825,293
<b>Subtotal</b>	<b>\$59,744,594</b>	<b>\$77,534,511</b>	<b>\$17,789,917</b>	<b>\$8,385,724</b>	<b>\$69,148,787</b>
<b>Segment VII - Valley Road to Brown Ave</b>					
Final Design (DES)	\$4,638,901	\$4,636,029	(\$2,872)	\$201,341	\$4,434,688
ROW Acquisitions	\$5,000,000	\$5,759,145	\$759,145	\$0	\$5,759,145
Utility Relocations	\$5,500,000	\$5,500,000	\$0	\$0	\$5,500,000
Construction (CON)	\$55,000,000	\$65,500,000	\$10,500,000	\$0	\$65,500,000
<b>Subtotal</b>	<b>\$70,138,901</b>	<b>\$81,395,174</b>	<b>\$11,256,273</b>	<b>\$201,341</b>	<b>\$81,193,833</b>
<b>Segment VIII and IX - Brown Ave to Somerville Circle (Section 15J)</b>					
Final Design (DES)	\$7,809,493	\$7,809,493	\$0	\$7,809,493	\$0
ROW Acquisitions	\$19,977,688	\$19,977,688	\$0	\$19,977,688	\$0
Utility Relocations	\$14,938,507	\$14,938,507	\$0	\$14,938,507	\$0
Construction (CON)	\$47,714,513	\$47,714,513	\$0	\$47,714,513	\$0
<b>Subtotal</b>	<b>\$90,440,201</b>	<b>\$90,440,201</b>	<b>\$0</b>	<b>\$90,440,201</b>	<b>\$0</b>
<b>Segment X - Somerville Circle (Section 15H)</b>					
Final Design (DES)	\$1,940,610	\$1,940,610	\$0	\$1,940,610	\$0
ROW Acquisitions	\$13,304,971	\$13,304,971	\$0	\$13,304,971	\$0
Utility Relocations	\$1,511,630	\$1,511,630	\$0	\$1,511,630	\$0
Construction (CON)	\$16,668,408	\$16,668,408	\$0	\$16,668,408	\$0
<b>Subtotal</b>	<b>\$33,425,619</b>	<b>\$33,425,619</b>	<b>\$0</b>	<b>\$33,425,619</b>	<b>\$0</b>
<b>Wetlands Mitigation</b>	<b>\$2,359,600</b>	<b>\$2,359,600</b>	<b>\$0</b>	<b>\$2,359,600</b>	<b>\$0</b>
<b>TOTAL PROJECT</b>	<b>\$452,820,596</b>	<b>\$486,829,266</b>	<b>\$34,008,670</b>	<b>\$327,099,487</b>	<b>\$159,729,779</b>

### **3.3 Cost Containment Strategies**

The Department will consider a number of cost containment strategies that may include the following:

- Incentive and Disincentive clauses.
- A thorough review of project risk based upon documented assumptions.

Documented practices for cost forecasting and detailed budget monitoring, combined with reasonable contingencies will be utilized to keep the project costs on target.

DRAFT

## Section 4.0 Project Funds

### 4.1 Financing the Project

The total funding necessary to complete the Route U.S. 206 Project is currently projected to be \$486.8 Million. There is currently a total of \$476.5 Million of funding identified and/or committed for this project. To address this funding shortfall, the following STIP revisions will be submitted:

- A Construction shortfall of \$10.5 Million has also been identified for the Valley Road to Brown Avenue project. A STIP revision will be requested to increase the Construction phase line item from \$55.0 Million to \$65.5 Million. Although federal regulations require a 4-year STIP, NJDOT produces a 10-year STIP. All of the projects required to complete the Route U.S. 206 Project are shown with the estimated costs in the 10-year STIP. The current NJDOT STIP for this project is included in Appendix C. Any yearly modifications in the STIP/TIP will be reflected in the yearly updates to the Financial Plan. In addition, NJDOT will continually look to accelerate the contracts for this project where feasible within the 10-year program without negatively impacting the ability to deliver other projects that are currently in the program. A summary of the funding by source is presented as follows:

**TABLE 4.1: Project Funding for FEIS and Section 4(f) Evaluation**

Phase	Funding Source	Allocated
Preliminary Engineering (PE)	Federal	\$1,808,880
	State	\$793,499
Planning (PL)	State	\$6,844
<b>Total Funding</b>		<b>\$2,609,223</b>

**TABLE 4.2: Project Funding for Segment VI Route 206 Bypass**

Phase	Funding Source	Allocated
Final Design (DES)	State	\$27,846,189
ROW Acquisitions (ROW)	Federal	\$29,976,745
	State	\$4,991,881
Utility Relocations (PUE)	Federal	\$0
	State	\$91,007
Utility Relocations (PUR)	Federal	\$155,453
	State	\$6,871,830
Utility Relocations (PUC)	Federal	\$0
	State	\$2,138,267
Tree and Vegetation Removal	State	\$312,371
Contract A	State	\$55,536,931
Contract B	Federal	\$48,424,137
	State	\$1,696,521
Contract C	State	\$7,285,456
Claims (CLM)	State	\$143,721
<b>Total Funding</b>		<b>\$185,470,511</b>

**TABLE 4.3: Project Funding for Segment VII – Route 206, Old Somerville Road to Brown Avenue – Section 15N**

Phase	Funding Source	Allocated
Final Design (DES)	Federal	\$4,617,419
	State	\$515,267
ROW Acquisitions (ROW)	Federal	\$469,108
	State	\$8,153,954
Utility Relocations (PUR)	Federal	\$1,978
	State	\$178,522
<b>Total Funding</b>		<b>\$13,936,248</b>



**TABLE 4.4: Annual Project Funding for Segment VII – Route 206, Doctor’s Way to Valley Road**

Phase	Funding Source	Allocated	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	Total
Final Design (DES)	Federal	\$5,322,524	\$437,539	\$0	\$0	\$0	\$0	\$0	\$5,760,063
ROW	Federal	\$5,665,643	\$0	\$0	\$0	\$0	\$0	\$0	\$5,665,643
	State	\$6,426	\$4,033	\$0	\$0	\$0	\$0	\$0	\$10,459
Utility (PUE)	State	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000
Utility (PUC)	Federal	\$0	\$4,167,953	\$0	\$0	\$0	\$0	\$0	\$4,167,953
CON	Federal	\$0	\$61,418,481	\$0	\$0	\$0	\$0	\$0	\$61,418,481
	State	\$0	\$411,964	\$0	\$0	\$0	\$0	\$0	\$411,964
<b>Total Funding</b>		<b>\$11,080,593</b>	<b>\$66,439,970</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$77,520,563</b>

**TABLE 4.5: Annual Project Funding for Segment VII Route 206, Valley Road to Brown Avenue**

Phase	Funding Source	Allocated	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	Total
Final Design (DES)	Federal	\$ 4,637,465	\$0	\$0	\$0	\$0	\$0	\$0	\$4,637,465
	State	\$1,436	\$0	\$0	\$0	\$0	\$0	\$0	\$1,436
ROW	Federal	\$0	\$5,759,145	\$0	\$0	\$0	\$0	\$0	\$5,759,145
	State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTI	Federal	\$0	\$0	\$ 5,500,000	\$0	\$0	\$0	\$0	5,500,000
CON	Federal	\$0	\$0	\$0	\$18,000,000	\$18,000,000	\$19,000,000	\$0	\$55,000,000
<b>Total Funding</b>		<b>\$4,638,901</b>	<b>\$5,759,145</b>	<b>\$5,500,000</b>	<b>\$18,000,000</b>	<b>\$18,000,000</b>	<b>\$19,000,000</b>	<b>\$0</b>	<b>\$70,898,046</b>

(1) Note: STIP revision will be submitted to increase the CON funds from \$55,000,000 to \$65,500,000 by FY 2022.

**TABLE 4.6: Project Funding for Segment VIII and IX – Brown Ave to Somerville Circle- Section 15J**

Phase	Funding Source	Allocated
Final Design (DES)	Federal	\$3,818,242
	State	\$3,991,251
ROW Acquisitions (ROW)	Federal	\$17,493,220
	State	\$2,484,468
Utility Relocations (PUR)	Federal	\$71,537
	State	\$14,866,970
Construction (CON)	State	\$47,714,513
<b>Total Funding</b>		<b>\$90,440,201</b>

**TABLE 4.7: Project Funding for Segment X – Somerville Circle- Section 15H**

Phase	Funding Source	Allocated
Final Design (DES)	Federal	\$1,586,371
	State	\$354,240
ROW Acquisitions (ROW)	Federal	\$11,213,586
	State	\$2,091,386
Utility Relocations (PUR)	Federal	\$1,281,225
	State	\$230,405
Construction (CON)	Federal	\$14,101,862
	State	\$2,566,546
<b>Total Funding</b>		<b>\$33,425,621</b>

**TABLE 4.8: Project Funding for Wetlands- All Projects**

Phase	Funding Source	Allocated
Wetlands Mitigation	State	\$2,359,600
<b>Total Funding</b>		<b>\$2,359,600</b>

## **Section 5.0 Financing Issues**

### ***5.1 Financing the Project***

The Route U.S. 206 Project is programmed with a combination of federal funds (NHPP, STP, NHS) and state funds and is not utilizing any financing for the funding of the project.

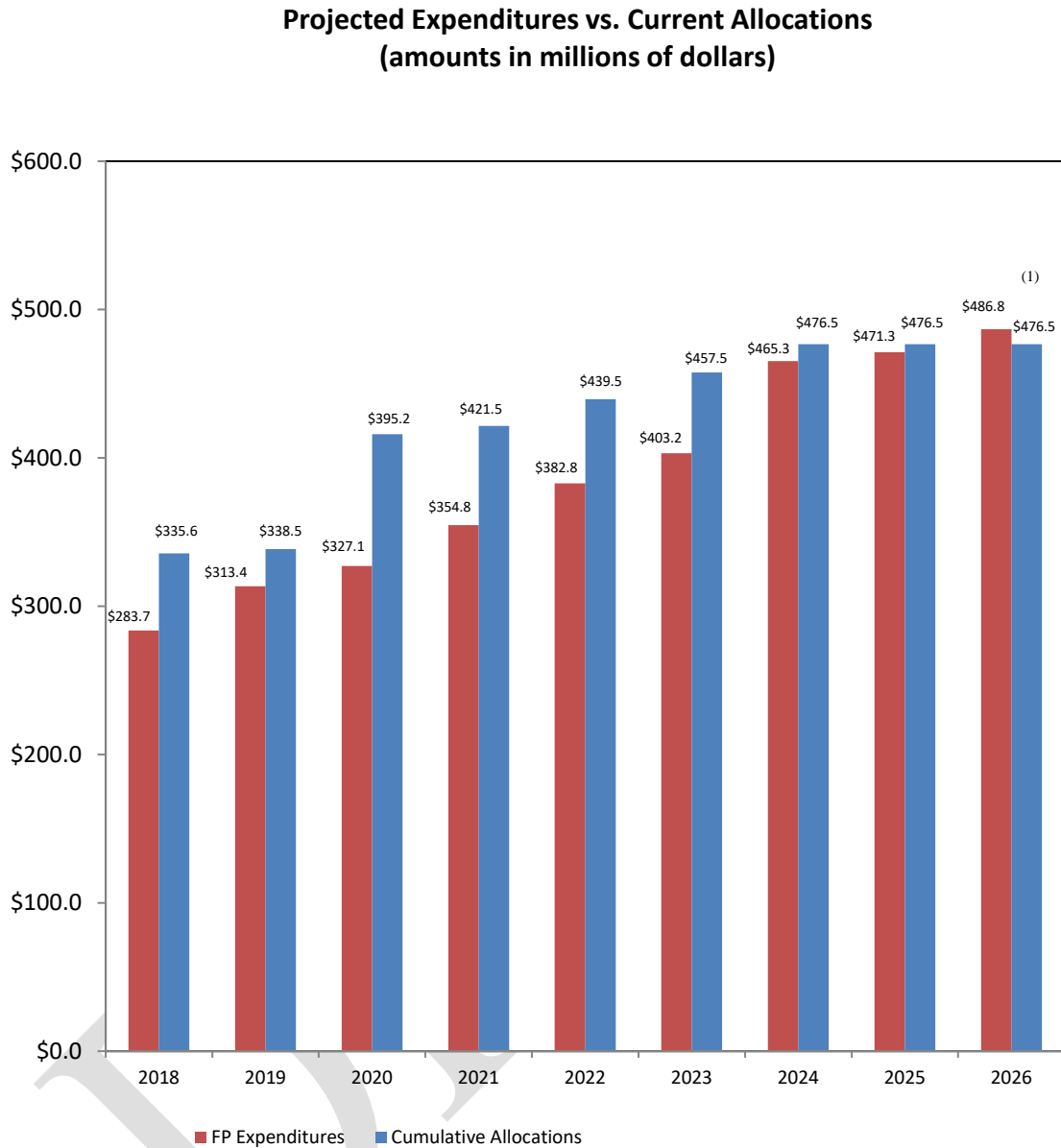
## **Section 6.0 Cash Flow**

### ***6.1 Forecasting Project Cost Compared to Allocations by Fiscal Year***

The funding reflected for future Fiscal Years is consistent with the FY 2020-2029 Statewide Transportation Improvement Program (STIP)/TIP. Through the annual 10-year program update, allocations will be adjusted as needed to attempt to match fiscal year expenditures with annual allocations.

Figure 6.1 displays a summary of the projected expenditures versus allocations by year. Actual funds obligated and expenditures are reflected up to September 30, 2020.

**FIGURE 6.1: Projected Expenditures vs. Allocations**



(1) STIP revision to be submitted to add \$10.5 Million of Construction funding for the Route 206 Valley Road to Brown Avenue Project

Please see the following pages for Cash Flow Table 6.1.

Route US 206 Cash Flow Table

PROJECT EXPENDITURES - DESIGN & CONSTRUCTION																			
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NIDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	Cumulative Total Incurred Through FFY 19	Cumulative FMIS Total through FFY 2020	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	TOTAL EXPENDITURES			
Route US 206 Section [5] Final Environmental Impact Statement (FEIS) & Section 4[f] Evaluation	UPC 960587	PE	1810301	FEDERAL	01000035100	PA20	1,042,210	1,042,210	0							1,042,210			
				STATE			452,963	452,963	0						452,963				
				FEDERAL	03200035100		136,404	136,404	0						136,404				
				STATE			65,201	65,201	0						65,201				
				FEDERAL	07300035100		596,429	596,429	0						596,429				
				STATE			260,640	260,640	0						260,640				
				FEDERAL	12400035100		33,838	33,838	0						33,838				
				STATE			14,694	14,694	0						14,694				
				Sub-Total for 1810301			PA20	2,602,379	2,602,379	0	0	0	0	0	0	0	2,602,379		
		PL	1810514	STATE	N/A	PA17	6,844	6,844	0								6,844		
			Sub-Total for 1810514			PA17	6,844	6,844	0	0	0	0	0	0	0	6,844			
Route US 206 Section [5] FEIS & Section 4[f] Subtotal							2,609,223	2,609,223	0	0	0	0	0	0	0	2,609,223			
FEIS Segment VI - Route 206 Bypass (Mountain View Road to Doctor's Way)	Final Design (DES) UPC 960597	FD (DES)	1810524	STATE	N/A	PA17	27,814,885	27,846,189	31,304							27,846,189			
			Sub-Total for 1810514			PA17	27,814,885	27,846,189	31,304	0	0	0	0	0	0	27,846,189			
			1810522	STATE	N/A	PA17	4,617,109	4,617,109	0	0						4,617,109			
	Sub-Total for 1810522			PA17	4,617,109	4,617,109	0	0	0	0	0	0	0	4,617,109					
	Right of Way (ROW) UPC 960597	ROW	1810528	FEDERAL	L05E0035152	PA20	1,945,006	1,945,006	0							1,945,006			
				STATE			150,000	150,000	0						150,000				
				FEDERAL	L0500035152		7,554,389	7,554,389	0						7,554,389				
				STATE			48,430	48,430	0					48,430					
				FEDERAL	Q0500035152		15,727,816	15,727,816	0						15,727,816				
				STATE			12,314	12,314	0					12,314					
				FEDERAL	Q2400035152		4,749,534	4,749,534	0						4,749,534				
				STATE			164,028	164,028	0					164,028					
			Sub-Total for 1810528				PA17	30,351,518	30,351,518	0	0	0	0	0	0	30,351,518			
			Utilities (PUR & PUE)	PUR	1810533		FEDERAL	Q7600035160	PA20	155,453	155,453	0							155,453
							STATE		40,000	40,000	0						40,000		
	Sub-Total for 1810533				PA17	195,453	195,453	0	0	0	0	0	0	195,453					
	PUE	1810547		STATE	N/A	PA17	91,007	91,007	0							91,007			
		Sub-Total for 1810547			PA17	91,007	91,007	0	0	0	0	0	0	91,007					
	Contract A (CON, PUR & CLM) UPC 98006	PUR	1810541	STATE	N/A	PA17	6,651,740	6,651,740	0							6,651,740			
			Sub-Total for 1810541			PA17	6,651,740	6,651,740	0	0	0	0	0	0	6,651,740				
			1810540	STATE	N/A	PA17	55,535,083	55,536,931	1,848						55,536,931				
		Sub-Total for 1810540			PA17	55,535,083	55,536,931	1,848	0	0	0	0	0	0	55,536,931				
		CLM	8899333	STATE	N/A	PA17	0	0	0							0			
			Sub-Total for 8899333			PA17	0	0	0	0	0	0	0	0	0				

TABLE 6.1: Cash Flow Table



Route US 206 Cash Flow Table

PROJECT EXPENDITURES - DESIGN & CONSTRUCTION																	
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	Cumulative Total Incurred Through FFY 19	Cumulative FMIS Total through FFY 2020	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	TOTAL EXPENDITURES	
FEIS Segment VI - Route 206 Bypass (Mountain View Road to Doctor's Way)	Contract B (CON & PUC) UPC 960597 STIP DB#779	PUC	1810556	STATE	N/A	PA17	2,023,050	2,138,267	115,217	0						2,138,267	
			Sub-Total for 1810556			PA17	2,023,050	2,138,267	115,217	0	0	0	0	0	0	2,138,267	
		CON	1810557	FEDERAL	RPF90206321	PA20	151,729	166,989	15,260	0						166,989	
				STATE			11	11	0				11				
				FEDERAL	RPS90206321		1,204,676	1,204,676	0	0			1,204,676				
				STATE		79	79	0				79					
				FEDERAL	Z0010206321	27,383,492	37,665,313	10,281,821	9,387,159			47,052,472					
				STATE		1,140,911	1,696,431	555,520				1,696,431					
		Sub-Total for 1810557			PA17	29,880,898	40,733,499	10,852,601	9,387,159	0	0	0	0	0	50,120,658		
	Contract C (CON, PUR & CLM) UPC 133110	PUR	1810545	STATE	N/A	PA17	180,090	180,090	0							180,090	
			Sub-Total for 1810545			PA17	180,090	180,090	0	0	0	0	0	0	180,090		
		CON	1810546	STATE	N/A	PA17	7,285,456	7,285,456	0							7,285,456	
			Sub-Total for 1810546			PA17	7,285,456	7,285,456	0	0	0	0	0	0	7,285,456		
		CLM	8899348	STATE	N/A	PA17	143,721	143,721	0							143,721	
			Sub-Total for 8899348			PA17	143,721	143,721	0	0	0	0	0	0	143,721		
			Tree Removal (CON) UPC 098006	CON	1810542	STATE	N/A	PA17	312,371	312,371	0						312,371
	Sub-Total for 1810542				PA17	312,371	312,371	0	0	0	0	0	0	312,371			
	FEIS SEGMENT VI (Route 206 Bypass) Sub-Total							165,082,381	176,083,351	11,000,970	9,387,159	0	0	0	0	185,470,510	
	FEIS Segment VII Route 206 Section 15N (Doctor's Way to Brown Avenue)	Section 15N - Final Design (DES) UPC 960605	FD (DES)	1810520	FEDERAL	H0500035149	PA20	22,225	22,225	0							22,225
					STATE			19	19	0					19		
FEDERAL					L0500035149	39,045		39,049	4					39,049			
STATE						36		36	0				36				
FEDERAL					Q0500035149	1,580,115		1,580,459	344				1,580,459				
STATE						272,889		272,902	13				272,902				
FEDERAL					31500035149	2,674,350		2,674,350	0				2,674,350				
STATE						226,906		226,906	0				226,906				
FEDERAL					31700035149	137,779		137,779	0				137,779				
STATE						15,453		15,473	20				15,473				
Sub-Total for 1810520			PA20	4,968,816	4,969,198	382	0	0	0	0	0	0	4,969,198				
Section 15N - Right of Way (ROW) UPC 960605		ROW	1801529	FEDERAL	L0500035153	PA20	0	0	0							0	
				STATE			0	0	0					0			
				FEDERAL	Q0500035153		0	0	0					0			
				STATE			0	0	0				0				
				FEDERAL	17700035153		469,108	469,108	0				469,108				
				STATE			330	330	0				330				
				Sub-Total for 1810529			PA17	469,438	469,438	0	0	0	0	0	0	469,438	
				1810530	STATE		N/A	PA17	8,153,624	8,153,624	0						8,153,624
				Sub-Total for 1810530			PA17	8,153,624	8,153,624	0	0	0	0	0	0	8,153,624	

Route US 206 Cash Flow Table

PROJECT EXPENDITURES - DESIGN & CONSTRUCTION																		
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	Cumulative Total Incurred Through FFY 19	Cumulative FMIS Total through FFY 2020	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	TOTAL EXPENDITURES		
FEIS Segment VII Route 206 Section 15N (Doctor's Way to Brown Avenue)	Section 15N - Utility (PUR) UPC 960605	PUR	1810525	FEDERAL	33D00035150	PA20	1,978	1,978	0							1,978		
				STATE			191	191	0						191			
			Sub-Total for 1810525				PA17	2,169	2,169	0	0	0	0	0	0	0	2,169	
	Route 206, Doctor's Way to Valley Road UPC 108022 STIP DB# 7808	FD (DES)	1810551	FEDERAL	L12R0206312	PA20	188,367	1,267,278	1,078,911	7,484						1,274,762		
				STATE			0	0	0					0				
				FEDERAL	M24E0206312	PA20	3,376,454	4,260,552	884,098	224,749						4,485,301		
				STATE			0	0	0					0				
				Sub-Total for 1810551				PA17	3,564,821	5,527,830	1,963,009	232,233	0	0	0	0	5,760,063	
			1810552	FEDERAL	M24E0206313	PA20	2,267,230	2,745,720	478,490	2,919,923						5,665,643		
				STATE			6,426	10,459	4,033					10,459				
				Sub-Total for 1810552				PA17	2,273,656	2,756,179	482,523	2,919,923	0	0	0	0	5,676,102	
		PUE	1810555	STATE	N/A	PA17	72,621	82,615	9,994	3,385						86,000		
				Sub-Total for 1810555				PA17	72,621	82,615	9,994	3,385	0	0	0	0	86,000	
		PUC	1810559	FEDERAL	Z0010206330	PA20	0	0	0	800,000	1,800,000	1,567,953				4,167,953		
				STATE			0	0	0						0			
				Sub-Total for 1810XXX				PA17	0	0	0	800,000	1,800,000	1,567,953	0	0	0	4,167,953
		CON	1810560	FEDERAL	Z0010206328	PA20	0	13,948	13,948	12,200,000	18,300,000	18,300,000	12,618,481			61,432,429		
				STATE			0	5,152	5,152	150,000	150,000	106,812			411,964			
				Sub-Total for 1810XXX				PA17	0	19,100	19,100	12,350,000	18,450,000	18,406,812	12,618,481	0	0	61,844,393
		Route 206, Valley Road to Brown Avenue UPC 108021 STIP DB# 780A	DES	1810549	FEDERAL	Z0010206327	PA20	1,436	201,341	199,905	1,448,659	2,000,000	470,481				4,120,481	
	STATE				0			0	0						0			
	FEDERAL				17700206327	PA20	0	0	0	516,984						516,984		
	STATE						0	0	0						0			
	Sub-Total for 1810549					PA20	0	201,341	199,905	1,965,643	2,000,000	470,481	0	0	0	4,636,029		
	ROW		7223342	FEDERAL	Z0010206329	PA20	0	0	0		5,759,145				0	5,759,145		
				STATE			0	0	0						0			
				Sub-Total for 1810XXX				PA17	0	0	0	0	5,759,145	0	0	0	5,759,145	
				Sub-Total for 1810XXX				PA17	0	0	0	0	5,759,145	0	0	0	5,759,145	
	PUC		1810558	FEDERAL	TBD	PA20	0	0	0				5,500,000		0	5,500,000		
				STATE			0	0	0						0			
				Sub-Total for 1810558				PA17	0	0	0	0	0	5,500,000	0	0	5,500,000	
	CON		TBD	FEDERAL	TBD	PA20	0	0	0				25,000,000	25,000,000	15,500,000	65,500,000		
				STATE			0	0	0						0			
				Sub-Total for 1810XXX				PA17	0	0	0	0	0	25,000,000	25,000,000	15,500,000	65,500,000	
	FEIS SEGMENT VII (Route 206 Section 15N) Sub-Total							19,505,145	22,181,494	2,674,913	18,271,184	28,009,145	20,445,246	43,118,481	25,000,000	15,500,000	172,524,113	
	FEIS Segments		FD	1810506	FEDERAL	31500035129	PA20	640,800	640,800	0							640,800	
					STATE			3,408,941	3,408,941	0						3,408,941		
FEDERAL					17700035129	PA20	3,177,442	3,177,442	0						3,177,442			
STATE							582,310	582,310	0					582,310				
Sub Total For 1810506						PA 17	7,809,493	7,809,493	0	0	0	0	0	0	7,809,493			



Route US 206 Cash Flow Table

PROJECT EXPENDITURES - DESIGN & CONSTRUCTION																	
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	Cumulative Total Incurred Through FFY 19	Cumulative FMIS Total through FFY 2020	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	TOTAL EXPENDITURES	
VIII & IX Route 206 Section 15J (Brown Ave to Somerville Circle)	UPC 960602	ROW	1810517	FEDERAL	17700035143	PA20	4,065,080	4,065,080	0							4,065,080	
				STATE			63,257	63,257	0						63,257		
				FEDERAL	31500035143	PA20	13,428,140	13,428,140	0						13,428,140		
				STATE			47,837	47,837	0						47,837		
			Sub Total For 1810517			PA 17	17,604,314	17,604,314	0	0	0	0	0	0	0	17,604,314	
			1810527	STATE	N/A	PA 17	2,373,374	2,373,374	0							2,373,374	
			Sub Total For 1810527			PA 17	2,373,374	2,373,374	0	0	0	0	0	0	0	0	2,373,374
		PUR	1810510	FEDERAL	17700035136	PA20	71,537	71,537	0								71,537
				STATE			12,624	12,624	0							12,624	
			Sub Total For 1810510			PA 17	84,161	84,161	0	0	0	0	0	0	0	84,161	
			1810532	STATE	N/A	PA 17	14,854,346	14,854,346	0							14,854,346	
			Sub Total For 1810532			PA 17	14,854,346	14,854,346	0	0	0	0	0	0	0	14,854,346	
			CON	1810531	STATE	N/A	PA17	47,714,513	47,714,513	0							47,714,513
			Sub Total For 1810531			PA 17	47,714,513	47,714,513	0	0	0	0	0	0	0	0	47,714,513
		FEIS SEGMENTS VIII & IX (Route 206 Section 15J) Subtotal						90,440,201	90,440,201	0	0	0	0	0	0	0	90,440,201
FEIS Segment X Route 206 Section 15H (Somerville Circle)	UPC 960601	FD (DES)	1805501	FEDERAL	17700035135	PA20	0	0	0							0	
				STATE			13,246	13,246	0							13,246	
			Sub Total For 1805501			PA 20	13,246	13,246	0	0	0	0	0	0	0	13,246	
			8710508	FEDERAL	17700035125	PA20	1,586,371	1,586,371	0								1,586,371
				STATE			340,994	340,994	0								340,994
		Sub Total For 8710508			PA 20	1,927,365	1,927,365	0	0	0	0	0	0	0	0	1,927,365	
		ROW	1808503	FEDERAL	17700035127	PA20	11,213,586	11,213,586	0								11,213,586
				STATE			2,091,386	2,091,386	0							2,091,386	
			Sub Total For 1808503			PA 17	13,304,971	13,304,971	0	0	0	0	0	0	0	13,304,971	
		UTI	1810504	FEDERAL	17700035126	PA20	1,281,225	1,281,225	0								1,281,225
				STATE			230,405	230,405	0							230,405	
			Sub Total For 1808504			PA 17	1,511,630	1,511,630	0	0	0	0	0	0	0	1,511,630	
		CON	1810505	FEDERAL	17700035126	PA20	14,101,862	14,101,862	0								14,101,862
				STATE			2,566,546	2,566,546	0							2,566,546	
			Sub Total For 1808505			PA 17	16,668,408	16,668,408	0	0	0	0	0	0	0	16,668,408	
FEIS SEGMENT X (Route 206 Section 15H) Sub-Total						33,425,619	33,425,619	0	0	0	0	0	0	0	33,425,619		
Route 206 Wetlands Mitigation	UPC 023480	MIT	1416510	STATE	N/A	PA17	2,359,600	2,359,600	0							2,359,600	
			Sub Total For 1416510			PA 17	2,359,600	2,359,600	0	0	0	0	0	0	2,359,600		
			Route 206 Wetlands Mitigation Sub-Total						2,359,600	2,359,600	0	0	0	0	0	0	2,359,600
TOTAL PROJECT EXPENDITURES (Annual)							313,422,168		13,675,883	27,658,343	28,009,145	20,445,246	43,118,481	25,000,000	15,500,000	486,829,266	
TOTAL PROJECT EXPENDITURES (Cumulative)							313,422,168		327,098,051	354,756,394	382,765,538	403,210,784	446,329,265	471,329,265	486,829,265	486,829,265	



Route US 206 Cash Flow Table

AVAILABLE FY FUNDING ALLOCATIONS																
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 19	2020 FMIS	FFY 21	FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	TOTAL ALLOCATIONS	
Route US 206 Section [5] Final Environmental Impact Statement (FEIS) & Section 4[f] Evaluation	UPC 960587	PE	1810301	FEDERAL	01000035100	PA20	1,042,210	0							1,042,210	
				STATE			452,963	0						452,963		
				FEDERAL	03200035100			136,404	0					136,404		
				STATE			65,201	0					65,201			
				FEDERAL	07300035100			596,429	0					596,429		
				STATE			260,640	0					260,640			
				FEDERAL	12400035100			33,838	0					33,838		
				STATE			14,694	0						14,694		
		Sub-Total for 1810301				PA20	2,602,379	0	0	0	0	0	0	0	2,602,379	
		PL	1810514	STATE	N/A	PA17	6,844	0								6,844
Sub-Total for 1810514				PA17	6,844	0	0	0	0	0	0	0	6,844			
Route US 206 Section [5] FEIS & Section 4[f] Sub-Total							2,609,223	0	0	0	0	0	0	0	2,609,223	
FEIS Segment VI - Route 206 Bypass (Mountain View Road to Doctor's Way)	Final Design (DES) UPC 960597	FD (DES)	1810524	STATE	N/A	PA17	27,814,885	31,304							27,846,189	
			Sub-Total for 1810524				PA17	27,814,885	31,304	0	0	0	0	0	27,846,189	
	Right of Way (ROW) UPC 960597	ROW	1810522	STATE	N/A	PA17	4,617,109	0							4,617,109	
			Sub-Total for 1810522				PA 17	4,617,109	0	0	0	0	0	0	4,617,109	
			1810528	FEDERAL	L05E0035152	PA20	1,945,006	0							1,945,006	
				STATE			150,000	0						150,000		
				FEDERAL	L0500035152		7,554,389	0						7,554,389		
				STATE			48,430	0						48,430		
				FEDERAL	Q0500035152		15,727,816	0						15,727,816		
				STATE			12,314	0						12,314		
				FEDERAL	Q2400035152		4,749,534	0						4,749,534		
				STATE			164,028	0						164,028		
			Sub-Total for 1810528				PA20	30,351,517	0	0	0	0	0	0	30,351,517	
	Utility (PUR & PUE)	PUR	1810533	FEDERAL	Q7600035160	PA20	155,453	0							155,453	
			STATE			40,000	0						40,000			
		Sub-Total for 1810533				PA20	195,453	0	0	0	0	0	0	195,453		
		PUE	1810547	STATE	N/A	PA17	91,007	0							91,007	
	Sub-Total for 1810547				PA17	91,007	0	0	0	0	0	0	0	91,007		
	Contract A (CON, PUR & CLM) UPC 98006	PUR	1810541	STATE	N/A	PA17	6,651,740									6,651,740
			Sub-Total for 1810540				PA17	6,651,740	0	0	0	0	0	0	6,651,740	
		CON	1810540	STATE	N/A	PA17	55,535,083	1848								55,536,931
			Sub-Total for 1810541				PA17	55,535,083	1,848	0	0	0	0	0	55,536,931	
		CLM	8899333	STATE	N/A		0									0
			Sub-Total for 8899333				PA17	0	0	0	0	0	0	0	0	0
	Contract B (CON) UPC 960597	PUC	1810556	STATE	TBD	PA17	2,023,050	115,217								2,138,267
			Sub-Total for 1810556				PA20	2,023,050	115,217	0	0	0	0	0	2,138,267	
				FEDERAL	RPF90206321	PA20	166,989	0							166,989	
				State			11	0						11		
		CON	1810557	FEDERAL	RPS90206321		1,204,676	0								1,204,676

Route US 206 Cash Flow Table

AVAILABLE FY FUNDING ALLOCATIONS																	
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 19	2020 FMIS	FFY 21	FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	TOTAL ALLOCATIONS		
FEIS Segment VI - Route 206 Bypass (Mountain View Road to Doctor's Way)				State	Z0010206321		79	0							79		
				FEDERAL			42,280,290	4,772,182					47,052,472				
				State			1,154,884	541,547					1,696,431				
			Sub-Total for 1810557			PA20	44,806,929	5,313,729	0	0	0	0	0	0	50,120,658		
	Contract C (CON, PUR & CLM) UPC 133110	PUR	1810545	STATE	N/A	PA17	180,090	0								180,090	
			Sub-Total for 1810545			PA17	180,090	0	0	0	0	0	0	0	180,090		
		CON	1810546	STATE	N/A	PA17	7,285,456	0								7,285,456	
			Sub-Total for 1810546			PA17	7,285,456	0	0	0	0	0	0	0	7,285,456		
		CLM	8899348	STATE	N/A	PA17	143,721	0								143,721	
			Sub-Total for 8899333			PA17	143,721	0	0	0	0	0	0	0	143,721		
		Tree Removal (CON) UPC 098006	CON	1810542	STATE	N/A	PA17	312,371	0								312,371
				Sub-Total for 1810542			PA17	312,371	0	0	0	0	0	0	0	312,371	
	FEIS SEGMENT VI (Route 206 Bypass) Sub-Total							180,008,412	5,462,099	0	0	0	0	0	0	185,470,510	
FEIS Segment VII Route 206 Section 15N (Doctor's Way to Brown Avenue )	Section 15N - Final Design (DES) UPC 960605	FD (DES)	1810520	FEDERAL	H0500035149	PA20	32,259	6,790							39,049		
				STATE			19	17						36			
				FEDERAL	L0500035149		61,444	0						61,444			
				STATE			0	0					0				
				FEDERAL	Q0500035149		1,585,212	(4753)					1,580,459				
				STATE			272,889	13					272,902				
				FEDERAL	31500035149		2,800,688	(126,338)					2,674,350				
				STATE			226,906	0					226,906				
				FEDERAL	31700035149		137,816	(37)					137,779				
				STATE			15,453	20					15,473				
	Sub-Total for 1810520			PA20	5,132,686	(124,288)	0	0	0	0	0	0	0	5,008,398			
	Section 15N - Right of Way (ROW) UPC 960605	ROW	1810529	FEDERAL	L0500035153	PA20	0	0							0		
				STATE			0	0					0				
				FEDERAL	Q0500035153		0	0					0				
				STATE			0	0					0				
				FEDERAL	17700035153		469,108	0					469,108				
				STATE			330	0					330				
			Sub-Total for 1810529			PA20	469,438	0	0	0	0	0	0	0	469,438		
			1810530	STATE	N/A	PA17	8,153,624	0							8,153,624		
	Sub-Total for 1810530			PA17	8,153,624	0	0	0	0	0	0	0	8,153,624				
	Section 15N - Utility (PUR) UPC 960605	PUR	1810525	FEDERAL	33D00035150	PA20	1,978								1,978		
				STATE			178,522							178,522			
			Sub-Total for 1810525			PA17	180,500	0	0	0	0	0	0	0	180,500		
		FD (DES)	1810551	FEDERAL	L12R0206312	PA20	1,274,762								1,274,762		
				STATE		0	0					0					
				FEDERAL	M24E0206312	PA20	4,047,762	437,539						4,485,301			
				STATE		0	0					0					
	Sub-Total for 1810551			PA17	5,322,524	437,539	0	0	0	0	0	0	0	5,760,063			



Route US 206 Cash Flow Table

AVAILABLE FY FUNDING ALLOCATIONS																	
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 19	2020 FMIS	FFY 21	FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	TOTAL ALLOCATIONS		
FEIS Segment VII Route 206 Section 15N (Doctor's Way to Brown Avenue )	Route 206, Doctor's Way to Valley Road UPC 108022 STIP DB#780B	ROW	1810552	FEDERAL	M24E0206313	PA20	5,665,643	0							5,665,643		
				STATE			6,426	4,033						10,459			
			Sub-Total for 1801552				PA17	5,672,069	4,033	0	0	0	0	0	0	5,676,102	
		PUE	1810555	STATE	N/A	PA17	86,000	0								86,000	
							Sub-Total for 1801555				PA17	86,000	0	0	0	0	0
		PUC	1810559	FEDERAL	Z0010206330		0	4,167,953								4,167,953	
				STATE			0	0						0			
			Sub-Total for 1810XXX				PA17	0	4,167,953	0	0	0	0	0	0	4,167,953	
		CON	1810560	FEDERAL	Z0010206328	PA20	0	61,418,481	0	0	0					61,418,481	
				STATE			0	411,964						411,964			
			Sub-Total for 1810XXX				PA17	0	61,830,445	0	0	0	0	0	0	61,830,445	
		Route 206, Valley Road to Brown Avenue UPC 108021 STIP DB# 780A	DES	1810549	FEDERAL	Z0010206327	PA20	4,120,481	0	0							4,120,481
					STATE			1,436	0						1,436		
					FEDERAL	1770020637	PA20	516,984	0							516,984	
					STATE			0	0					0			
				Sub-Total for 1810549				PA17	4,638,901	0	0	0	0	0	0	0	4,638,901
			ROW	7223342	FEDERAL	Z0010206329		0	5,759,145								5,759,145
					STATE			0	0						0		
	Sub-Total for 1810XXX				PA17	0	5,759,145	0	0	0	0	0	0	5,759,145			
	UTI		1810558	FEDERAL		PA20	0	0	5,500,000							5,500,000	
				STATE			0	0						0			
	Sub-Total for 1810558				PA17	0	0	5,500,000	0	0	0	0	0	0	5,500,000		
	CON			FEDERAL		PA20	0	0		18,000,000	18,000,000	19,000,000				55,000,000	
				STATE			0	0						0			
			Sub-Total for 1810XXX				PA17	0	0	0	18,000,000	18,000,000	19,000,000	0	0	55,000,000	
	FEIS SEGMENT VII (Route 206 Section 15N) Sub-Total							29,655,742	72,074,827	5,500,000	18,000,000	18,000,000	19,000,000	0	0	162,230,569	
	FEIS Segments VIII & IX Route 206 Section 15J (Brown Avenue to Somerville Circle)		UPC 960602	FD	1810506	FEDERAL	31500035129	PA20	640,800								640,800
						STATE			3,408,941							3,408,941	
						FEDERAL	17700035129	PA20	3,177,442							3,177,442	
		STATE				582,310								582,310			
Sub-Total for 1810506					PA17	7,809,493	0	0	0	0	0	0	0	7,809,493			
ROW		1810517		FEDERAL	17700035143	PA20	4,065,080								4,065,080		
				STATE			63,257						63,257				
				FED	31500035143		13,428,140						13,428,140				
				STATE			47,837					47,837					
		Sub-Total for 1810517				PA17	17,604,314	0	0	0	0	0	0	17,604,314			
		1810527		STATE	N/A	PA17	2,373,374								2,373,374		
Sub-Total for 1810527				PA17	2,373,374	0	0	0	0	0	0	0	2,373,374				
PUR	1810510	FEDERAL	17700035136	PA20	71,537								71,537				
		STATE			12,624						12,624						
Sub-Total for 1810510				PA17	84,161	0	0	0	0	0	0	0	0	84,161			

Route US 206 Cash Flow Table

AVAILABLE FY FUNDING ALLOCATIONS															
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 19	2020 FMIS	FFY 21	FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	TOTAL ALLOCATIONS
			1810532	STATE	N/A	PA17	14,854,346								14,854,346
			Sub-Total for 1810532			PA17	14,854,346	0	0	0	0	0	0	14,854,346	
			1810531	STATE	N/A	PA17	47,714,513							47,714,513	
			Sub-Total for 1810531			PA17	47,714,513	0	0	0	0	0	0	47,714,513	
		CON	FEIS SEGMENTS VIII & IX (Route 206 Section 15J) Sub-Total					90,440,201	0	0	0	0	0	0	0
FEIS Segment X Route 206 Section 15H (Somerville Circle)	UPC 960601	FD (DES)	1805501	FEDERAL	17700035135	PA20	0								0
				STATE			13,246							13,246	
			Sub-Total for 1805501			PA20	13,246	0	0	0	0	0	0	0	13,246
			8710508	FEDERAL	17700035125	PA20	1,586,371								1,586,371
		STATE		340,994								340,994			
		Sub-Total for 8710508			PA 17	1,927,365	0	0	0	0	0	0	0	1,927,365	
		ROW	1808503	FEDERAL	17700035127	PA20	11,213,586								11,213,586
				STATE			2,091,386						2,091,386		
			Sub-Total for 1808503			PA17	13,304,972	0	0	0	0	0	0	13,304,972	
		UTI	1808504	FEDERAL	17700035126	PA20	1,281,225								1,281,225
				STATE			230,405						230,405		
			Sub-Total for 1805504			PA 17	1,511,630	0	0	0	0	0	0	1,511,630	
		CON	1808505	FEDERAL	17700035134	PA20	14,101,862								14,101,862
				STATE			2,566,546						2,566,546		
			Sub-Total for 1805505			PA 17	16,668,408	0	0	0	0	0	0	0	16,668,408
FEIS SEGMENT X (Route 206 Section 15H) Sub-Total							33,425,621	0	0	0	0	0	0	33,425,621	
Route 206 Wetlands Mitigation	UPC 023480	ROW	1416510	STATE	N/A	PA17	2,359,600	0	0						2,359,600
			Sub-Total for 1416510			PA17	2,359,600	0	0	0	0	0	0	2,359,600	
		Route 206 Wetlands Mitigation Sub-Total							2,359,600	0	0	0	0	0	0
TOTAL PROJECT FUNDING (Annual)							338,498,798	77,536,926	5,500,000	18,000,000	18,000,000	19,000,000	0	0	476,535,724
TOTAL PROJECT FUNDING (Cumulative)							338,498,798	416,035,724	421,535,724	439,535,724	457,535,724	476,535,724	476,535,724	476,535,724	476,535,724
CUMULATIVE BUDGET SURPLUS (DEFICIT)							25,076,630	88,937,672	66,779,329	56,770,185	54,324,940	30,206,459	5,206,459	(10,293,541)	(10,293,541)

## **Section 7.0 P3 Assessment**

### **7.1 Public Private Partnership P3 Issues**

#### Effectiveness to Leverage the Revenue Stream for the Project

The current project does not result in a revenue stream for the State of New Jersey. Potential revenue streams such as tax increment financing (TIF) or tolling are not feasible. The only options for a revenue stream from the Route 206 project would be from taxes on new development potential from the project or from tolling the facility. The project does not introduce any new development potential so this is not a viable revenue stream. Currently, the Route 206 corridor is not tolled. The potential for tolling Route 206 would have significant public opposition.

With the total project cost over \$100 Million, the needed investment versus potential return does not appear lucrative for a public private partnership. The ability to attract investors is very low.

#### State-level Legislative Authorizations

NJ legislation has approved public private partnerships. While some state agencies do allow for this type of procurement, the NJDOT does not have any plan to utilize this type of funding mechanism.

#### Concluding Statement

The Route U.S. 206 Project is not a viable candidate for a P3 delivery model as the project is significantly advanced, enabling legislation is not in place, there is no revenue stream and tolling would induce significant public opposition.

## **Section 8.0 Risk and Response Strategies**

### **8.1 Risk Factors**

The NJDOT is responsible to deliver the Project on time and at a reasonable cost. There are many challenges that may be encountered in delivering such a large and complex project that could have an impact on the Project both operationally and functionally. This section of the Financial Plan addresses the funding plan for this project, identifies risks that could impact this plan, and outlines mitigation measures to provide reasonable assurance that funds will be available to deliver the project through construction.

Risk identification and mitigation planning are an essential part of this Financial Plan. These components are critical to the successful completion of this project. Project risk may be technical, operational, management or resource-based and within or beyond the control of the project team. The NJDOT has a vested interest in the establishment of policies and programs addressing risk management, while at the same time, not sacrificing safety. NJDOT manages risk during the design by identifying potential risks early, developing strategic mitigation plans, establishing impact contingencies, communicating frequently and tracking progress.

The magnitude and complexity of the Route U.S. 206 Project deserves serious consideration towards the allocation and management of risk. The NJDOT is firmly convinced that effective management of risk is one way to increase the chances of delivering a successful project on time and within budget without sacrificing quality or safety.

#### **8.1.1 – Design and Construction Cost Increase Risks**

1. ROW Availability – As stated previously in this report, there are several ROW acquisitions necessary in Segment VII for the advancement of this project. The potential risk lies in the possible



delay to construction if the ROW required for a specific contract is not available prior to advertisement.

**Mitigation Options:**

- Continue negotiations with each property owner.
- Secure ROW in advance of contract award.

2. Permits – Permits required for the Contract B construction in Segment VI are secured. Multiple environmental permits are required for Contracts in Segment VII. Early and continuous coordination with the regulatory agencies since the EIS phase should make this a low risk item.

**Mitigation Options:**

- Secure permits in advance of construction operations.
- Maintain ongoing coordination with the NJDEP.

3. Utility Coordination – Relocation of existing utilities is a risk that can adversely affect the schedule and scope. Relying on work to be performed by other entities which are not under the control of the NJDOT or the Contractor can have an adverse effect on the schedule in both design and construction. The potential risks lie in the availability of funds for utility work, complexity of managing three remaining contracts, and the scheduling and execution of the remaining utility agreements.

**Mitigation Options:**

- Identify all activities being performed by others required to complete the project and closely monitor schedules to have work completed in advance of need.
- Look for opportunities for advance utility relocations.
- Provide allowance in the contract packages into which these activities fall.
- Develop a clear schedule for work by outside parties.

4. Tight Work Areas/Accelerated Construction – The reconstruction of the existing roadway and bridges will require construction stages and will often require the contractor to be working in restricted work zone areas. In addition, to minimize impact on the travelling public, many of the critical stages will need to be done on an accelerated schedule. Traffic Control Plans have been developed in concert with the construction schedule, which may require night-time and weekend work, and work during the winter months. In addition, multiple crews will be required during many stages of construction. All of the above could lead to delays and claims.

**Mitigation Options:**

- Well-coordinated staging and construction schedules.
- Specific wording in the Plans and Special Provisions to alert the contractor to such conditions before making his bid.
- Include Contract milestones in the Special Provisions.
- Disincentive clauses will be identified for specific stages/milestones of construction.

5. Final Design funding for the remaining contracts, as additional design funding may be necessary.

**Mitigation Options:**

- Discussions have been held with FHWA on grandfathering current design standards if future changes in standards would significantly impact the project.

6. The design of the Segment VII contracts are in the Final Design phase, so there are some outstanding design issues to be resolved. This has the potential to increase construction cost in these contracts.

Mitigation Options:

- Use lessons learned from earlier contracts to keep costs down in later contracts.

7. Construction change orders could increase the overall cost of the project.

Mitigation Options:

- Control scope creep. Ensure changes are absolutely necessary.

## **8.2 Financial Risks**

The financial risks for construction completion fall under two broad risk categories: cost increase risks and revenue sufficiency risks. Cost increase risks include such items as fuel price increases and unknown site conditions whereas revenue sufficiency risks are comprised of funding availability and funding delays.

### **8.2.1 – Cost Increase Risks**

*Risk that bids will exceed program funding levels for construction:*

Funding for construction represents approximately 80% of the total project cost; therefore, a significant increase in construction costs would impact the program and require a shift in funds from another project or delay the Project. To mitigate the risk of receiving high bids, NJDOT will consider the following strategy:

- Continue to plan for contingency funds to address this risk.

*Risk that unanticipated site conditions will increase project cost:*

Construction projects of all types and sizes will inevitably encounter unanticipated site conditions. To minimize this possibility and the subsequent cost increases, the following mitigation strategies were utilized.

- An in-depth subsurface investigation program was performed to obtain soil data and develop foundation design criteria.
- In order to more accurately define the horizontal and vertical location of underground utilities, a subsurface utility engineering contractor was utilized.

*Risk that unanticipated fuel price increases will increase project cost:*

In order to mitigate the risk that fuel price increases will increase the project cost, the bid proposal can include a lump sum line item to provide compensation to the contract holder for fluctuations in the fuel price over the life of the project. Using the award date as the base point, fuel price adjustments can be paid monthly during months when fuel prices change by 5% or more. During periods of decline in the fuel price, the state will be compensated and likewise during periods of increase, the Contractor will be compensated. Compensation will be made through the use of a weighted formula provided in the specifications.

The NJDOT estimates the total fuel price adjustment by multiplying a pro-rated volume of the fuel intensive construction activities by the duration of project times 10% inflation per year. Assuming the actual increases stay within this estimate, no additional project costs will be realized. According to the specifications, should the fuel price adjustment exceed 50%, fuel intensive construction activities are to cease pending approval by the NJDOT Resident Engineer.

### **8.2.2 – Revenue Sufficiency Risks**

The Project Financing section of this plan outlines National Highway Performance Program (NHPP) funds as the current primary funding source for this project. The funding plan extends over nine years starting in Federal Fiscal Year 2016 and ending in Federal Fiscal Year 2024.

#### **Major Financing Risks**

There are several major financing risks associated with this project's funding plan.

- Risk that a new Federal surface transportation funding authorization is not in place at the end of Federal Fiscal Year 2021 to replace the current Fixing America's Surface Transportation Act (FAST), which expired Federal Fiscal Year 2020, and extended by Congress and the President, authorizing a Continuing Resolutions to ensure that projects such as the Route U.S. 206 are not impacted, until such time that a new bill is in place.
- Risk that costs increase due to change orders during construction.

Typically, the NJDOT funds change orders through supplemental federal authorizations or through a State funded Unanticipated Design, Right-of-Way and Construction Expenses line item. Funding change orders through supplemental authorizations may utilize releases from federal obligations or if necessary may take obligation authority from current programmed unobligated federal items.

- Risk of funding shortfall for Route 206 Doctor's Way to Valley Road and Valley Road to Brown Avenue projects (see Cash Flow Table, p. 21-28) through continuing resolutions.

#### **Responsibilities**

The NJDOT Division of Capital Investment & Program Coordination is responsible for developing the State Capital Plan and federal Statewide Transportation Improvement Program (STIP), both of which will provide funding for this project. NJDOT will work in conjunction with the North Jersey Transportation Planning Authority to develop the region's portion of the STIP. The North Jersey Transportation Planning Authority is the federally designated Metropolitan Planning Organization for 13 counties in the northern part of New Jersey that includes Somerset County.

It is critical that these organizations continue to work cooperatively to help ensure that an adequate amount of funding is programmed and made available for this project.

The NJDOT Capital Program Management area is responsible for management of project construction activities, identifying project cost increase risks, and implementing containment strategies to keep costs from inflating.

Any changes in planned funding needs must be raised by the NJDOT Capital Project Management area to the NJDOT Capital Investment & Program Management and the North Jersey Transportation Planning Authority for action.



## **Section 9.0 Annual Update Cycle**

The annual updates of the Initial Financial Plan provide information on the actual cost, expenditure, and revenue performance in comparison to initial estimates as well as updated estimates of future year obligations and expenditures. The annual updates provide information on cost and revenue trends, summaries of cost reductions and increases, current and potential funding shortfalls and the financial adjustments necessary to assure completion of the Project.

Each Annual Update of this Financial Plan will be presented in actual cost to date and cost to complete estimates shown in year of expenditure dollars. These updates will use the same project elements to present the cost and revenues used in the Initial Financial Plan estimate. Any significant change in the total project cost or revenue since the last estimate will be clearly presented and the major reasons for these significant changes will be provided. Any required adjustments to the cost estimate will be computed in a manner consistent with the methodology established in the Initial Financial Plan.

For annual updates, the Route U.S. 206 Project Management Team will consider Federal fiscal year (October 1-September 30) as the Project's fiscal year. Annual updates to the Financial Plan will be submitted to FHWA within 90 days following the end of the Federal fiscal year.

## **Section 10.0 Summary of Cost Changes since Last Year's Financial Plan**

The table on the following page represents cost changes since the 2019 Financial Plan Update along with explanations for these changes. NJDOT will continue to monitor cost growth.

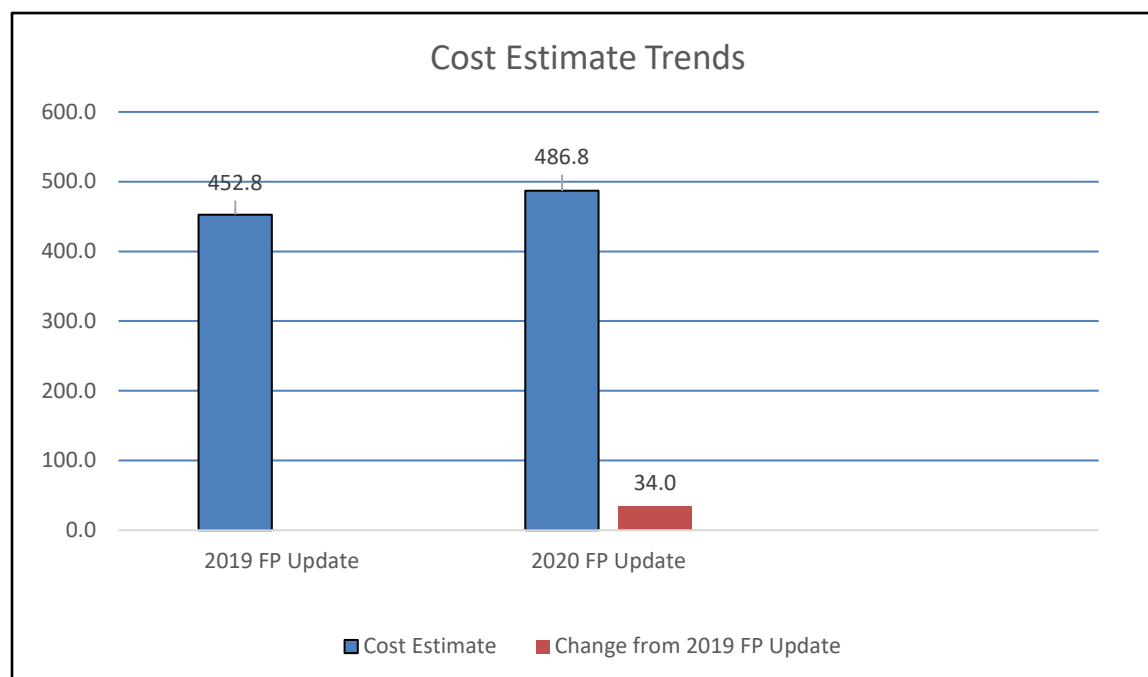
**Table 10.1**  
**Route 206 Project in Somerset County**  
**Financial Plan Cost Comparison (2019 and 2020)**  
**(\$ millions)**

<b>Project Segment</b>	<b>Financial Plan Update 2019</b>	<b>Financial Plan Update 2020</b>	<b>Change 2019-2020</b>	<b>Comments</b>
FEIS & Section 4(f) Evaluation	\$2.609	\$2.609	\$0	
Segment VI - U.S. 206 Bypass	\$180.508	\$185.471	4.963	The overall cost has increased due to increased construction support services and minor construction change orders.
Segment VII - 15 N	\$13.594	\$13.594	(\$0)	
Segment VII – Doctor’s Way to Valley Road	\$59.745	\$77.535	\$17.790	The overall cost increase is a combination of increased design effort, construction cost estimate increase and decreases in Utility Relocations costs due to more accurate estimates.
Segment VII - Valley Road to Brown Ave	\$70.139	\$81.395	\$11.256	The overall cost increased to reflect construction cost estimate increase due to updated estimates decrease in ROW costs.
Segment VIII and IX - Brown Ave to Somerville Circle (Section 15J)	\$90.440	\$90.440	\$0	
Segment X - Somerville Circle (Section 15H)	\$33.426	\$33.426	\$0	
Wetlands Mitigation	\$2.360	\$2.360	\$0	
<b>TOTAL PROJECT</b>	<b>\$452.821</b>	<b>\$486.829</b>	<b>\$34.008</b>	

## Section 11.0 Cost and Funding Trends since FY 2019 Financial Plan Update

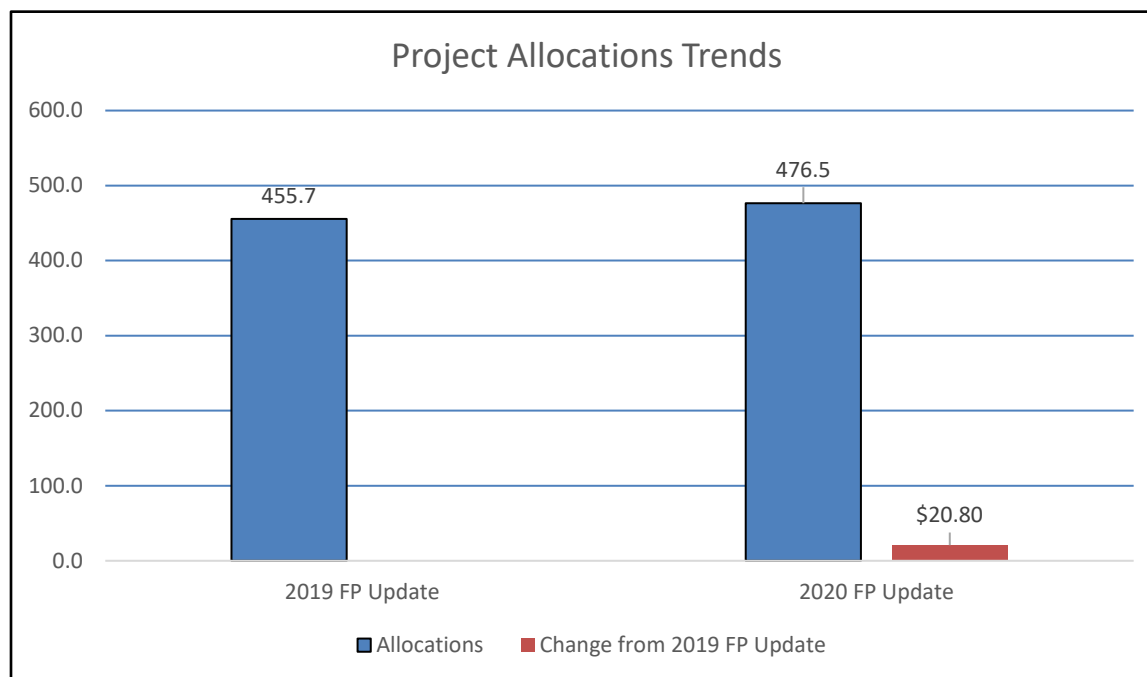
As shown in Figure 11.1, the cost estimate has increased by \$34 Million since the 2019 Financial Plan Update. Please refer to Table 10.1 for explanations of cost changes.

**FIGURE 11.1: Cost Estimate Changes (in Millions of Dollars)**



As shown in Figure 11.2, the funding was increased by \$20.8 Million since the 2019 Financial Plan Update, as a result of STIP revisions that were approved for Route 206 Doctor's Way to Valley Road and Valley Road to Brown Avenue projects, and additional funds for construction support services for Route 206 Bypass Contract B.

**FIGURE 11.2: Funding Allocation Trends (in Millions of Dollars)**



## **Section 12.0 Summary of Schedule Changes since Last Year's Financial Plan**

For the Route 206, Doctor's Way to Valley Road (Segment VII) contract, new development in the vicinity of the Valley Road intersection has necessitated changes to the project design and caused delay to the Final Design and Construction completion dates. Final Design was completed by July 2020 with Construction being completed by June 2024.

The delayed completion of the new Section 4(f) assessment for the Route 206, Valley Road to Brown Avenue (Segment VII) contract has caused a delay to the Final Design and Construction completion dates. Final Design resumed in the winter of 2020 and to be completed by July 2023 with Construction being completed by February 2026.

The schedules for these projects will be monitored closely in an effort to keep the projects on track.

## **Section 13.0 Schedule Trends since Initial Financial Plan**

The trend will be the same as discussed in Section 12.0.

(AFTER)

[illegible]

**FY 2020-2029 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**New Jersey Department of Transportation**

(AFTER)

<b>TRACK #:</b> N-780A-1-M-2020	<b>REVISION #:</b> 1	<b>DATE:</b> 1/22/20 10:16:56AM
<b>PROJECT NAME:</b> Route 206, Valley Road to Brown Avenue		
<b>DBNUM:</b> 780A	<b>UPC:</b> 108021	<b>MILEPOST(S):</b> 67.50-68.60
<b>COUNTY:</b> Somerset		
<b>MUNICIPALITY:</b> Hillsborough Twp		

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N) (Northern Section)", will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to a four lane dualization, relocation of two existing traffic signals (adding two new jug handles) and replacement of the railroad bridge over Route 206. This project will be bicycle/pedestrian compatible.

**ASSET MANAGEMENT CATEGORY:** Congestion Relief-Major Widening

**SPONSOR:** NJDOT

**AIR QUALITY CODE (NON-EXEMPT / EXEMPT):** 2030M (Non-Exempt)

**FINANCIAL PLAN REQUIREMENT:** This project is part of a project with a total cost between \$100 and \$500 million programmed to receive federal financial assistance and an annual financial plan is required to be prepared.

**LEGISLATIVE DISTRICT:** 16

**STRUCTURE NO.:** 1810166 1810167 1810168

MPO	PHAS	FUND	Amounts in Millions of Dollars									
			FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
NJTPA	CON	NHPP		0.000	18.000	18.000	19.000					
NJTPA	ROW	NHPP	5.000									
NJTPA	UTI	NHPP		5.500								



## Summary of Action

### Approval of the 2020 Financial Plan Update for the Route 72, Manahawkin Bay Bridges Project

**Action:** The New Jersey Department of Transportation (NJDOT) is requesting approval of the proposed Financial Plan Update for the Route 72, Manahawkin Bay Bridges project. The updated financial plan reflects a decrease in total project cost of \$13.052 million to \$327.861 million, which accounts for changes resulting from Contract 1 design being finalized, and actual construction costs on completed Contracts 2, 3, 4 and 5. Annual Financial Plan updates are approved by the NJTPA Project Prioritization Committee and require no further action.

### **Background:**

#### **Financial Plans**

Under federal law, recipients of federal financial assistance for projects with a total cost from \$100 million to \$500 million are required to prepare a financial plan that includes the following elements:

- **Project Description:** A detailed description that presents the scope of the project. A graphic depicting the project location is recommended.
- **Cost Estimate:** The total cost and cost-to-complete for major project elements are presented in year of expenditure dollars.
- **Implementation Plan:** The project schedule is presented and the cost-to-complete is presented in annual increments in year of expenditure dollars.
- **Financing and Revenues:** Presented by funding source as annual elements available for project obligations.
- **Cash Flow:** An annualized presentation of cash income and outgo to illustrate how periodic bills will be paid.
- **Risk Identification and Mitigation Factors:** Identification of the likelihood of issues affecting project completion and sufficiency of revenues – such as cost escalation, construction schedules, and dependencies on future legislation – and strategies and actions to address these risks.
- **Phasing Plan:** Identification of fundable improvements that will address the short-term purpose and need of the project in the event there are insufficient financial resources to complete the entire project.
- **Public Private Partnership (P3):** Assessment of appropriateness of a public-private partnership to deliver the project.
- **Annual Update Cycle:** The submission dates and reporting periods should be proposed in the Initial Financial Plan and annual updated plans.



The Route 72 Manahawkin Bay Bridges Initial Financial Plan was approved by the NJTPA Board of Trustees in September 2012 and must be updated annually. The annual update should identify and resolve any cost and funding changes that have occurred since the previous submission. This would include changes in project scope that impact the cost estimate and completion schedule of the project.

### **Project Description**

The Route 72, Manahawkin Bay Bridges project in Ocean County involves construction of a new parallel structure adjacent to the existing Manahawkin Bay Bridge, rehabilitation of the existing Bay Bridge, and rehabilitation of three other trestle bridges over Hilliards Thorofare and the East and West Thorofares, located in Stafford Township and Ship Bottom Borough in Ocean County. The project also includes the Route 72 and Marsha Drive intersection improvements.

The project has been separated into seven contracts: *Contract 1A* is the Route 72 and Marsha Drive intersection improvements and *Contract 1B* includes operational and safety improvements in Ship Bottom Borough on Long Beach Island (DB# 11385); *Contract 2* (DB# 00357A) is construction of a new parallel structure over Manahawkin Bay to the south of the existing bridge structure, with a 55-foot vertical clearance over the navigation channel and a curb-to-curb width of 49 feet; *Contract 3* (DB# 00357B) is rehabilitation of two structures over West Thorofare and East Thorofare: the bridge decks will be reconfigured to provide two 11-foot lanes, a 1-foot inside shoulder and a 6-foot outside shoulder that can accommodate bicycles in each direction, and a 6-foot sidewalk in the westbound direction; *Contract 4* (DB# 00357C) is rehabilitation of the bridge over Manahawkin Bay and the bridge over Hilliards Thorofare; *Contract 5* (DB# 00357D) is the construction of various environmental mitigation components to comply with environmental permit conditions; and *Contract 5A* (DB# 00357D1) is the implementation of Submerged Aquatic Vegetation (SAV) within the Barnegat Bay.

The projected cost of this project is \$327.861 million. The project has expended \$269.74 million or 82.2 percent of the current project estimate. Construction began in May 2013 and will continue into 2024.

**Justification for Action:** The Financial Plan Update has been reviewed for consistency based on the elements listed above. The project is identified in the Long Range Transportation Plan and the FY 2020 – FY 2023 TIP.

By approving the Financial Plan Update, the project will be in compliance with federal guidelines, allowing NJDOT to request additional federal authorization for the construction phase of this project.

**Staff Recommendation:** Central Staff recommends approval of this action.

**Route 72, Manahawkin Bay Bridges**  
**Financial Plan Comparison (2019 and 2020)**  
(\$ millions)

<b>Project Segment</b>	<b>Financial Plan Update (2019)</b>	<b>Financial Plan Update (2020)</b>	<b>Change (2019-2020)</b>	<b>Comments</b>
<b>Contract 1A &amp; 1B</b>	\$ 56.866	\$ 61.435	\$ 4.569	Cost increases due to design being finalized and final quantity calculations. All unit costs and quantities were updated for all items to reflect the PS&E submission.
<b>Contract 2</b>	\$116.626	\$111.472	(\$ 5.154)	Construction completed. Updated costs from NJDOT FMIS data.
<b>Contract 3</b>	\$ 42.118	\$ 39.684	(\$ 2.434)	Construction completed. Updated costs from NJDOT FMIS data.
<b>Contract 4</b>	\$ 91.259	\$ 86.615	(\$ 4.644)	Construction completed. Updated costs from NJDOT FMIS data.
<b>Contract 5</b>	\$ 15.054	\$ 12.544	(\$ 2.510)	Construction completed. Updated costs from NJDOT FMIS data.
<b>Contract 5A</b>	\$ 3.337	\$ 2.858	(\$ 0.479)	Updated costs from NJDOT FMIS data and reduced footprint of work.
<b>ROW Acquisition</b>	\$ 3.301	\$ 1.301	(\$ 2.000)	Updated costs from earlier Contract 1A & 1B ROW acquisition.
<b>Preliminary Engineering Design Cost NJDOT In-House</b>	\$ 10.616	\$ 10.616	\$ 0.000	
<b>Preliminary Engineering Utility Cost for all Contracts</b>	\$ 1.736	\$ 1.336	(\$ 0.400)	Updated costs from NJDOT FMIS data.
<b>Total</b>	\$340.913	\$327.861	(\$13.052)	

*Source: Route 72 Manahawkin Bay Bridges, Financial Plan Update, 2020, p.14.*

**2020 FINANCIAL PLAN ANNUAL UPDATE  
FOR  
Route 72 Manahawkin Bay Bridges  
Township of Stafford & Borough of Ship Bottom  
Ocean County, NJ**



**Submitted by:  
New Jersey Department of Transportation**

**Prepared by:  
WSP USA, Inc.  
2000 Lenox Drive  
Lawrenceville, New Jersey 08648**

**Submitted: December 18, 2020  
Revised: January 26, 2021**

Route 72 Manahawkin Bay Bridges  
Township of Stafford & Borough of Ship Bottom  
Ocean County, New Jersey

**2020 FINANCIAL PLAN ANNUAL UPDATE  
LETTER OF CERTIFICATION**

The New Jersey Department of Transportation (NJDOT) has developed a comprehensive annual update to the Route 72 Manahawkin Bay Bridges Initial Financial Plan in accordance with the requirements of Section 106, Title 23, and the Financial Plan guidance issued by the Federal Highway Administration. The plan provides detailed cost estimates to complete the project and the estimates of financial resources to be utilized to fully finance the project.

The expenditure data in this Financial Plan Annual Update provides an accurate accounting of costs incurred to date and includes a realistic estimate of future costs based on engineer's estimates and expected construction cost escalation factors. While the estimates of financial resources rely upon assumptions regarding future economic conditions and demographic variables, they represent realistic estimates of available monies to fully fund the project. Additionally, this annual update addresses the MAP-21 Legislation.

We believe the Financial Plan provides an accurate basis upon which to schedule and fund the Route 72 Manahawkin Bay Bridges Project. The Department will review and update the Financial Plan on an annual basis in the form of an Annual Update (AU).

To the best of our knowledge and belief, the 2020 Financial Plan as submitted herewith, fairly and accurately presents the financial position of the Route 72 Manahawkin Bay Bridges Project, cash flows, and expected conditions for the project's life cycle. The financial forecasts in the Financial Plan Update are based on our judgment of the expected project conditions and our expected course of action. We believe that the assumptions underlying the Financial Plan Update are reasonable and appropriate. Further, we have made available all significant information that we believe is relevant to the Financial Plan Update and, to the best of our knowledge and belief, the documents and records supporting the assumptions are appropriate.

Respectfully Submitted:

**Snehal Patel PE, PMP**

State Transportation Engineer  
Capital Program Management

---

Date

**Lewis Daidone**

Assistant Commissioner  
Finance and Administration

---

Date

# Route 72 Manahawkin Bay Bridges

## Annual Financial Plan Update

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Appendix A – Overall Project Map

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Appendix D – Cost Loading Reports

Appendix E – STIP Documentation

Appendix F – NJDOT FMIS Documentation

## SUMMARY

The New Jersey Department of Transportation (NJDOT) in coordination with the Federal Highway Administration (FHWA) has proposed to construct a new parallel structure adjacent to the existing Manahawkin Bay Bridge, rehabilitate the existing Bay Bridge as well as three trestle bridges over Hilliards Thorofare and the East and West Thorofares, located in Stafford Township and Ship Bottom Borough, Ocean County, New Jersey.

This Financial Plan serves as the Annual Update to the Route 72 Manahawkin Bay Bridges Initial Financial Plan (IFP), which was approved in September 2012 and updated in October 2013, September 2014, January 2016, October 2017, October 2018 and October 2019. Contained in this document are project estimate, expenditure, funding, and schedule data as of October 5, 2020.

As of October 5, 2020, the total cost to complete the Route 72 Manahawkin Bay Bridges project is \$327.861 million, a decrease of \$13.052 million from the \$340.913 million baseline budget presented in the project's 2019 Financial Plan Update.

Up to October 5, 2020, the project has expended \$269.740 million, or 82.2% of the current project estimate.

When compared to the Financial Plan Update 2019, the sources of funding and contribution from those sources have remained relatively unchanged. This financial plan update summarizes the projected cash flow requirement and acknowledges that the State will have the necessary funding in place to meet those cash flows.

This document is submitted as the Route 72 Manahawkin Bay Bridges Project Financial Plan Annual Update, as agreed upon by the Federal Highway Administration. This detailed Financial Plan Annual Update is being submitted by the NJDOT in order to define the methodology, resources, schedule of work completed and the work remaining to complete the project. The following topics are discussed within this financial plan:

### **1. Background**

- Provides a description of the project.
- Details the project's history.
- Explains the current project activities.

### **2. Cost Estimate**

- Identifies the key cost components.
- Explains the cost estimating methodology and assumptions.
- Identifies funds already expended and funds needed to complete the project.

### **3. Implementation Plan**

- Presents the project's implementation schedule.

### **4. Project Financing**

- Lists the committed and programmed project funding sources to date.
- Discusses the project's remaining anticipated funding requirements.
- Presents the projected cash expenditures and available fiscal year funding.

### **5. Public Private Partnership Issues**

**6. Phasing Plan**

**7. Risk Identification and Mitigation Factors**

- Discusses the cost increase risks.
- Discusses revenue sufficiency risks.

**8. Annual Updates**

- Provides cost and revenue history and apparent trends.
- Summarizes significant cost reduction and increases.

This Financial Plan demonstrates and outlines the Department's commitment to the sound financial planning and its commitment to providing the resources needed to complete the Project as per the approved schedule.

This project is not a Major Project as defined by the Federal Highway Administration (FHWA). However, the Map 21 legislation requires that projects with total costs between \$100 million - \$500 million submit financial plans. The total estimated cost of this project is \$327.861 million. Construction activities began on May 3, 2013.

## **SECTION 1 - BACKGROUND**

The Route 72 Manahawkin Bay Bridges project, between Mileposts 25.38 and 28.74, involves construction of a new parallel structure adjacent to the existing Manahawkin Bay Bridge, rehabilitation of the existing Bay Bridge, and rehabilitation of three trestle bridges over Hilliards Thorofare and the East and West Thorofares, located in Stafford Township and Ship Bottom Borough, Ocean County, New Jersey. All four existing bridges were structurally deficient, and/or functionally obsolete. All the bridges exhibited severe deterioration on various structural elements. The existing Manahawkin Bay Bridge rehabilitation is now completed with each bridge carrying two lanes of traffic.

Route 72 is the only vehicular route from Long Beach Island (LBI) to the mainland. Route 72 is the sole emergency evacuation route off of LBI and thus is a vital lifeline to the island. During the summer months, the estimated population of LBI is approximately 100,000.

LBI is an important summer tourist destination for the region and thus is vital to the economic viability of the region. All LBI economic activity and EMS services depend upon the availability and efficient functioning of Route 72. The viability of most of the businesses on LBI depends upon the business carried out during the summer months. Four lanes of traffic must be maintained during the LBI summer tourist season along Route 72 during construction. No traffic detour is possible. No alternative means of transportation, such as a ferry service, is available.

The bridges did not provide accommodations for bicycles and pedestrians. Even though there were no accommodations on the bridges, some pedestrians and bicycles did cross the bridges on a regular basis using substandard safety walks, raising safety concerns.

The project includes the Route 72 and Marsha Drive Intersection improvements. Marsha Drive is a local road connecting Bay Avenue to Route 72 and to a housing development (Beach Haven West) on the south side of Route 72. During the summer months, Marsha Drive southbound traffic turning left onto Route 72 towards LBI queues to Bay Avenue, causing long traffic delays. As a part of this project, the State will make improvements to this intersection to reduce these delays.

The project also includes the Route 72 Ship Bottom Drainage and Intersection Improvements. Operational deficiencies, drainage issues and capacity constraints exist along 8th Street and 9th Street (Route 72). During the summer months, traffic flow on and off the island is very poor, resulting in excessive delays and queues. The purpose of the Ship Bottom portion of the project is to improve the drainage system along 8<sup>th</sup> and 9<sup>th</sup> Streets, maintain access/egress for LBI during heavy rainfall and high tide events, and maintain and improve traffic flow along Route 72 as well as the north-south traffic on Long Beach Boulevard and Central Avenue within the Borough of Ship Bottom.

The final design and construction of this project was advanced as six construction contracts. The preliminary design was completed as a single project.

The major elements of the six proposed construction projects are tabulated as follows:



**Route 72 Manahawkin Bay Bridges Project***Financial Plan Update 2020*

<b>Contract</b>	<b>Route 72 Mileposts (MP)</b>	<b>Description</b>
Contract 1A & 1B	MP 25.38 to MP 26.08  MP 28.24 to MP 28.74	<p>The Route 72 and Marsha Drive intersection improvements will be constructed.</p> <p>This contract will include operational and safety improvements in Ship Bottom Borough, on Long Beach Island. Approximately 3000 feet of Route 72 (locally known as 8th and 9th Streets) and three crossroads (Barnegat Avenue, Central Avenue and Long Beach Boulevard) will be widened. Two-way traffic will be restored along Central Avenue and Long Beach Boulevard. Five traffic signals will be reconstructed. A new traffic signal will be installed at the intersection of 8th Street and Long Beach Boulevard. In order to reduce frequent flooding along Route 72 and the intersections, a new storm drainage system will be installed.</p>
Contract 2	MP 26.46 to MP 27.75	<p>Construction of a new parallel structure over Manahawkin Bay to the south of the existing bridge structure, with a 55-foot vertical clearance over the navigation channel and a curb to curb width of 49 feet. The width will accommodate two 11-foot lanes in each direction with a divider during rehabilitation of the existing bridge in Contract 4. The final configuration will have two 12-foot lanes, a 12-foot left shoulder, and a 13-foot right shoulder all oriented in the eastbound direction. This contract has been completed.</p>
Contract 3	MP 27.75 to MP 28.24	<p>Rehabilitation of two structures over West Thorofare and East Thorofare. Work includes pier cap rehabilitation, bearing retrofits, piling protection system, repairing and resurfacing the bridge decks, removal of existing parapets and safety walks and replacement with new parapets including a separate barrier for pedestrians, and deck joint replacement. The bridge decks will be reconfigured to provide two 11 ft. lanes, a 1 ft. inside shoulder and a 6 ft. outside shoulder that can accommodate bicycles in each direction, and a 6 ft. sidewalk in the westbound direction. The project will also include the widening/reconstruction of bridge approach roadways, new drainage systems, highway lighting, piling protection system, fender system repairs and bulkhead improvements.</p> <p>Scour countermeasures at Hilliards, West and East Thorofare bridge abutments have been installed as part of this contract to protect against storm surges in the bay. This contract has been completed.</p>

## Route 72 Manahawkin Bay Bridges Project

*Financial Plan Update 2020*

Contract	Route 72 Mileposts (MP)	Description
Contract 4	MP 26.08 to MP 27.50	<p>Rehabilitation of two structures, the existing bridge over Manahawkin Bay and the bridge over Hilliards Thorofare. Major Rehabilitation on the existing bridge over Manahawkin Bay required the shifting of all traffic to the new parallel structure during the rehabilitation work. The entire existing superstructure will be removed and replaced, while retaining and rehabilitating the existing substructure. The new superstructure will have a 55-foot vertical clearance over the navigation channel that has been determined in consultation with the U.S. Coast Guard. The superstructure width will be reduced from existing since it will primarily be used for one-way westbound traffic. The width will accommodate two 12-foot lanes, a 12-foot left shoulder, a 13-foot right shoulder and a 6-foot sidewalk in the westbound direction in the final configuration separated by a crash worthy parapet.</p> <p>Rehabilitation of the existing Route 72 Bridge over Hilliards Thorofare includes pier cap rehabilitation, bearing retrofits, repairing and resurfacing of the bridge deck, removal of existing parapets and safety walks and replacement with new parapets, and deck joint replacement. The bridge deck will be reconfigured to provide two 11 ft. lanes, a 1 ft. inside shoulder and a 6 ft. outside shoulder that can accommodate bicycles in each direction, and a 6 ft. sidewalk in the westbound direction separated from traffic by a concrete barrier. The project also includes the widening/reconstruction of bridge approach roadways, retaining walls, new storm drainage systems, public access improvements (parking, sidewalks etc.), highway lighting and bulkhead repairs. This contract has been completed.</p>
Contract 5	MP 26.92 to MP 27.88	<p>Contract 5 will include the construction of various environmental mitigations needed to comply with the environmental permit conditions. The project includes the following components: (1) wetland creation on Cedar Bonnet Island, within the existing NJDOT right-of-way, on the south side of Route 72 for Section 404 impacts; (2) mitigation for freshwater wetlands, intertidal/subtidal shallows and riparian impacts on Edwin Forsythe National Wildlife Refuge on Cedar Bonnet Island; (3) mitigation for impacts to submerged aquatic vegetation in Manahawkin Bay; (4) retrofit of two existing stormwater basins within the Barnegat Bay watershed to comply with the NJDEP Stormwater Rules – both basins are located along Route 70 in Brick Township; and (5) public access improvements (parking, sidewalks, pavilions, pedestrian trails etc). This contract has been completed.</p>

<b>Contract</b>	<b>Route 72 Mileposts (MP)</b>	<b>Description</b>
Contract 5A	MP 26.46 to MP 27.75	Contract 5A will include the implementation of Submerged Aquatic Vegetation (SAV) mitigation requirements in the Manahawkin Bay to comply with the environmental permit conditions. The overall goal of this work is to offset losses to SAV through a combination of adaptive management and research to establish and enhance SAV beds within the Barnegat Bay. The research element will include monitoring of existing SAV beds to measure recovery post Sandy and the adaptive management component will include establishing and/or enhancing up to 10 acres of new or existing beds to facilitate recovery efforts and promote resiliency.

### **1.1 Project History**

The current plan to improve the Route 72 corridor between Stafford Township and the Borough of Ship Bottom began with the 1991 filing of a Regional Transportation Problem Statement. The problem statement documented flooding and traffic issues on Long Beach Island within the Borough of Ship Bottom and was the official trigger to improve this vital link. By 1994, all six of the municipal governments located on Long Beach Island formally endorsed the problem statement.

Also in 1991, NJDOT performed extensive repairs on the Causeway bridges. By 1998, NJDOT inspectors found that fatigue cracks on the Bay Bridge had worsened and the pier caps on the trestle bridges had deteriorated. These structural problems added to the need to improve the corridor, which was defined as extending from Marsha Drive in Stafford Township to Long Beach Boulevard in the Borough of Ship Bottom. In 2001, NJDOT completed the Concept Development phase, which identified improvement concepts to be studied in more detail. These concepts included traffic improvements on Long Beach Island, capacity improvements to the Marsha Drive intersection, and major rehabilitation or replacement of the bridges along the Causeway.

In June 2005, the NJDOT convened a Smart Scoping Team (SST) to perform a Value Engineering review for this project to minimize the scope of work in order to stay within the available funding. The NJDOT-SST made the following recommendations to reduce the scope of the project:

- Existing Manahawkin Bay Bridge to be rehabilitated – steel girders and substructure to remain, replace deck and floor beams
- Construct a new parallel bridge across Manahawkin Bay
- Three (3) trestle bridges to be *rehabilitated*, not replaced
- Reduce the scope of the Route 72 bridge approach roadway reconstruction

The NJDOT-Capital Program Management (CPM) unit performed extensive community outreach during the year 2006 to investigate the feasibility of revising the Initially Preferred Alternative (IPA) to implement the NJDOT-SST recommendations. The proposed IPA revisions were presented to the local officials, the regulatory agencies and NJDOT's Subject Matter Experts (SME's). Additional engineering investigations were performed to address the stakeholder

comments. The local officials and regulatory agencies supported the revised IPA, with the recommendation that shoulders, needed for emergency use, be included in the design for the trestle bridge structures. In 2007, NJDOT completed the Feasibility Assessment process.

At the end of Feasibility Assessment, NJDOT concluded that there was a compelling public need for the project. The Feasibility Assessment selected the Initially Preferred Alternative, confirmed there is strong public support, and validated that the project would qualify for federal funding. The project advanced into the next stage of the project development process—Preliminary Design and Environmental Assessment (EA).

In accordance with NJDOT procedures and guidelines for the Federal National Environmental Policy Act (NEPA) process, an EA was prepared for the Route 72 Manahawkin Bay Bridges Project. The draft EA documentation was provided for review and comment to the public and regulatory agencies in May 2010. The EA was subsequently revised due to comments received and a substantial design change to replace the girders and revise potential constructability methods of the existing Bay Bridge. In 2010, an inspection to determine the necessary repairs to the existing bridge determined that the pack rust on the Bay Bridge was extensive and getting worse which would force NJDOT to replace the girders during any major rehabilitation effort. Additionally, NJDOT reached out to the US Coast Guard for their approval to reduce the clearance over the Intracoastal Waterway to 55 feet. A lower bridge would reduce both cost and permanent environmental impacts. These changes to the project scope were included in a Revised EA, submitted in October 2010.

In the aftermath of Superstorm Sandy, the NJDOT is taking additional steps to reinforce the existing bridges over Hilliards, West and East Thorofares as part of the Route 72 Manahawkin Bay Bridges project, to safeguard the travelling public in the event of a future storm event. To accomplish this, additional scour protection was proposed at each Thorofare bridge. Also proposed along the corridor are additional improvements to accommodate public access to the waterfront including minor revisions to the parking facilities on Bonnet Island and replacement of a deteriorated bulkhead on the northeast corner of the existing Manahawkin Bay Bridge. These public access improvements are part of the project's overall design to improve bicycle and pedestrian access along the corridor and to make better facilities available to the public for recreational activities. In 2016, NJDOT prepared an Addendum to the Environmental Assessment (EA), *Thorofare Bridges Scour Countermeasures and Public Waterfront Access Improvements* describing the proposed activities.

The EA was approved by the FHWA. The FHWA approved the Finding of No Significant Impact (FONSI) in August 2011. Environmental permits were approved by February 2013.

In 2016 the pump station was eliminated from the project. The NJDOT performed an alternatives analysis for Long Beach Island (LBI) in 2006. The Preliminary Preferred Alternative selected in 2006 included the installation of a pump station and a new storm drainage system to reduce frequent flooding along Route 72 and the intersections. Since 2011 there have been new developments in the LBI area. The NJDOT performed the resurfacing of various roadways in the

project area after Superstorm Sandy. Also, the NJDOT cleaned some of the existing storm drainage systems, which are functioning better and the roadway flooding incidents have been reduced. The LBI area is not listed in the NJDOT Management Systems Database of New Jersey's flooding problem areas. Some of the local officials were questioning if the proposed pump station is a viable solution at this location. The NJDOT reviewed the scope of improvements proposed in LBI as well as several storm-drainage improvements alternatives. The NJDOT concluded the roadway improvements including widening can be adequately drained with storm-drainage improvements and without installing a pump station. The LBI municipalities of Barnegat Light, Beach Haven, Harvey Cedars, Ship Bottom and Surf City have all issued a resolution of support for the NJDOT conclusion in 2016.

All major design activities related to the Preliminary Design Phase for all contracts have been completed and were approved in August of 2011. Final Design Activities for Contracts 1, 2, 3, 4 & 5 have been completed and approved.

## **1.2 Current Project Activities**

The project has been divided into six construction contracts. The contract status is listed below.

### **Construction Phase:**

Contract 2 construction began in May 2013. Contract 2 Construction was completed in July 2016.

Contract 3 construction began in February 2015 and was completed in November 2017. Scour countermeasures at Hilliard's, West and East Thorofare's have been constructed as part of Contract 3.

Contract 4 construction began in November 2016 and was completed in May 2020.

Contract 5 construction began in February 2015 and was completed in March 2018.

Contract 5A SAV mitigation began in February of 2016. The mitigation work was 60% complete up to October 5, 2020. The approximate completion is scheduled for August 2023.

### **Final Design Phase:**

Contracts 1A and 1 B Final Design has been approved. The NJDOT advertised this project on October 8, 2020, bids were received on November 5, 2020 and the contract was awarded to C.J. Hesse, Co. on November 24, 2020. Construction is scheduled to begin in February 2021.

**Right of Way Acquisition:** The NJDOT has completed the ROW acquisition for Section 7 (Contracts 1A, 2, 3 & 4 - covering the project area in Stafford Township). The ROW acquisition for ROW Section 8 (Contract 1B - covering the projects area in Ship Bottom Borough) began in August 2019. Up to the October 2020 project advertisement the NJDOT had acquired 18 parcels. The NJDOT will complete the remaining ROW acquisition during the project construction. A summary of ROW parcels required for this project is as follows:

<b>Parcel Description</b>	<b>ROW Section 7 (Contracts 1A, 2, 3, &amp; 4)</b>	<b>ROW Section 8 (Contract 1B)</b>
Riparian Parcels	17	0
ROW Parcels (In-Fee)	3	1
Easement Parcels	0	33
Business Displacements	0	0
Residential Displacements	0	0

**Jurisdictional Maps and Agreements:** The Jurisdictional Maps and Agreements have been executed by the NJDOT. **Utility Relocation Agreements:** Utility Agreement Plans and Modification Agreements have been processed for Contracts 1, 2, 3 and 4. No utility relocations are required for Contracts 5 and 5A. The following utility companies have facilities within the project limits:

Utility Company
Atlantic City Electric (Electric Distribution)
PECO Holdings (A.C. Electric) (Electric Transmission)
New Jersey Natural Gas Co. (Gas)
Verizon (Telephone)
Comcast (Cable TV)
Stafford Water and Sewer Utility Dept. (Water and Sanitary Sewer)
Ship Bottom Borough M.U.A. (Water and Sanitary Sewer)
Ocean County Utility Authority (Sanitary Force Main)

**Environmental Permits:** The following environmental permits have been approved.

Environmental Permit	Date
NJDEP Waterfront Development Permit	26-Oct-12
NJDEP CAFRA Permit	26-Oct-12
NJDEP Coastal Wetlands Permit	26-Oct-12
NJDEP Freshwater Wetlands Individual Permit	26-Oct-12
NJDEP Water Quality Certificate	26-Oct-12
USACE Individual Permit	17-Jan-13
USCG Bridge Permit Authorization and Supplemental Conditions	20-Feb-13
NJDEP General Permit #29	30-Jul-14
NJDEP Freshwater Wetlands General Permit #16	30-Jul-14
USFWS Special Use Permit	31-Jul-14
NJDEP Tidelands License for CBI Year 1	04-Aug-14
NJDEP Permit Modification #1	20-Aug-14
USACE Permit Modification	08-Sept-14
NJDEP Tidelands License for CBI Year 2	04-Aug-15
NJDEP Permit Modification #2	11-Dec-15
USACE Individual Permit	07-Jul-16
NJDEP Waterfront Development Permit for Scour Countermeasures	27-Jul-16
NJDEP Permit Modification #3	29-Jul-16
NJDEP Tidelands License for CBI Year 3	04-Aug-16
NJDEP Contract 3 Drainage Field Change Notification	23-Sept-16
NJDEP Tidelands License for CBI Year 4	13-Sept-17
NJDEP In-Water & Freshwater Wetlands Individual Permit	26-Feb-18
NJDEP Tidelands License for Contract 4	07-Oct-18
NJDEP Permit Modification #4	29-Jul-20
NJDEP Coastal Wetland Permit	02-Mar-20
USACE Permit Modification	10-Apr-20

**Community Involvement:** A comprehensive community involvement program has been implemented to keep the community informed about the project and, when possible, to be part of the decision-making process. As construction continues, the outreach program will remain active to alert residents/motorists of the pending construction. A project website has been developed on NJDOT's "In the Works" section to notify the public of project issues and status. To date, the following community outreach activities have been held.

<b>Meeting</b>	<b>Date</b>
Initial Strategy Meeting - Established a Steering Committee and Community Partnering Team	1-Jun-06
Rt. 72 Core Group Meeting	12-Jul-06
Steering Committee Meeting No. 1	1-Aug-06
Initial Community Partnering Team (CPT) Meeting	8-Sep-06
Steering Committee Meeting No. 2	3-Oct-06
Emergency Evacuation Plan Kick-off Meeting	6-Nov-06
Emergency Evacuation Plan Review Meeting	11-Dec-06
Environmental Team Agency Meeting No. 1- NJDOT Trenton	19-May-09
STAC Meeting - Toms River Yacht Club	11-Aug-09
Local Officials Briefing - Stafford Township	16-Nov-09
Local Officials Briefing - Borough of Ship Bottom	16-Nov-09
BBNEP Coordination Meeting - Watershed Based Mitigation Planning	8-Dec-09
Presentation to the Southern Ocean County Chamber of Commerce	13-Jan-10
Public Hearing and Information Center -Stafford Township Municipal Building	26-May-10
Local Officials Meeting - Borough of Ship Bottom	19-Jan-11
Pump Station Maintenance Coordination Meeting - Ocean County	19-Apr-11
Rotary Club Presentation - Long Beach Island	25-Aug-11
Local Officials Briefing - Stafford Township	17-Apr-12
Press Conference - Stafford Township	30-Jan-13
Public Information Center - Surf City Fire Department	16-May-13
Public Information Center -Stafford Township Municipal Building	23-May-13
Long Beach Island Fire/EMS Captains - Surf City Fire Department	19-Jun-13
Elected Officials Briefing-Fork River District 9 Office	19-March-14
Long Beach Island Rotary Club, Kubels Too, Long Beach Island	14-Aug-14
Public Information Center-Ship Bottom Borough Hall and Stafford Township, Municipal Building	9-Feb-15
Surf City Fire/Emergency Medical Services (EMS) and Surf City Fire Department	11-Feb-15
Public Information Center for Loveladies Property Owners Association	23-August-15
Presentation to Southern Ocean County Chamber of Commerce Manahawkin	13-Oct-15
Presentation to District 9-Forked River District 9 Office	20-Oct-15



**Route 72 Manahawkin Bay Bridges Project***Financial Plan Update 2020*

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Public Information Center-Ship Bottom Borough Hall and Stafford Township, Municipal Building	23-March-16
Local Officials Briefing- Ship Bottom Borough Hall	13-Dec-16
Public Information Center-Ship Bottom Borough Hall and Stafford Township, Municipal Building	15-Dec-16
Stafford Township Water and Sewer Meeting	17-May-18
Local Officials Briefing- Ship Bottom Borough Hall	25-May-18
Contract 5 Ribbon Cutting Ceremony – various local and elected officials attended	27-Jun-18
Contract 4 Ribbon Cutting Ceremony – various local and elected officials attended	22-May-19
Local Officials Meeting – Stafford Township Municipal Building	06-Jun-19
Ship Bottom Borough – Water and Sewer Coordination Meeting	09-Oct-19
A presentation to Southern Ocean County Chamber of Commerce	15-Jan-20
A meeting with Stafford Township Officials and Residents	6-Feb-20
Ship Bottom Borough – Water and Sewer Coordination Meeting	20-Feb-20
A meeting with Senator Christopher J. Connors, Assemblywoman DiAnne C. Gove and Assemblyman Brian E. Rumpf	6-Mar-20
Ship Bottom Borough – Water and Sewer Pre-Construction Meeting	1-Sep-20

## SECTION 2 – COST ESTIMATE

## 2.1 Project Cost Estimate

As of October 5, 2020, the total cost to complete the Route 72 Manahawkin Bay Bridge Project is estimated at \$327.861 million dollars, expressed in year of expenditure (2020). The total cost includes all design, right-of-way acquisition, and demolition, utility relocations by the utility companies, construction, construction engineering, construction inspection, environmental mitigation and contingencies for the six contracts. These major project element costs are summarized below and include both incurred and future costs in \$ millions. Project cost details are located on sheet A in Appendix C.

<b><u>Contracts 1A &amp; 1B</u></b>		<b><u>Contract 2</u></b>	
Construction	\$ 33.669	Construction	\$ 86.842
Utilities	\$ 14.377	Utilities	\$ 3.718
Consultant (CE & CI)	\$ 7.103	Consultant (CE & CI)	\$ 11.643
In-House	\$ 0.824	In-House	\$ 3.427
Design	\$ 5.462	Design	\$ 5.842
Subtotal	\$ 61.435	Subtotal	\$ 111.472
<b><u>Contract 3</u></b>		<b><u>Contract 4</u></b>	
Construction	\$ 30.859	Construction	\$ 67.663
Utilities	\$ -	Utilities	\$ 1.835
Consultant (CE & CI)	\$ 4.233	Consultant (CE & CI)	\$ 9.156
In-House	\$ 2.476	In-House	\$ 2.763
Design	\$ 2.116	Design	\$ 5.198
Subtotal	\$ 39.684	Subtotal	\$ 86.615
<b><u>Contract 5</u></b>		<b><u>Contract 5A</u></b>	
Construction	\$ 9.295	Construction	\$ -
Utilities	\$ -	Utilities	\$ -
Consultant (CE & CI)	\$ 1.884	Consultant (CE & CI)	\$ -
In-House	\$ 1.365	In-House	\$ 0.100
Design	\$ -	Design	\$ 2.758
Subtotal	\$ 12.544	Subtotal	\$ 2.858
		Subtotal for All Contracts	\$ 314.608
		ROW Acquisition	\$ 1.301
		Preliminary Engineering Design	\$ 10.616
		Preliminary Engineering Utility Cost for All Contracts	\$ 1.336
		<b>Total Project Cost</b>	<b>\$ 327.861</b>

## Route 72 Manahawkin Bay Bridges Project

### Financial Plan Update 2020

Shown below is a comparison of the current estimated project costs compared to the costs estimated in 2019. All costs are shown in millions of dollars. This current project cost estimate is a \$13.052 million decrease from the cost estimate presented in the 2019 Financial Plan Update, as shown below.

Current vs. Previous Financial Plan Estimates (in \$ millions)				
Project Segment	2019 Annual Update	2020 Annual Update	Change from 2019 to 2020	Comments
<b>Contract 1A&amp;1B</b>	\$56.866	61.435	4.569	Cost differential due to the design being finalized and final quantity calculations. In addition, all unit costs and quantities were updated for all items to reflect the PS&E Submission.
<b>Contract 2</b>	\$116.626	111.472	(5.154)	Construction completed. Cost differential due to updated/actual costs from NJDOT FMIS data incurred up to 10/5/20.
<b>Contract 3</b>	\$42.118	39.684	(2.434)	Construction completed. Cost differential due to updated/actual costs from NJDOT FMIS data incurred up to 10/5/20.
<b>Contract 4</b>	\$91.259	86.615	(4.644)	Construction completed. Cost differential due to updated/actual costs from NJDOT FMIS data incurred up to 10/5/20.
<b>Contract 5</b>	\$15.054	12.544	(2.51)	Construction completed. Cost differential due to updated/actual costs from NJDOT FMIS data incurred up to 10/5/20.
<b>Contract 5A</b>	\$3.337	2.858	(0.479)	Cost differential due to updated cost projections and actual costs from FMIS data incurred up to 10/5/20 and reduced footprint of work.
<b>ROW Acquisition</b>	\$3.301	1.301	(2.00)	Cost differential due to a portion of Contract 1 ROW parcels have already been acquired. \$1.301 million is designated for remaining ROW parcel acquisitions.
<b>Preliminary Engineering Design Cost NJDOT In-House</b>	\$10.616	10.616	No change	There is no cost difference between 2019 and 2020.
<b>Preliminary Engineering Utility Costs for All Contracts</b>	\$1.736	1.336	(0.400)	Cost differential due to updated costs from NJDOT FMIS data.
<b>Totals</b>	\$340.913	327.861	(13.052)	

## 2.2 Methodology

The construction costs were estimated using historical bid data based estimating and other methods outlined in the NJDOT “Construction Cost Estimating Guide”. For major precast/prefabricated items, prices were obtained from the fabricators. The construction cost estimates for this project

include a two percent average escalation rate. The ROW acquisition cost estimates were developed by the NJDOT ROW Division.

The Associated General Contractors of America (AGC) US Construction Spending, Labor and Materials Outlook report that their outlook for 2021 onwards in the highway construction industry depends on projects not being delayed or canceled as a result of the pandemic as well as state highway funding and toll projects increasing and ongoing high level of airport and transit construction/reconstruction. The pandemic is prompting owners to delay or cancel projects, causing delays in the completion of ongoing projects and increasing the cost of construction. The report predicts demand for many categories of construction will shrink in 2021. New federal investments in infrastructure would provide a much-needed boost for construction demand. Officials have stated they support these types of investments. 2021 is expected to be a difficult year for construction with bridge and highway construction expected to decline by 11%. The report concludes with the consensus that the construction industry will rebound but that rebound is expected to be several months away.

The construction cost estimate, updated in October 2020, is representative of today's difficult economic times and recent price trends. Inflationary pressures have been low over the last couple of years but cannot be ruled out for the year 2021 and beyond. Various agencies in the region are anticipating billions of dollars in construction awards over the next several years where the Route 72 contract is scheduled for construction. Some of these projects include the Direct Connection (Routes 295, 42 & I-76), Missing Moves (Routes 295 & 42), Routes 3/46 Valley Road and Notch/Rifle Camp Road Interchange, and Route 206 Project.

### **2.3 Cost Containment Strategies**

As mentioned in the Project History Section, the NJDOT convened a Smart Scoping Team (SST) in 2005, to perform a Value Engineering review for this project to minimize the scope of work - and stay within the available funding. The NJDOT-SST made recommendations to reduce the scope of project:

- Rehabilitate the existing Manahawkin Bay Bridge.
- Construct a new parallel bridge across Manahawkin Bay.
- Rehabilitate, not replace, the three (3) trestle bridges.
- Reduce the scope of the Route 72 bridge approach roadway reconstruction.

In 2016 the NJDOT reviewed the scope of improvements proposed on Long Beach Island. The NJDOT decided to reduce the scope of the project by eliminating the proposed pump station.

The Department will consider a number of cost containment strategies that may include the following:

- Management cost control strategies.
- Guaranteed maximum price or completion date warranties.
- A thorough review of project risk based upon documented assumptions.
- Inclusion of resources and cost loaded scheduling techniques.

Documented practices for cost forecasting and detailed budget monitoring, combined with reasonable contingencies will be utilized in an effort to keep the project costs on target.

## SECTION 3 - IMPLEMENTATION PLAN

### 3.1 Project Implementation

The Preliminary Project Implementation Schedules for the six Contracts that comprise this project are based on maintaining all traffic lanes along Route 72, during the Long Beach Island tourist season (May 15 through September 15) and maintaining at least one lane of traffic in each direction during the LBI off-season. The Right-of-Way for Section 7 has been acquired. The remaining Right-of-Way (Section 8 on LBI) will be acquired within the necessary time frames. The following techniques have been or will be employed to ensure the schedule is achieved:

- The relationships established with the Environmental Agencies during the Environmental Assessment (EA) approval should help obtain their cooperation during construction
- Environmental Mitigation schemes have been approved by the Environmental Agencies,
- Extensive coordination with the NJDOT's Subject Matter Experts has been performed throughout the project design to get the major design decisions approved. These design decisions have been documented in the Design Communication Report.
- Investigation of methods to accelerate construction, including:
  - Alternative Contracting Methods
  - Partnering
  - High Performance Materials
  - Prefabricated Construction
  - Advance Purchase and Fabrication
  - Alternate Structure Types
  - Contractor's Input
- Electronic Shop Drawing Review.
- Development of this Financial Plan
- Development of a resource-loaded schedule for each of the construction contracts.
- Interim Completion Dates for construction contracts where early completion is critical to maintaining the master schedule.

#### 3.1.1 Project Implementation Schedule Breakdown

The construction schedules (Appendix B) for the Route 72 Contracts were developed using Primavera Software and the guidance and directives contained in the NJDOT Capital Program Management Construction Scheduling Coding and Procedures for Designers and Contractors Manual.

The schedules were developed based on the restrictions and traffic demands in the area and the commitments to the community and environmental concerns to minimize impacts. The schedules include night-time work, winter work, and multiple work crews. The schedule estimates production rates for the fabrication and erection rates for multiple crews. The project construction including environmental mitigation is estimated to be completed in 2023.

#### **Contract 1 (Estimated Duration 3 years, 11 months or 47 months)**

**Contract 1A:** Marsha Drive Intersection Improvements - this Contract will be constructed in five (5) stages.

**Pre-Stage 1** – Mobilization, installation of erosion control devices and construction of temporary traffic signal system at the Route 72/Marsha Drive intersection.

**Stage 1** – On Route 72 Eastbound and Westbound, Stage I includes removal and reconstruction of the existing right shoulder with temporary pavement intended for use by Stage II traffic. In addition, Atlantic City Electric and Verizon will relocate existing electric, telephone and fiber optic aerial facilities along Route 72 in the vicinity of Marsha Drive. At the intersection, the work includes constructing a Bio-retention basin inside the Ramp A jughandle (SW corner of intersection) as well as widening and improvements to Ramp A including highway lighting. It is proposed to widen and construct new drainage system on the west side of Marsha Drive from the southern end to East Bay Avenue.

**Stage 2** – With Route 72 traffic shifted onto the right lane and shoulder, this stage provides for construction of the proposed Route 72 eastbound and westbound roadways within the existing grassy median. Drainage construction will occur in the median, as well as temporary pavement which is required at the East end of the project. Thereafter, the work includes construction of a concrete median barrier followed by proposed pavement construction. For the most part median construction will be completed from behind construction barrier curb. At Marsha Drive, working behind drums, traffic is split at the north and south ends of the road and the center portions of the roadway will be milled and paved.

**Stage 3** – During this stage, Route 72 traffic is diverted inward onto the newly constructed median roadway while the outer portion of the proposed roadways will be constructed. This includes removing the Stage II temporary pavement. The work includes installing permanent drainage and constructing a new roadway pavement box with adjacent slopes. The existing Route 72 eastbound and westbound roadway will be milled and resurfaced. Route 72 construction in this stage will be constructed from behind drums. Permanent traffic signals at the Marsha Drive intersection will be constructed in this stage. Stage III provides for the reconstruction of Ramp B and completion of the east side of Marsha Drive from the southerly end to East Bay Ave.

**Stage 4** – Stage IV consists of construction of final HMA pavement and striping, traffic markings and signage on Route 72 and Marsha Drive.

**Contract 1B:** Long Beach Island Operational and Drainage Improvements. This Contract will require seven (7) stages to complete.

**Pre-Stage I** – During this phase of work, the Contractor will mobilize and install conduit for Atlantic City Electric underground facilities along 8th and 9th Street. The island at Long Beach Boulevard will also be removed and paved.

**Stage 1** – This phase includes work along the inner shoulders at 8th and 9th Street and the eastern side of Long Beach Boulevard. All utility relocations, both aerial and underground will be done. The drainage outfalls and trunk lines along 8th and 9th Street will be constructed. All traffic signals, except at the intersection of 8th and Long Beach Blvd will be installed. Other work includes the construction of drainage pipes, inlets, outfall cribbing, crossings, pavement, sidewalk and curbing.

**Stage 2A** – During this phase of work, full-depth pavement will be constructed along the western half of Barnegat Avenue and Central Avenue at the intersections with 8th and 9th Street. Other work includes the construction of sidewalk and curbing.

**Stage 2** – This phase includes work to the inner lanes along 8th and 9th Street and the western sides of Barnegat Avenue and Central Avenue. Work includes the construction of drainage pipes, inlets, crossings, pavement, sidewalk and curbing.

**Stage 3A** – During this phase of work, full-depth pavement will be constructed along the eastern half of Barnegat Avenue and Central Avenue at the intersections with 8th and 9th Street. Other work includes the construction of sidewalk and curbing.

**Stage 3** – This phase includes work to the outer shoulders along 8th and 9th Street, the local access road to the south of 8th Street, and the eastern sides of Barnegat Avenue and Central Avenue and the western side of Long Beach Avenue. The traffic signal at the intersection of 8th and Long Beach Blvd will be installed. Other work includes the construction of drainage pipes, inlets, pavement, sidewalk and curbing.

**Stage 4** – This phase of work consists of final HMA pavement, striping and signs as well as traffic signal adjustments to final locations.

Contract 1 construction is anticipated to begin in February 2021.

**Contract 2 (Actual Duration 3 years, 3 months or 39 months)**

**Contract 2:** New Bay Bridge Construction

The construction of the new Bay Bridge is complete. The NJDOT constructed the new bridge by maintaining all traffic on the existing bridge. This contract is complete and the bridges are open to traffic with two lanes on each bridge.

**Contract 3 (Actual Duration 2 years, 10 months or 34 months)**

**Contract 3:** Trestle Bridge Rehabilitation (East and West Thorofares) - This contract is complete. The rehabilitation of the two trestle bridges has been completed and the bridges are open to traffic.

**Contract 4 (Actual Duration 3 years, 7 months or 43 months)**

**Contract 4:** Existing Bay Bridge Superstructure Replacement - This bridge was reconstructed in three (3) stages. This contract is complete. The NJDOT reconstructed the existing bridge while relocating traffic to the new bridge. The NJDOT completed the basin upgrades as part of this contract.

**Contract 5 (Actual Duration 3 years, 2 months or 38 months)**

This contract involved the construction of various environmental mitigations needed to comply with the environmental permit conditions. This contract is complete.

**Contract 5A (Estimated Duration 7 years, 7 months or 91 months)**

Contract 5A construction includes the implementation of Submerged Aquatic Vegetation (SAV) mitigation requirements in the Manahawkin Bay to comply with the environmental permit conditions. The overall goal of this work is to offset losses to SAV through a combination of adaptive management and research to establish and enhance SAV beds within the Barnegat Bay. All of this construction is off the road and does not affect the vehicular or pedestrian traffic. As such, no staged construction is necessary for the environmental mitigation work.



[illegible]



## **SECTION 4 - PROJECT FINANCING**

### **4.1 Overall Financial Plan**

The Route 72 Manahawkin Bay Bridges project will be federally funded primarily with National Highway Performance Program funds. The projected cash expenditure and available Fiscal Year (FY) funding are summarized in the following Cash Flow Table.

There is a \$16.009 million surplus in resources versus planned expenditures projected for the Route 72 Manahawkin Bay Bridges project design and construction as shown in the following chart and table. The detailed funding distribution documentation is shown in Appendix D.

**PROJECT EXPENDITURES vs. ALLOCATIONS**  
**Rt. 72 Manahawkin Bay Bridges**  
**Ocean County, New Jersey**  
**(amounts in millions of dollars)**



Route 72 Manahawkin Bay Bridges  
Monday, October 05, 2020  
CASH FLOW TABLE UPDATE  
CASH FLOW TABLE (SHEET A)

ITEM	Approved Up To FY-2020	Federal FY-2021	Federal FY-2022	Federal FY-2023	Federal FY-2024	Federal FY-2025	TOTAL ESTIMATED RESOURCES
Construction	\$233.145						\$233.145
Utility Construction	\$21.393						\$21.393
Consultant (CE & CI)	\$38.693						\$38.693
In-House	\$16.379						\$16.379
Design	\$31.549	\$0.850	\$0.290	\$0.220	\$0.050		\$32.959
ROW	\$1.301						\$1.301
SUBTOTAL - FUNDING ALLOCATION	\$342.460	\$0.850	\$0.290	\$0.220	\$0.050		\$343.870
TOTAL FUNDING AVAILABLE (CUMULATIVE)	\$342.460	\$343.310	\$343.600	\$343.820	\$343.870	\$343.870	\$343.870

ITEM	Incurred up to October 05, 2020 (SHEET C)	Federal FY-2021	Federal FY-2022	Federal FY-2023	Federal FY-2024	Federal FY-2024	TOTAL ESTIMATED COST
Construction	\$194.659	\$12.715	\$9.797	\$4.942	\$6.171	\$0.044	\$228.328
Utility Construction [FD & PE]	\$6.213	\$6.176	\$4.000	\$3.000	\$1.877		\$21.266
Consultant (CE & CI)	\$26.916	\$2.000	\$1.600	\$1.500	\$1.500	\$0.503	\$34.019
In-House	\$10.855	\$0.050	\$0.025	\$0.025			\$10.955
Design [FD & PE]	\$30.286	\$0.812	\$0.434	\$0.460			\$31.992
ROW [PE ONLY]	\$0.811	\$0.290	\$0.100	\$0.100			\$1.301
SUBTOTAL - PROJECTED EXPENDITURES	\$269.740	\$22.043	\$15.956	\$10.027	\$9.548	\$0.547	\$327.861
TOTAL PROJECTED EXPENDITURES (CUMULATIVE)	\$269.740	\$291.783	\$307.739	\$317.766	\$327.314	\$327.861	\$327.861

CUMULATIVE SURPLUS (DEFICIT)	\$72.720	\$51.527	\$35.861	\$26.054	\$16.556	\$16.009	\$16.009
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## **SECTION 5 - PUBLIC PRIVATE PARTNERSHIP ISSUES**

The MAP-21 Guidance provided by FHWA requested the following items be addressed.

- Documentation of the results of the risk allocation analysis, if completed during the cost estimate review conducted prior to issuance of the NEPA Decision Document. To support the preparation of this assessment, beginning after October 1, 2012 all cost estimate reviews that are conducted prior to the issuance of the NEPA Decision Document will include a component to analyze the allocation of risk with respect to delivering the project through a public-private partnership (P3) procurement.
- A discussion of whether a public-private partnership or traditional procurement could more effectively leverage the revenue stream for the project, including the available debt capacity and cost of capital for both the public and private sector.
- A discussion of the current State-level legislative authorizations for public-private partnerships, including legislative authorizations regarding public sector debt capacity.
- A concluding statement regarding the appropriateness of a public-private partnership to deliver the project.

### **5.1 Risk Allocation**

The MAP – 21 Guidance provided by FHWA that requested a risk allocation analysis, as it pertains to delivering the project through a public-private partnership, was not completed during the cost estimate review that was completed prior to issuance of the NEPA Decision Document. The Finding of No Significant Impact (FONSI) was approved on September 16, 2011. As such this provision is not applicable for the Route 72 Manahawkin Bay Bridges Project.

### **5.2 Effectiveness to Leverage the Revenue Stream For The Project**

The current project does not result in a revenue stream for the State of New Jersey. The current crossing is not tolled and is the only access to and from Long Beach Island. Potential revenue streams such as tax increment financing (TIF) or tolling are not feasible. The project does not introduce any new potential development to support a TIF. Tolling was not addressed during the project development phase and would likely result in lengthy review to assess governance, feasibility and cost effectiveness. This could significantly increase the project schedule and cost.

The only options for a revenue stream from Route 72 would be from taxes on new development potential from the project or from tolling the facility. The project does not introduce any new development potential as such this is not a viable revenue stream. Route 72 provides the only access to and from Long Beach Island. As such, the potential for tolling the facility would have significant public opposition. Since it is a State highway that was funded with State and Federal monies, tolling is not an option unless an Authority were to assume control of the facility.

With the total project cost under \$400 Million, the needed investment versus potential return does not appear lucrative for a public private partnership. The ability to attract investors is very low.

### **5.3 State-level Legislative Authorizations**

NJ legislation is currently limited on public private partnerships. While some state agencies do allow for this type of procurement, the NJDOT does not have the current ability to utilize this type

of funding mechanism. NJDOT would require legislative and executive approvals to advance this type of funding.

#### **5.4 Concluding Statement**

The Route 72 Manahawkin Bay Bridges Project is not a viable candidate for a P3 delivery model as the project is significantly advanced, enabling legislation is not in place, there is no revenue stream and tolling would induce significant public opposition.

## SECTION 6 - PHASING PLAN

The purpose of this section is to identify fundable incremental improvements or phases that will address the purpose and the need of the project in the short term in the event there are insufficient financial resources to complete the entire project. The proposed improvements will be built in six phases (six independent construction contracts), as noted below. The details of improvements to be built in each contract and the implementation plans are described in Sections 1 & 3. The project phasing is consistent with the NEPA document.

### PROPOSED PROJECT PHASES

<b>Construction Phase</b>	<b>Contract Number</b>	<b>Description</b>	<b>Construction Schedule</b>	<b>Total Project Contract Cost</b>
1	2	New Bay Bridge	May 2013 to July 2016	\$111.472 Million
2	3	Rehab. two Trestle Bridges	February 2015 to November 2017	\$39.684 Million
3	5	Environmental Mitigation	February 2015 to March 2018	\$12.544 Million
4	5A	SAV Mitigation	February 2016 to August 2023	\$2.858 Million
5	4	Rehab. Exist. Bay Bridge and one Trestle Bridge	November 2016 to May 2020	\$86.615 Million
6	1	Marsha Drive Intersection/ LBI Traffic and Drainage Improvements	February 2021 to December 2024	\$61.435 Million
<b>Total Project Contract Cost</b>				<b>\$314.608 Million</b>

**Phase 1:** This phase involves the construction of a new, 2400' long parallel structure over Manahawkin Bay to the south of the existing bridge structure. The NJDOT maintained four lanes of vehicular traffic, as well as current existing bicycle traffic and pedestrian traffic patterns on the existing Manahawkin Bay Bridge during the construction of the new bridge to the side.

This phase has been completed. The new bridge has been opened to the public.

**Phase 2:** This phase involves the rehabilitation of two structures, over West Thorofare and East Thorofare. Work shall include pier cap rehabilitation, bearing retrofits, piling protection system, repairing and resurfacing the bridge decks, removal of existing parapets and safety walks and

replacement with new parapets, deck joint replacement and separation safety barrier. The project will also include the reconstruction of bridge approach roadways, new storm drainage systems, highway lighting, fender system repairs and bulkhead improvements. The scour countermeasures at 3 Trestle Bridges were installed as part of this phase. This phase has been completed. The rehabilitated bridges have been opened to the public.

**Phase 3 and 4:** These phases involve the construction of various environmental mitigations needed to comply with the environmental permit conditions. Phase 3 has been completed. No staged construction plan is necessary for the Phase 4 environmental mitigation work. In case funds for the mitigation work are not available, the State will not be able to comply with the environmental permit conditions.

**Phase 5:** This phase involves the rehabilitation of two structures, the existing bridge over Manahawkin Bay and the bridge over Hilliards Thorofare. This phase has been completed. The rehabilitated bridge was opened to the public in May 2019.

**Phase 6:** This phase involves the Route 72 and Marsha Drive intersection improvements and operational and safety improvements in Ship Bottom Borough:

- The Route 72 and Marsha Drive intersection improvements will be constructed in five construction stages. Two-way traffic will be maintained along Route 72 and Marsha Drive during construction.
- Operational and safety improvements in Ship Bottom Borough, on Long Beach Island will be constructed in seven construction stages. Traffic will be maintained along Route 72 and local roadways during construction.

In case funds for the above improvements are not available, the State will continue to maintain the existing infrastructure to accommodate the vehicular, pedestrian and bicycle traffic.

## **SECTION 7 - RISK IDENTIFICATION AND MITIGATION FACTORS**

This section of the Financial Plan Update addresses the funding plan for this project, identifies risks that could impact this plan, and outlines mitigation measures to provide reasonable assurance that funds will be available to deliver the project through construction.

The Financial Plan risks fall under two broad categories: Cost Increase risks and Revenue Sufficiency risks. Understanding that this Financial Plan is focused on the construction phase, cost increase risks include such things as fuel price increases, material cost increases, and unknown site conditions. Revenue sufficiency risks in the context of this project include such things as funding availability and funding delays.

### **7.1 Cost Increase Risks**

- Risk that costs will exceed program funding levels for utility relocation. Utility relocation constitutes 6.5 % of the total project costs.
- Risk that bids will exceed program funding levels for construction. Construction costs for this project represent approximately 69.6% of the overall project cost. As such, if bids come in high there will be significant impact to the needed funding. However, this risk has been mitigated. Bids for all construction contracts (contracts 1, 2, 3, 4 and 5) have been received and factored in this plan update.
- Risk that unknown site conditions will increase project cost.
  - Construction projects of any type and size always have an inherent risk of encountering unknown site conditions. However, this is not an unusually high risk for this project. NJDOT has collected extensive subsurface information for the proposed foundations and existing utility locations.
  - Subsurface Soils Exploration Program – Over 100 land and water borings were taken for this project and available geological and geotechnical data, including test borings from the 2004 and 2006 boring programs, were reviewed as well. The geotechnical data was analyzed and used in the design for the proposed bridge, existing bridges, retaining walls, fender systems, bulkheads, closed circuit television, and roadway design along the proposed alignment and limits. The borings and groundwater observation wells were also utilized in determining ground water elevations. This subsurface exploration program should minimize the risk that an unknown subsurface soil condition will be encountered.

### **7.2 Revenue Sufficiency Risks**

- The FAST, Fixing America's Surface Transportation Act, was signed on December 4, 2015. The \$305 billion Act funds surface transportation programs and provides increased funding and reliability to federal funding for five years (FY 2017 to FY 2021). All federally funded contracts (1, 2, 3, 4, & 5) have been authorized; therefore, the risk of losing the federal funding has been minimized.
- The FY 2021-2030 NJ Statewide Transportation Improvement Program (STIP) funds this project through FY 2024.
- Risks that costs will increase due to change orders in construction.



- This could be mitigated by thorough reviews by the designer and owner prior to bid. Reviews by the designer cannot substitute for owner reviews, since the owner may have preferences that are unknown to the designer. An otherwise valid design may be unacceptable to the owner due to policy.
- Risks of completing this project on schedule during the pandemic, thereby increasing costs.

## **SECTION 8 - ANNUAL UPDATES**

The Annual Updates of the Initial Financial Plan will provide information on the actual cost, expenditure, and revenue performance in comparison to initial estimates as well as updated estimates of future year's obligation and expenditures. The annual updates will provide information on cost and revenue trends, summaries of cost reductions and increases, current and potential funding shortfalls and the financial adjustments necessary to assure completion of the Project.

Each Annual Update of this Financial Plan will be presented in actual cost to date and cost to complete estimates shown in year of expenditure dollars. These updates will use the same project elements to present the cost and revenues used in the Initial Financial Plan estimate. Any significant change in the total project cost or revenue since the last estimate will be clearly presented and the major reasons for these significant changes will be provided. Any required adjustments to the cost estimate will be computed in a manner consistent with the methodology established in this Financial Plan.

For annual updates, the Route 72 Manahawkin Bay Bridges Team will consider FHWA's fiscal year (October 1-September 30) as the Project's fiscal year. This timing will facilitate the development of compatible subsequent capital program updates. Annual updates to the Financial Plan will be submitted to FHWA within 90 days following the end of FHWA's fiscal year (Sept. 30). Therefore, the next annual update will be submitted on or before December 30, 2021.

Significant changes to the total project cost and revenue since the December 2019 update are broken down on a per contract basis and are as follows:

Contracts 1A and 1B, PS&E was submitted on June 19, 2020. All unit prices and quantities were updated as of June 1, 2020.

Contract 2 construction was completed in July 2016.

Contract 3 construction was completed in November 2017.

Contract 4 construction was completed in May 2020.

Contract 5 Construction was completed in March 2018.

Contract 5A SAV design costs decreased in 2020 due to reduced footprint of work area.

# FY 2020-2029 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

## New Jersey Department of Transportation

### Route 72, Manahawkin Bay Bridges, Contract 5A - Environmental Mitigation

**DBNUM:** 00357D1 **UPC:** 158000 **MILEPOST(S):** 26.40 - 28.14  
**COUNTY:** Ocean  
**MUNICIPALITY:** Stafford Twp Ship Bottom Boro

This project will include the implementation of Submerged Aquatic Vegetation (SAV) mitigations requirements in the Manahawkin Bay, to comply with environmental permit conditions. The overall goal of this work is to offset losses to SAV, through a combination of adaptive management, and research, to establish and enhance SAV beds within the Barnegat Bay. The research element will include the monitoring of existing SAV beds to measure recovery post Superstorm Sandy, and the adaptive management component will include establishing and/or enhancing up to 10 acres of new or existing beds to facilitate recovery efforts and promote resiliency.

**ASSET MANAGEMENT CATEGORY:** Bridge Assets - Bridge Rehab and Replacement

**SPONSOR:** NJDOT

**AIR QUALITY CODE (NON-EXEMPT / EXEMPT):** NR3 (Exempt)

**FINANCIAL PLAN REQUIREMENT:** This project is part of a project with a total cost between \$100 and \$500 million programmed to receive federal financial assistance and an annual financial plan is required to be prepared.

**STRUCTURE NO.:** 1513151 1513152 1513153 1513154 **LEGISLATIVE DISTRICT:** 9

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
NJTPA	DES	STATE	\$0.850	\$0.850	\$0.290	\$0.220	\$0.050					



## Summary of Action

### Approval of the 2020 Financial Plan Update for the Route 3/Route 46, Valley Road and Notch/Rifle Camp Road Interchange Project

**Action:** The New Jersey Department of Transportation (NJDOT) is requesting approval of the proposed Financial Plan Update for the Route 3/Route 46, Valley Road and Notch Rifle Camp Road Interchange project. The updated financial plan reflects an increase in total project cost of \$7.233 million to \$316.123 million, mainly due to construction change orders from unanticipated site conditions and utility conflicts (Contract A), and contractor bids that were higher than the Engineer's estimate (Contract B). Annual Financial Plan updates are approved by the NJTPA Project Prioritization Committee and require no further action.

### **Background:**

#### **Financial Plans**

Under federal law, recipients of federal financial assistance for projects with a total cost from \$100 million to \$500 million are required to prepare a financial plan that includes the following elements:

- **Project Description:** A detailed description that presents the scope of the project. A graphic depicting the project location is recommended.
- **Cost Estimate:** The total cost and cost-to-complete for major project elements are presented in year of expenditure dollars.
- **Implementation Plan:** The project schedule is presented and the cost-to-complete is presented in annual increments in year of expenditure dollars.
- **Financing and Revenues:** Presented by funding source as annual elements available for project obligations.
- **Cash Flow:** An annualized presentation of cash income and outgo to illustrate how periodic bills will be paid.
- **Risk Identification and Mitigation Factors:** Identification of the likelihood of issues affecting project completion and sufficiency of revenues – such as cost escalation, construction schedules, and dependencies on future legislation – and strategies and actions to address these risks.
- **Phasing Plan:** Identification of fundable improvements that will address the short-term purpose and need of the project in the event there are insufficient financial resources to complete the entire project.
- **Public Private Partnership (P3):** Assessment of appropriateness of a public-private partnership to deliver the project.
- **Annual Update Cycle:** The submission dates and reporting periods should be proposed in the Initial Financial Plan and annual updated plans.


The Route 3/Route 46, Valley Road and Notch/Rifle Camp Road Interchange Initial Financial Plan was approved by the NJTPA Board of Trustees in November 2014 and must be updated annually. The annual update should identify and resolve any cost and funding changes that have occurred since the previous submission. This would include changes in project scope that impact the cost estimate and completion schedule of the project.

### **Project Description**

The Route 3/Route 46, Valley Road and Notch/Rifle Camp Road Interchange project in Passaic County involves the replacement of structurally deficient bridges, construction of new bridges, reconfigurations of ramps, a new service road and traffic signals/roundabouts.

The project has been separated into two contracts:

- ***Contract A (DB# 059A) includes relocation of major water mains along Route 46; and Great Notch Road, Clove Road and Notch Road improvements:***

Construction began in December 2015 and was completed in February 2020.  From Notch/Rifle Camp Road to just west of Valley Road, a new two-way service road (Great Notch Road) was constructed along westbound Route 46 to remove local traffic from Route 46. Construction of the two-way service road (Great Notch Road) included three new signalized intersections, a single-lane urban roundabout and new Route 46 westbound exit and entrance ramps. The superstructure of the Notch/Rifle Camp Road Bridge was replaced and raised to improve vertical under clearance. A new bridge structure and interchange ramps, along with a second single-lane urban roundabout, was constructed at Clove Road.

- ***Contract B (DB# 059B) includes Route 46/Route 3 mainline and Valley Road improvements:***

From Notch/Rifle Camp Road to just east of the Valley Road intersection, Route 46 will be widened to provide standard shoulders and acceleration/deceleration/auxiliary lanes. Route 46 will also be realigned to improve sight distance as needed. At the intersection of Route 46 and Route 3, a three-lane section will replace the existing two-lane connections. Route 46 will be realigned to meet Route 3 from the right side and complete interchange upgrades will be made. Valley Road will be realigned and a temporary signalized intersection that was constructed under Contract A will be replaced with a multi-lane urban roundabout. From Route 46 to Grove Street, Route 3 will be widened to provide auxiliary lanes and standard shoulders. Construction began in March 2020 and is anticipated to be completed in May 2024.

The projected cost of this project is \$316.123 million. The project has expended \$142.181 million or approximately 45 percent of the current project estimate.

**Justification for Action:** The Financial Plan Update has been reviewed for consistency based on the elements listed above. The project is identified in the Long Range Transportation Plan and the FY 2020 – FY 2023 Transportation Improvement Program (TIP). By approving the Financial Plan Update, the project will be in compliance with federal guidelines, allowing NJDOT to request additional authorization for the construction phase of this project.

**Staff Recommendation:** Central Staff recommends approval of this action.

# Route 3/Route 46, Valley Road and Notch/Rifle Camp Road Interchange

## Financial Plan Comparison (2019 and 2020)

(\$ millions)

Project Segment	Financial Plan Update 2019	Financial Plan Update 2020	Change 2019-2020	Comments
<b>Engineering Design (All Contracts)</b>	\$ 24.929	\$ 24.644	(\$ 0.285)	Cost reduction based on actual costs for Contract B Design.
<b>ROW Acquisition (All Contracts)</b>	\$ 21.691	\$ 21.752	\$ 0.061	Cost increase due to continued ROW acquisition efforts.
<b>Utilities (Preliminary Engineering &amp; Relocations for All Contracts)</b>	\$ 24.679	\$ 23.844	(\$ 0.835)	Cost reduction based on final Contract A utility owner relocation costs.
<b>Contract A Construction (Including Construction Engineering, Inspection &amp; Change Orders)</b>	\$ 68.602	\$ 75.230	\$ 6.628	Cost increase due to Changes of Plan and field changes needed to address unanticipated site conditions, and additional work items to resolve utility conflicts.
<b>Contract B Construction (Including Construction Engineering, Inspection &amp; Change Orders)</b>	\$168.989	\$170.653	\$ 1.664	Cost increased based on receipt of contractor bids that were higher than the Engineer's estimate.
<b>Total</b>	\$308.890	\$316.123	\$ 7.233	

*Source: Route 3/Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Financial Plan Update, 2020, p. 24.*

# Financial Plan Annual Update

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## Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange

*City of Clifton,  
Township of Little Falls,  
Borough of Woodland Park  
Passaic County, New Jersey*

*January 2021*

*Prepared for:*



**State of New Jersey  
Department of Transportation**  
1035 Parkway Avenue, Trenton, New Jersey, 08625



*Prepared by:*



**Stantec**

Stantec Consulting Services Inc.  
365 West Passaic Street, Suite 175  
Rochelle Park, New Jersey 07662



Route 3, Route 46, Valley Road & Notch/Rifle Camp Road Interchange  
City of Clifton, Township of Little Falls, Borough of Woodland Park  
Passaic County, New Jersey

## **2020 FINANCIAL PLAN ANNUAL UPDATE**

### **LETTER OF CERTIFICATION**

The New Jersey Department of Transportation (NJDOT) has developed a comprehensive annual update to the Route 3, Route 46, Valley Road, and Notch Road Interchange Initial Financial Plan in accordance with the requirements of Section 106, Title 23, and the Financial Plan guidance issued by the Federal Highway Administration. The Plan provides detailed cost estimates to complete the project and estimates of financial resources to be utilized to fully finance the project.

The expenditure data in this Financial Plan Annual Update provides an accurate account of costs incurred to date and includes a realistic estimate of future costs based on engineer's estimates and expected construction cost escalation factors. While the estimates of financial resources rely upon assumptions regarding future economic conditions and demographic variables, they represent realistic estimates of available monies to fully fund the project. Additionally, this Plan addresses the MAP-21 Legislation.

We believe the Financial Plan Update provides an accurate basis upon which to schedule and fund the Route 3, Route 46, Valley Road & Notch / Rifle Camp Road Interchange Project. The Department will review and update the Financial Plan on an annual basis in the form of an Annual Update (AU).

To the best of our knowledge and belief, the 2020 Financial Plan AU as submitted herewith, fairly and accurately presents the financial position of the Route 3, Route 46, Valley Road, and Notch/Rifle Camp Road Interchange Project, cash flows, and expected conditions for the project's life cycle. The financial forecasts in the Financial Plan AU are based on our judgment of the expected project conditions and our expected course of action. We believe that the assumptions underlying the Financial Plan AU are reasonable and appropriate. Further, we have made available all significant information that we believe is relevant to the Financial Plan AU and, to the best of our knowledge and belief, the documents and records supporting the assumptions are appropriate.

Respectfully Submitted:

**Snehal Patel**

Assistant Commissioner  
Capital Program Management



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Date 12/17/20

**Lewis Daidone**

Assistant Commissioner  
Finance and Administration



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Date 1/6/2021

# Route 3, Route 46, Valley Road & Notch / Rifle Camp Road Interchange

## Financial Plan Annual Update (2020)

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## **ROUTE 3, ROUTE 46, VALLEY ROAD, AND NOTCH / RIFLE CAMP ROAD INTERCHANGE FINANCIAL PLAN ANNUAL UPDATE (2020)**

### **SUMMARY**

The New Jersey Department of Transportation (NJDOT) in coordination with the Federal Highway Administration (FHWA) proposes to construct operational and safety improvements to two Passaic County interchanges that have become chronic bottlenecks due to heavy traffic volumes during peak hours. The interchanges are Route 46 and Notch/Rifle Camp Roads in the Township of Little Falls and Borough of Woodland Park, and the Route 3, Route 46 and Valley Road in the City of Clifton, Passaic County, New Jersey.

This financial plan serves as the annual update to the Route 3, Route 36, Valley Road & Notch / Rifle Camp Road Interchange Project's Initial Financial Plan (IFP), which was approved in January 2015. Contained in this document is the project estimate, expenditure, funding, and schedule data as of June 30, 2020.

As of June 30, 2020, the total estimated cost to complete the Route 3, Route 46, Valley Road, and Notch/Rifle Camp Road Interchange Project is \$316.123 million, an increase of \$72.764 million from the \$243.359 million baseline budget presented in the 2014 IFP. Through the end of June 2020, the project has expended \$142.181 million, or 44.98% of the current project estimate. The remaining activities for the Route 3, Route 46, Valley Road, and Notch/Rifle Camp Road Interchange Project are associated with right-of-way acquisitions, utility relocations and construction.

When compared to the IFP, the sources of funding remain unchanged; however, the contribution from those sources has changed. As of June 30, 2020, the total funding allocated for the project is \$318.299 million, an increase of \$8.422 million from last year's \$309.877 million Financial Plan and a \$74.397 million increase over the \$243.902 million baseline funding amount presented in the 2014 IFP. This Financial Plan Annual Update summarizes the projected cash flow requirement and acknowledges that the Project, as currently programmed, has the necessary funding in place to meet those cash flows.

This document is submitted as the Route 3, Route 46, Valley Road, and Notch/Rifle Camp Road Interchange Project Financial Plan Annual Update, as agreed upon by the Federal Highway Administration (FHWA). This detailed Financial Plan Annual Update is being submitted by the NJDOT in order to define the methodology, resources, schedule of work completed and the work remaining to complete the project. The following topics are discussed within this Financial Plan:

#### **1. Background:**

- Provides a description of the project.
- Details the project history.
- Explains the current project activities.

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### **2. Project Cost Estimate:**

- Identifies key cost components.
- Explains the cost estimating methodology and assumptions.
- Identifies funds already expended and funds needed to complete the project.

### **3. Project Phasing & Implementation Plan:**

- Presents the project's implementation schedule.

### **4. Project Financing & Cash Flow:**

- Lists the committed and programmed funding sources to date.
- Discusses the project's remaining anticipated funding requirements.
- Presents the project cash expenditures and available fiscal year funding.

### **5. Public Private Partnership Issues:**

- Discusses risk allocation.
- Discusses project revenue stream potential.
- Discusses Legislative Authorizations.

### **6. Risk Identification and Mitigation Factors:**

- Discusses cost increase risks.
- Discusses revenue sufficiency risks.

### **7. Annual Updates**

- Discusses the purpose and need for annual updates to the Initial Financial Plan
- Provides a summary of cost changes since last year's Financial Plan
- Provides a summary of schedule changes since last year's Financial Plan

The Financial Plan demonstrates and outlines the Department's commitment to sound financial planning and its commitment to providing the resources needed to complete the project as per the approved schedule.

This Project is not a Major Project as defined by the FHWA. However, the MAP-21 legislation requires that projects with total costs between \$100 million and \$500 million submit Financial Plans. The total estimated cost of this project is \$316.123 million including engineering design, right-of-way acquisition, construction, utility relocations, construction engineering, construction inspection, and change order contingencies. Construction activities for Contract A began in December 2015 and concluded in February 2020. Contract B was advertised for construction on September 26, 2019 and was awarded on January 13, 2020. Construction activities for Contract B began in March 2020. Contract B construction has an anticipated completion date of May 2024.

## **ROUTE 3, ROUTE 46, VALLEY ROAD, AND NOTCH / RIFLE CAMP ROAD INTERCHANGE FINANCIAL PLAN ANNUAL UPDATE (2020)**

### **1.0 BACKGROUND**

The New Jersey Department of Transportation (NJDOT) is undertaking a project to reconstruct the Route 3, Route 46, Valley Road, and Notch/Rifle Camp Road Interchanges to correct existing operational and safety problems as these existing problems along the Route 46 and Route 3 corridors have resulted in a high occurrence of accidents and chronic bottlenecks. The project is located along Route 46 between the Lower Notch Road Interchange and Rock Hill Road (Milepost 58.76 to 60.58), and along Route 3 from the Route 46 / Valley Road Interchange to Grove Street (Milepost 0.00 to 0.63) in the City of Clifton, Borough of Woodland Park (formerly West Paterson), and the Township of Little Falls in Passaic County. The following problems exist within the project limits:

- inadequate acceleration and deceleration lanes;
- narrow shoulder widths;
- closely spaced driveways and access points;
- poor sight distance; and,
- reduced lanes on Route 3 westbound.

The Project includes the replacement of old bridges, construction of new bridges, reconfiguration of ramps, a new service road and traffic signals / roundabouts. More specifically, NJDOT proposes to make operational improvements to the interchanges and improve motorist safety by:

- widening Route 46 eastbound to provide an auxiliary lane and acceleration / deceleration lanes from Notch Road to Valley Road;
- widening Route 46 westbound to provide an auxiliary lane between Rock Hill Road and St. Philip Drive;
- constructing a two-way service road (Great Notch Road) on the north side of Route 46 connecting Notch Road to Valley Road to remove local traffic from, and reduce weaving along the Route 46 westbound roadway;
- reconfiguring ramps and replacing structures at the Route 46 / Route 3 / Valley Road Interchanges;
- reconstructing the Notch Road bridge to improve the structure's physical condition and substandard vertical underclearance;
- replacing the Route 46 bridge over Lower Notch Road;
- reconstructing the intersection of Notch Road / Rifle Camp Road to improve traffic operations and sight distance;
- constructing three new signalized intersections;
- reconstructing and realigning the Route 46 Eastbound exit and entrance ramps at Clove Road, along with a new bridge structure to grade separate Clove Road over Route 46;

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- utility relocations as needed to accommodate the proposed highway improvements project;
- construction of three new Third River culvert structures and the extension of two existing culverts; and,
- construction of additional miscellaneous structures such as retaining walls, noise barriers, and sign support structures.

The Final Design and Construction of this project is being completed under two (2) construction contracts. The Preliminary Design was completed as a single project.

The Major Elements of the two (2) proposed construction projects are as follows:

<b>CONTRACT A</b>	
<b>Mileposts (MP)</b>	<b>Description</b>
Rt. 46 MP 59.25 to MP 60.15	<p>Contract A includes the relocation of major City of Newark and Passaic Valley Water Commission water mains along the north side of Route 46 and the construction of the new Two-Way Service Road (Great Notch Road), the new Clove Road overpass and reconstruction of the existing Notch Road Bridge. These improvements are all intended to provide independent utility and will serve the surrounding communities by improving connectivity between Local and County Roads resulting in the removal of local traffic from the State Highway System. These improvements can also be constructed almost entirely “off-line” resulting in little or no impact to the State Highway.</p> <p>In consideration of geometric continuity between existing and proposed roadways, and the benefits such improvements would have on facilitating mainline construction (i.e. constructability, construction staging, and maintenance/protection of traffic), the Contract A scope of work includes:</p> <ol style="list-style-type: none"> <li>1. Relocation of approximately 4,600 linear feet of water main ranging in size from 16-inch dia. to 51-inch dia.</li> <li>2. Replacement of the Notch Road bridge superstructure, including substructure modifications (removal of center pier);</li> <li>3. Reconstruction of Notch Road and a partial reconstruction of Ramp D (Notch entrance ramp to Route 46 EB);</li> <li>4. Construction of the new Notch Road / Lackawanna Avenue / Rifle Camp Road Roundabout and the reconstruction of both Lackawanna Avenue and Rifle Camp Road;</li> </ol>

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	<ol style="list-style-type: none"> <li>5. Full length construction of the proposed Two-Way Service Road (Valley Road to Notch Road/Lackawanna Avenue/Rifle Camp Road Roundabout), including the reconstruction of existing driveways and two permanent signalized intersections (Clove Road &amp; Route 46 WB Exit Ramp);</li> <li>6. Construction of the new Route 46 WB entrance ramp from proposed Great Notch Road, along with the widening of Route 46 WB for the required acceleration lane;</li> <li>7. Construction of the new Clove Road Bridge over Route 46, new Clove Road entrance/exit ramps and the proposed Clove Road Roundabout;</li> <li>8. Construction of the new Route 46 WB exit ramp to the new Two-Way Service Road with a transition to meet the existing Route 46 WB roadway (alignment &amp; profile);</li> <li>9. Construction of an interim intersection configuration for the Valley Road / Two-Way Service Road intersection with a traffic signal;</li> <li>10. Construction of two (2) Third River Culverts, eight (8) retaining walls and the proposed Four Seasons at Great Notch Noise Wall;</li> <li>11. Construction of associated drainage facilities (inlets, pipes, outfalls, etc.) and including storm water management basins; and,</li> <li>12. Construction of new underground utilities (minor water mains, gas mains, electric, telephone &amp; cable conduits) by State's Contractor with aerial facilities by individual utility companies.</li> </ol>
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<b>CONTRACT B</b>	
<b>Mileposts (MP)</b>	<b>Description</b>
<p>Rt. 46 MP 58.76 to MP 60.58</p> <p>Rt. 3 MP 0.00 to MP 0.63</p>	<p>Contract B involves the completion of all remaining construction items needed to implement the fully scoped improvements for the Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange Project. Contract B scope of work includes the following:</p> <ol style="list-style-type: none"> <li>1. Widening of Route 46 eastbound for an auxiliary lane and acceleration / deceleration lanes from Notch Road to Valley Road;</li> <li>2. Widening of Route 46 westbound for an auxiliary lane between Rock Hill Road and Valley Road;</li> <li>3. Improvements to the Route 46/Route 3/Valley Road interchange including the reconstruction and reconfiguration of the ramps, a new traffic signal on Valley Road and a new multi-lane urban roundabout</li> </ol>

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	<p>at the intersection of the Valley Road, Great Notch Road and the new Route 3 Exit Ramp;</p> <ol style="list-style-type: none"><li>4. Replacement of the Route 46 Bridge over Valley Road to provide auxiliary lanes at the Route 46 and Route 3 connection;</li><li>5. Replacement of three bridges at the Route 46 and Route 3 Interchange for the reconfiguration of ramps to meet current standards;</li><li>6. Full replacement of the existing Route 46 Bridge over Lower Notch Road;</li><li>7. Construction of one (1) new Third River Culvert and the extension of two (2) existing culverts, eighteen (18) retaining walls, four (4) noise walls, and thirteen (13) sign support structures;</li><li>8. Construction of all associated drainage facilities (inlets, pipes, outfalls, etc.), including two storm water management basins and subsurface detention systems; and,</li><li>9. Construction of new underground utilities (minor water mains, gas mains, electric, telephone, and cable conduits) by State's Contractor with aerial facilities by individual utility companies.</li></ol>
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**1.1 Project History**

The New Jersey Department of Transportation's (NJDOT) Bureau of Project Scope Development completed a Feasibility Assessment Study in 2001 to determine the transportation problems and needs along Route 46 from the interchange with Notch and Rifle Camp Roads in Little Falls and Woodland Park (formerly West Paterson) to the Route 3 / Valley Road interchange in Clifton, Passaic County. The study resulted in the selection of an Initially Preferred Alternative (IPA) for operational and safety improvements at Route 46 and Route 3 to conform to the current design standards.

Following the recommendations of the Feasibility Assessment Study and IPA, NJDOT proceeded with Final Scope Development (FSD). During the FSD Phase, the IPA was refined and developed into a more detailed scheme, which proposed the widening of Route 46 to provide shoulders and acceleration/deceleration lanes and the construction of a service road along eastbound Route 46 to separate local entrance and exit movements for Notch Road, Clove Road and Valley Road. A three-lane section was proposed to replace the existing two-lane connections at the intersection of Route 46 and Route 3 and Route 46 was to be realigned to converge with Route 3 from the right (not from the left as presently exists). Complete interchange upgrades were also proposed for the Route 46 / Route 3 / Valley Road Interchange, as well as the Notch Road / Route 46 Interchange. A new Eastbound Service Road was proposed along Route 46, which shifted the alignment of Route 46 to the north creating significant impacts to utilities, right-of-way and required the relocation of the Third River. The FSD Plan was presented to both local officials and the public at a Public Information Center held on June 19, 2003 at Montclair State University. Final



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Scope Development was concluded in July 2003 with the development of a detailed Recommended Alternative (FSD Plan) and approval of the Categorical Exclusion Document.

At the conclusion of Final Scope Development, NJDOT concluded that there was compelling public need for the project. The Final Scope Development selected the Recommended Alternative, confirmed there is strong public support, and validated that the project would qualify for federal funding.

In accordance with NJDOT procedures and guidelines for the Federal National Environmental Policy Act (NEPA) process, a Categorical Exclusion (CE) was prepared for the Route 3, Route 46, Valley and Notch/Rifle Camp Road Interchanges Project. The CE was approved in August 2003.

Following the completion of FSD, but before advancing to Preliminary Design, NJDOT recognized the difficulties in securing funding for a project of this magnitude, so in December 2005 NJDOT convened a Value Engineering (VE) Workshop to re-evaluate the improvements proposed under the Recommended Alternative. A team of experts, including representatives from the Department's Value Engineering and Value Management Groups, Bureau of Construction, Civil Engineering, Traffic Signal & Safety Engineering and Stantec, the Consultant Designer, developed alternatives that would reduce the project related impacts and cost without sacrificing the intent of the original project purpose and need. Based on the final recommendations of the team, the VE Alternative Concept Plan was developed. The VE Alternative still proposed a complete reconstruction of the Route 46 / Route 3 / Valley Road Interchange but proposed to maintain existing highway alignments with only minor adjustments. In addition, a new Two-Way Service Road, running in an east-west direction along the north side of Route 46, was proposed to move local traffic off Route 46 and reduce the highway cross section. With the proposed modifications to the FSD Plan, the VE Alternative reduced overall impacts within the project area, including impacts to major utility infrastructure, and the Third River. The VE Alternative was anticipated to reduce right-of-way taking areas by approximately 50% and reduce the total project cost by nearly 40%.

In October 2006, the Mayor and Municipal Council of the City of Clifton passed a Resolution strongly urging the New Jersey Department of Transportation to incorporate improvements to Clove Road as part of the Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange Project. It was the opinion of the Governing Body that an access ramp should be included in the project to provide access to Route 46 Westbound from Clove Road, which would help to remove traffic from the congested and overburdened Valley Road area. In December 2006, the Department made a public commitment to incorporate improvements to Clove Road into the overall project, including a new bridge structure and associated interchange ramps, to improve access to/from Route 46 Eastbound and provide access to Route 46 Westbound. Subsequently, the VE Alternative was modified to include this additional improvement.

A Public Officials Briefing was held in December 2006 to present the modified VE Alternative Concept to Public Officials from Clifton, Little Falls, Woodland Park, and Passaic County. Recognizing the overall reduction in project related impacts, the modified VE Alternative Concept

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received positive support from the Public Officials, and the effort to refine the VE Alternative into a more detailed design was completed. The project then advanced into the next stage of the project development process – Preliminary Design (PD) and all major design activities related to Preliminary Design were completed and approved in June 2008. An Environmental Re-Evaluation was completed for the approved PD in August 2008.

At the conclusion of PD, the NJDOT hosted a Public Officials Briefing and Public Information Center on June 25, 2008 at Montclair State University to present the new design to property owners, business owners, and residents who live and work within the project area.

All major design activities related to the Preliminary Design Phase of all contracts were completed and approved in August 2008.

### **1.2 Current Project Activities**

#### **1.2.1 Construction Phase:**

Contract A was advertised for construction on July 16, 2015. Bid proposals were received on September 1, 2015. Contract A was awarded on October 30, 2015. Construction began in December 2015. Substantial Completion was achieved in December 2019. Final Completion was achieved in February 2020.

Contract B was advertised for construction on September 26, 2019. Bid proposals were received on December 19, 2019. Contract B was awarded on January 13, 2020. Construction activities began in March 2020 and will continue into 2024.

#### **1.2.2 Final Design Phase:**

The project was divided into two (2) construction contracts. The Final Design of Contract A was completed in June 2015. The Final Design of Contract B was completed in September 2019.

#### **1.2.3 Right-of-Way Acquisition**

The NJDOT completed the Right-of-Way (ROW) Map review for Route 3, Section 2 and Route 46, Sections 13 & 14 (covering the entire project area in Little Falls, Woodland Park & Clifton), and the NJDOT ROW Division acquired ROW for the entire project by prioritizing those parcels needed for Contract "A." ROW acquisition for additional Contract B parcels (Route 46, Section 13) was initiated during Contract B Final Design, and will be completed in 2020.

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A summary of the ROW Parcels required for the project is as follows:

Parcel Description	Rt. 3, Sec. 2 (Contract A+B)	Rt. 46 Sec. 13 (Contract A+B)	Rt. 46, Sec. 13 (Contract B)	Rt. 46, Sec. 14 (Contract A+B)	TOTALS
ROW Parcels (In Fee)	19	51	6	6	82
Easement Parcels	1	14	5	2	22
Business Displacements	0	2	0	0	2
Residential Displacements	0	4	0	0	4

**1.2.4 Jurisdictional Maps and Agreements**

Jurisdictional Maps and Agreement have been prepared and are currently being reviewed by Passaic County, Clifton, Little Falls, and Woodland Park.

**1.2.5 Utility Relocation Agreements**

Utility Owner Design Authorization Checklists, Utility Agreement Plans, and Modification Agreements were prepared for and approved by the utility companies for both Contract A and Contract B utility relocations. The following utility companies have facilities within the project limits:

Utility Companies
Public Service Electric & Gas Co. (Electric)
Public Service Electric & Gas Co. (Gas)
Verizon – New Jersey
Verizon – Business (Formerly MCI)
AT&T Corp.
Teleport Communications Group, NY
Zayo Group
Fiber Technologies Network
Lighttower
Sunesys / Crown Castle
Cross River Fiber LLC
Cablevision
Comcast
NJ American Water
Passaic Valley Water Commission
City of Newark, Division of Water & Sewer
City of Clifton (Sewer)
Township of Little Falls (Fire Alarm Wire)
Borough of Woodland Park (Water, Sewer, Fire Alarm Wire)

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**1.2.6 Environmental Permits**

The following environmental permits have been approved:

Environmental Permits	Date
NJDEP Freshwater Wetlands Individual Permit	7/17/2014
NJDEP Flood Hazard Area Individual Permit	7/17/2014
NJDEP Water Quality Certificate	7/17/2014
NJDEP Treatment Works Approval (TWA) – City of Clifton (Contract A)	2/15/2015
NJDEP Treatment Works Approval (TWA) – Borough of Woodland Park	4/14/2015
NJDEP Treatment Works Approval (TWA) – City of Clifton (Contract B)	10/7/2019

**1.2.7 Community Involvement**

A comprehensive community involvement program was implemented to keep the community informed about the project, and when possible, to be part of the decision-making process. As Contract A construction completed, and Contract B began, the outreach program became ever more active to alert residents, business owners, and motorists of construction. A project webpage was developed under the NJDOT Website’s “Traveler Info/Construction Updates” section to notify the public of project issues and status. To date, the following community outreach events have been held:

Meetings	Date
Local Officials Briefing - Passaic County Engineer’s Office	02-Oct-00
Local Information Center - Clifton City Hall	30-Oct-00
Local Officials Briefing and Public Information Center - Montclair State University	19-Jun-03
Local Officials Briefing - Clifton City Hall	14-Dec-06
Local Officials Briefing and Public Information Center - Montclair State University	25-Jun-08
North Jersey Regional Chamber of Commerce Presentation, Clifton	13-Nov-08
Four Seasons at Great Notch Community Presentation - Woodland Park/Clifton	22-Oct-09
Four Seasons at Great Notch Board of Trustees, Woodland Park/Clifton	10-Jun-10
Noise Wall Public Information Center Meeting - Clifton City Hall	10-Jun-10
Noise Wall Public Information Center - Four Seasons at Great Notch, Woodland Park/Clifton	21-Jun-10
Local Officials Briefing - Clifton City Hall	13-Mar-11
Local Officials Briefing - Clifton City Hall	23-Mar-12
Noise Wall Public Information Center - Little Falls Town Hall	28-Feb-13
Noise Wall Public Information Center - Little Falls Town Hall	11-Apr-13
Pre-Construction Public Information Center - Four Seasons at Great Notch Community, Woodland Park/Clifton	21-Oct-15
Pre-Construction Public Information Center – Montclair State University	07-Dec-15
Reforestation Public Information Center – St. Nicholas Greek Church, Clifton	25-Feb-16
In-Construction Public Information Center (Contract A) – Little Falls Town Hall	29-Aug-17
Local Officials Briefing – NJ Legislature District 40 Office, Wayne, NJ	08-June-18
Local Officials Briefing – Passaic County Administration Building	27-Feb-19
Local Officials Briefing – Passaic County Administration Building	31-Jan-20
Regional Local Officials Briefing – Clifton City Hall	20-Feb-20
Regional Local Officials Briefing – Parsippany-Troy Hills Municipal Building	20-Feb-20

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## 2.0 COST ESTIMATE

### 2.1 Project Cost Estimate

As of June 30, 2020, the cost to complete the Route 3, Route 46, Valley and Notch/Rifle Camp Road Interchange Project is estimated at \$316.123 million, expressed in year of expenditure (2020) dollars. The total cost includes all design, right-of-way acquisitions and demolitions, utility relocations by utility companies, construction, construction engineering, construction inspection, and change order contingencies for the two (2) construction contracts. The major project costs are summarized below and include both incurred and future costs.

<b>ORIGINAL CONTRACT – UPC #950189</b>	<b>Cost (in millions)</b>
Engineering Design (including Consultant & In-House costs for FSD, PD, PE & FD)	\$ 5.287
Right-of-Way (ROW)	\$ 21.752
Utilities (Preliminary Engineering & Utility Relocations during Construction)	\$ 0.563
<b>ORIGINAL CONTRACT SUBTOTAL</b>	<b>\$ 27.602</b>

<b>CONTRACT A – UPC #123010</b>	<b>Cost (in millions)</b>
Engineering Design (including Consultant & In-House costs for FSD, PD, PE & FD)	\$ 12.593
Right-of-Way (ROW)	\$ 0.000
Utilities (Preliminary Engineering & Utility Relocations during Construction)	\$ 15.867
Construction (including construction engineering, inspection, and change orders)	\$ 75.230
<b>CONTRACT A SUBTOTAL</b>	<b>\$ 103.690</b>

<b>CONTRACT B – UPC #123020</b>	<b>Cost (in millions)</b>
Engineering Design (including Consultant & In-House costs for FSD, PD, PE & FD)	\$ 6.764
Right-of-Way (ROW)	\$ 0.000
Utilities (Preliminary Engineering & Utility Relocations during Construction)	\$ 7.414
Construction (including construction engineering, inspection, and change orders)	\$ 170.653
<b>CONTRACT B SUBTOTAL</b>	<b>\$ 184.831</b>

<b>TOTAL PROJECT</b>	<b>Cost (in millions)</b>
Engineering Design (including Consultant & In-House costs for FSD, PD, PE & FD)	\$ 24.644
Right-of-Way (ROW)	\$ 21.752
Utilities (Preliminary Engineering & Utility Relocations during Construction)	\$ 23.844
Construction (including construction engineering, inspection, and change orders)	\$ 245.883
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$ 316.123</b>

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### **2.2 Methodology**

The construction costs were estimated using historical bid data based estimating and other methods outlined in the NJDOT "Construction Cost Estimating Guide." For major precast/prefabricated items, prices were obtained from fabricators. The construction cost estimate for Contract B was prepared using the NJDOT's AASHTOWare Project Estimation Software based on current NJDOT Bid Price Reports. The ROW acquisition costs were developed by the NJDOT ROW Division.

The construction cost estimate is representative of today's economic times and recent price trends. Inflationary pressures have been low over the last several years but cannot be ruled out for the remainder of the year 2020 and beyond. Various agencies in the region are advancing billions of dollars in construction over the new several years when the Route 3, Route 46, Valley and Notch/Rifle Camp Road Interchange contracts are anticipated for construction. Some of these projects include the Route 7 / Wittpenn Bridge, I-295/I-76/Rt. 42 Direct Connection, the Pulaski Skyway, the Route 72 Manahawkin Bay Bridges, the I-280/Route 21 Interchange Project, and the Route 80 WB Pavement Project.

### **2.3 Cost Containment Strategies**

As mentioned in the Project History section, the NJDOT convened a Value Engineering Workshop in December 2005 to re-evaluate the improvements proposed under the Recommended Alternative to reduce impacts and cost. The Value Engineering team made the following recommendations to reduce impacts and cost:

- Eliminate full interchange and bridge reconstruction at Notch/Rifle Camp Road. Maintain existing interchange ramps and rehabilitate the existing structure instead (proposed superstructure replacement only).
- Eliminate the Route 46 EB Service Road and replace with a proposed Auxiliary Lane for access to/from existing businesses along the State Highway.
- Construct a new parallel service road (Great Notch Road) along the westbound side of Route 46 to remove local traffic from the State Highway and reduce the width of the proposed Route 46 roadway section.

The NJDOT will consider a number of cost containment strategies that may include the following:

- Management cost control strategies.
- Guaranteed maximum price or completion date warranties.
- A thorough review of project risk based upon documented assumptions.
- Inclusion of resource and cost loaded scheduling techniques.

Documented practices for forecasting and detailed budget monitoring, combined with reasonable contingencies will be utilized in an effort to keep the project costs on target.

## ROUTE 3, ROUTE 46, VALLEY ROAD, AND NOTCH / RIFLE CAMP ROAD INTERCHANGE FINANCIAL PLAN ANNUAL UPDATE (2020)

### 3.0 PROJECT PHASING & IMPLEMENTATION PLAN

An analysis of the Route 3, Route 46, Valley Road, and Notch/Rifle Camp Road Interchange Project was completed to determine appropriate and feasible ways of phasing the proposed improvements into smaller, independent construction contracts. In doing so, consideration was given to utility relocation needs/costs, prioritization of improvements and geometric continuity. This breakout was intended to encourage competitive bidding by allowing for more manageable construction contracts. The phasing of proposed improvements is as follows:

1. Contract A – Major Water Mains, Two-Way Service Road, Clove Road & Notch Road:  
Contract A includes the relocation of major City of Newark and Passaic Valley Water Commission water mains along the north side of Route 46 and the construction of the new Two-Way Service Road, the new Clove Road overpass and reconstruction of the existing Notch Road Bridge. These improvements provide independent utility and serve the surrounding communities by improving connectivity between Local and County Roads resulting in the removal of local traffic from the State Highway System. These improvements can be constructed almost entirely “off-line” resulting in little impact to the State Highway.
2. Contract B – Route 46 / Route 3 Mainline & Valley Road Improvements:  
Contract B involves the completion of all remaining construction items needed to implement the fully scoped improvements for the Route 3, Route 46, Valley Road, and Notch/Rifle Camp Road Interchange Project.

Overall Project Maps, and graphics illustrating Contract A and Contract B improvements are included in Appendix A.

#### 3.1 Project Implementation

The preliminary Project Implementation Schedules for the two (2) Contracts that comprise this project are based on minimizing construction related impacts to motorists using Routes 3 & 46. Contracts A & B were let sequentially to avoid the potential for overlapping work zones and conflicts between each contract’s Maintenance & Protection of Traffic (MPT) Schemes. In addition, improvements constructed in Contract A will remove traffic from the State Highway, which will reduce traffic volumes, and inherently reduce traffic-related construction impacts during Contract “B.” The following techniques either have, or may be employed to ensure the overall project schedule is achieved:

- Advanced acquisition of certain full acquisition ROW parcels, where residential and business displacements required relocation efforts on the part of the NJDOT.
- Securing Environmental Permits from the New Jersey Department of Environmental Protection for the entire project rather than individual permits for each separate phase.
- Coordinating extensively with the NJDOT’s Subject Matter Experts during design to get major decisions approved and documented in the Design Communication Report.
- Electronic Shop Drawing reviews during construction.
- Development of this Financial Plan.
- Development of resource-loaded schedules for each construction contract.

## ROUTE 3, ROUTE 46, VALLEY ROAD, AND NOTCH / RIFLE CAMP ROAD INTERCHANGE FINANCIAL PLAN ANNUAL UPDATE (2020)

### 3.1.1 Project Implementation Schedule Breakdown

Construction schedules for the Route 3, Route 46, Valley Road, and Notch/Rifle Camp Road Interchange Improvements Project Contracts were developed using Primavera Software, and the guidance and directive contained in the NJDOT's Construction Scheduling Manual. The schedules were developed based on the restrictions and traffic demands in the area and the commitments to the community and environmental concerns. The schedules consider nighttime work, winter work, multiple work crews, and timeframes for utility company advanced notice and utility relocations. The project construction is estimated to be completed in 8 years and 6 months (all Contracts). With Contract A construction completed, only the Construction Schedule for Contract B is provided in Appendix B.

#### **Contract A:**

Contract A includes major work items such as the relocation of major City of Newark and Passaic Valley Water Commission water mains along the north side of Route 46, construction of the new Two-Way Service Road (Great Notch Road), construction of the new Clove Road overpass and interchange ramps, and reconstruction of the existing Notch Road Bridge. Contract A was constructed in three (3) stages, with an overall duration of 4 years, 3 months (or 51 months).

- **Stage 1 (Stages 1A & 1B)** – Replace existing City of Newark and Passaic Valley Water Commission water mains on the north side of Route 4. Construct proposed Great Notch Road, and the new Route 46 westbound entrance/exit ramps and associated acceleration/deceleration lanes using allowable lane closure hours (maintain all lanes of traffic during daytime working hours). Reconstruct the east half of the existing Notch / Rifle Camp Road Bridge superstructure, and the Route 46 north side of the eastbound entrance ramp. Construct new interchange ramps at Clove Road, relocate the existing NJ Transit detention basin, and construct the Clove Road Bridge north abutment.
- **Stage 2** – Construct the west half of the existing Notch / Rifle Camp Road Bridge superstructure and the south side of the Route 46 eastbound entrance ramp therefrom. Remove existing Route 46 westbound entrance/exit ramps and open proposed ramps to traffic. Construct the Notch / Rifle Camp Road roundabout. Remove existing Clove Road and open new ramps to traffic. Complete construction of proposed Clove Road and the new Clove Road Bridge. Complete construction of the new signalized intersection on Valley Road.
- **Stage 3** – Construct concrete islands on Notch / Rifle Camp Road, and complete construction Rifle Camp Road. Complete construction at the Clove Road roundabout and remove the existing ramp at Valley Road. Open the relocated Clove Road and the new Clove Road Bridge. Activate all new traffic signals.

#### **Contract B:**

Contract B includes major work items such as the widening and realignment of Route 3, the widening and realignment of Route 46, and a complete reconstruction of the Route



**ROUTE 3, ROUTE 46, VALLEY ROAD, AND NOTCH / RIFLE CAMP ROAD INTERCHANGE  
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3 / Route 46 / Valley Road Interchange including alignments, profiles, and four (4) new bridge structures. Contract B will be constructed in six (6) stages, and has an estimated duration of 4 years, 3 months (or 51 months).

- **Stage 1** – Construct Route 3 eastbound widening, noise barrier, and retaining wall from behind construction barrier. Construct proposed Ramp H and the Ramp I bridge. Construct Valley Road widening at Great Notch Road. Remove existing Route 46 median barrier and construct temporary pavement for Stage 2 traffic shift. Construct Route 46 westbound widening east of the interchange
- **Stage 2** – Construct Route 46 eastbound widening from Lower Notch Road to Route 3 from behind construction barrier (existing exit to Oak Hill Road permanently closed). Construct west side of new Route 46 Bridge over Lower Notch Road and the new Route 46 Bridge over Valley Road. Reconstruct the existing Route 46 eastbound ramp to Valley Road (Ramp G) and construct proposed Route 46 eastbound flyover ramp and bridge structure. Reconstruct the existing Route 3 median barrier from Route 46 to Grove Street. Reconstruct the existing Route 46 median from St. Philip Drive to Rock Hill Road. Activate temporary traffic signal on Valley Road and continue to reconstruct the Valley Road / Great Notch Road Intersection for the future multi-lane roundabout.
- **Stage 3** – Shift Route 46 eastbound traffic to the widened section and construct the proposed median. Continue construction of the new Route 46 Bridge over Valley Road, and northern portion of the Route 46 Bridge over Lower Notch Road. Open the new Route 46 eastbound flyover bridge and the new ramp to Valley Road (Ramp G), and shift Route 3 eastbound traffic to the temporary connector roadway. Construct the proposed eastbound connector roadway. Continue to reconstruct the existing Route 3 median barrier from Route 46 to Grove Street as well as the Valley Road / Great Notch Road Intersection.
- **Stage 4** – Construct the center portion of the Route 46 Bridge over Lower Notch Road. Shift Route 46 traffic south and construct the proposed Route 46 westbound widening from behind barrier. Construct the new Route 3 westbound ramp to Valley Road (Ramp K) and the new Route 46 westbound bridge over Ramp K. Construct north side of the new Route 46 Bridge over Valley Road and the remaining portions of the Valley Road Roundabout. Reconstruct the westbound side of Route 3 from behind barrier between Grove Street and proposed Ramp K.
- **Stage 5** – Complete construction of the proposed Route 46 median barrier from east of Lower Notch Road to Route 3. Construct proposed Valley Road southbound widening between Route 46 and Robin Hood Road. Demolish the existing Route 46 eastbound bridge over Ramp K and complete construction of the Route 46 median barrier to St. Philip Drive.

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- **Stage 6** – Install final overhead guide sign panels. Open all roads/ramps/lanes to traffic. Complete final paving, striping, ground-mounted sign installation and landscaping.

The following table outlines the anticipated schedule for completing the project.

ANTICIPATED PROJECT SCHEDULE					
Contract	Duration*	Advertisement	Award	Construction Start	Final Completion
Contract A	51 months	July 2015	October 2015	December 2015	February 2020
Contract B	51 months	September 2019	January 2020	March 2020	May 2024

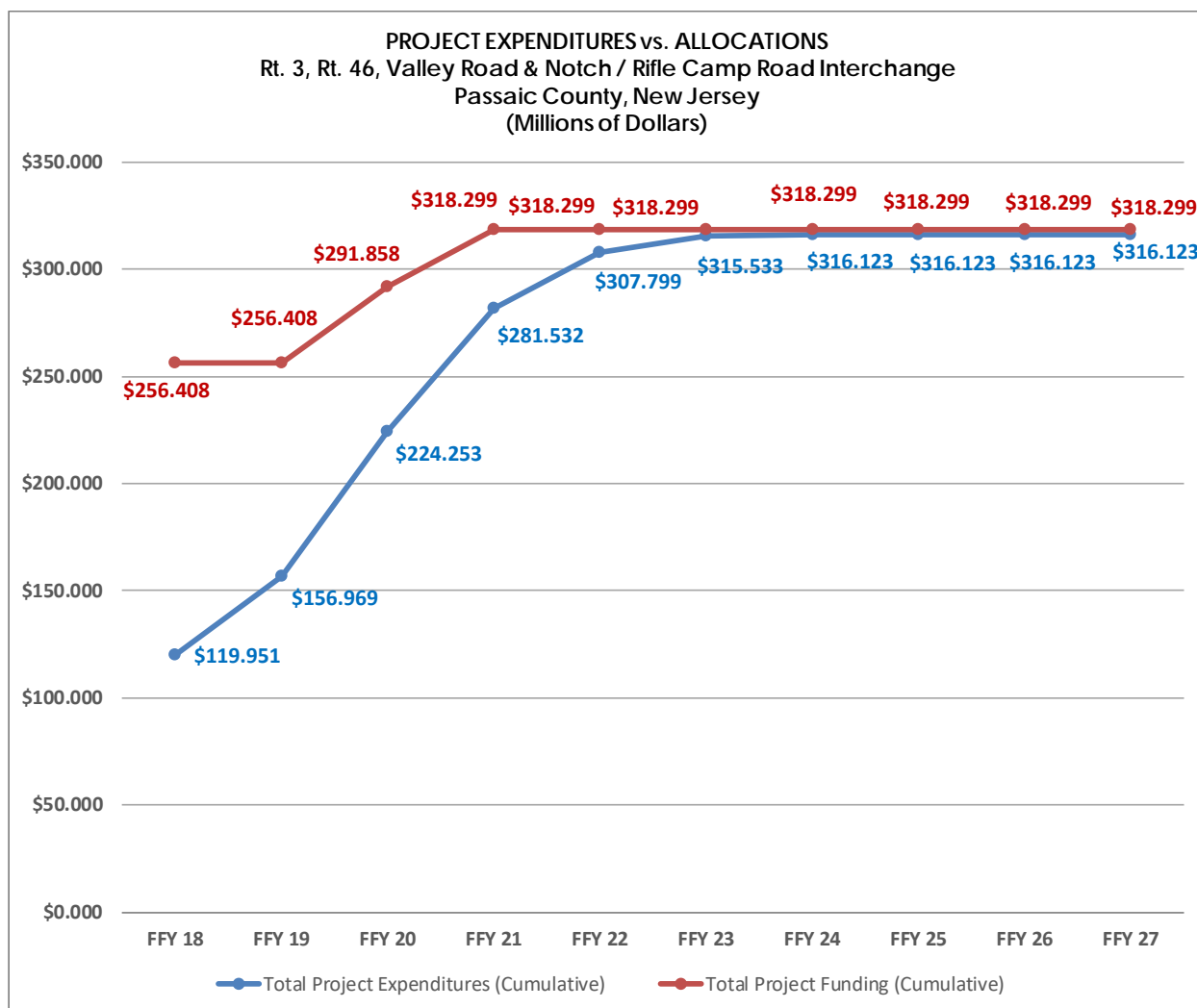
\* From Construction Start to Final Completion

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## 4.0 PROJECT FINANCING AND CASH FLOW

### 4.1 Overall Financial Plan

The Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange Project will be federally funded primarily with National Highway Performance Program and Bridge Apportionment funds. The projected cash expenditure and available Federal Fiscal Year (FY) funding are summarized in the following "Project Expenditures vs. Allocations Graph" and Cash Flow Table.



The Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange Project (design and construction) has an estimated cumulative surplus budget of \$2.176 million as shown in the above chart and following Cash Flow Table.

ROUTE 3, ROUTE 46, VALLEY ROAD, AND NOTCH / RIFLE CAMP ROAD INTERCHANGE  
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CASH FLOW TABLE

PROJECT EXPENDITURES - DESIGN & CONSTRUCTION																		
DESCRIPTION	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 19 FINAL	FFY 20 CURRENT			FFY 21	FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	FFY 27	TOTAL EXPENDITURES	
							YTD (June 30, 2020)	Estimated to Year End (Sept. 30, 2020)	Total									
Original Contract UPC # 950189	PD	1606538	STATE		PA17	\$5,286,993.17	\$0.00	\$0.00	\$0.00								\$5,286,993.17	
	PE	1607509	STATE		PA17	\$3.02	\$0.00	\$0.00	\$0.00								\$3.02	
	ROW	1607511	STATE		PA17	\$365,226.90	\$0.00	\$0.00	\$0.00								\$365,226.90	
	ROW	1607530	STATE		PA17	\$21,129,086.86	\$158,814.39	\$99,306.82	\$258,121.21								\$21,387,208.07	
	PUR	1607518	FED	33D0A00S739	PA20	\$334,540.18	\$0.00	\$0.00	\$0.00								\$334,540.18	
				L240A00S739		\$50,000.00	\$0.00	\$0.00	\$0.00							\$50,000.00		
	PUR	1607533	STATE		FD-217, B.O.	\$177,979.15	\$0.00	\$0.00	\$0.00								\$177,979.15	
ORIGINAL CONTRACT SUBTOTALS						\$27,343,829.28	\$158,814.39	\$99,306.82	\$258,121.21	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$27,601,950.49	
Contract A UPC # 123010	PE	1606514	FED	33D00054174	PA20	\$30,000.00	\$0.00	\$0.00	\$0.00								\$30,000.00	
				HY100054174		\$1,642,507.00	\$0.00	\$0.00	\$0.00								\$1,642,507.00	
				L0500054174		\$336,411.69	\$0.00	\$0.00	\$0.00								\$336,411.69	
				L05E0054174		\$1,034,929.80	\$0.00	\$0.00	\$0.00								\$1,034,929.80	
				LY100054174		\$6,663,893.92	\$0.00	\$0.00	\$0.00								\$6,663,893.92	
				Q7600054174		\$2,690,214.25	\$0.00	\$0.00	\$0.00								\$2,690,214.25	
			STATE	33D00054174		\$253.39	\$0.00	\$0.00	\$0.00									\$253.39
				L05E0054174		\$160,540.15	\$0.00	\$0.00	\$0.00									\$160,540.15
				LY100054174		\$9,811.64	\$0.00	\$0.00	\$0.00									\$9,811.64
				Q7600054174		\$24,802.24	\$0.00	\$0.00	\$0.00									\$24,802.24
	CON	1606545	FED	LY100054210	PA20	\$208,651.81	\$2,292.67	\$140.93	\$2,433.60	\$121,555.67								\$332,641.08
				M0E10054210		\$51,341,187.58	\$1,402,491.40	\$43,902.62	\$1,446,394.02	\$1,199,558.23							\$53,987,139.83	
				Z0010054210		\$6,139,245.01	\$5,167,669.67	\$497,518.29	\$5,665,187.96	\$2,250,371.22							\$14,054,804.19	
			STATE	LY100054210		\$349.89	\$1.00	\$0.00	\$1.00									\$350.89
				M0E10054210		\$1,501,219.86	\$59,893.79	\$738.02	\$60,631.81									\$1,561,851.67
				Z0010054210		\$4,196,146.11	\$1,018,080.96	\$71,396.80	\$1,089,477.76	\$7,505.75								\$5,293,129.62
	PUR	1606546	FED	M0E10054211	PA20	\$9,897,575.58	\$2,002,936.30	\$598,596.23	\$2,601,532.53	\$3,367,398.34							\$15,866,506.45	
				M0020054211		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00								\$0.00
CONTRACT A SUBTOTALS						\$85,877,739.92	\$9,653,365.79	\$1,212,292.89	\$10,865,658.68	\$6,946,389.21	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$103,689,787.81		
Contract B UPC # 123020	FD	1606547	FED	Z0010003329	PA20	\$6,644,112.10	\$101,600.93	\$0.00	\$101,600.93								\$6,745,713.03	
			STATE	Z0010003329		\$15,655.01	\$2,579.35	\$0.00	\$2,579.35								\$18,234.36	
	CON	1606550	FED	RPF90046342	PA20	\$0.00	\$0.00	\$0.00	\$0.00								\$0.00	
			FED	Z0010046342		\$0.00	\$0.00	\$0.00	\$0.00								\$0.00	
			FED	Z2300046342		\$0.00	\$12,204,183.96	\$12,791,386.62	\$24,995,570.58	\$58,199,161.25	\$55,141,638.90	\$24,129,039.15	\$7,560,795.00	\$415,375.13			\$170,441,580.01	
			STATE	Z2300046342		\$0.00	\$55,518.07	\$155,932.57	\$211,450.64								\$211,450.64	
	PUR	1606552	STATE		Business Object FD-217	\$0.00	\$53,234.02	\$529,113.52	\$582,347.54	\$2,137,744.91	\$2,137,744.91	\$2,137,744.91	\$173,701.96	\$173,701.96			\$7,342,986.19	
	PUE	1606548	STATE		Business Object FD-217	\$69,748.44	\$1,025.54	\$0.00	\$1,025.54								\$70,773.98	
CONTRACT B SUBTOTALS						\$6,729,515.55	\$12,418,141.87	\$13,476,432.71	\$25,894,574.58	\$60,336,906.16	\$57,279,383.81	\$26,266,784.06	\$7,734,496.96	\$589,077.09	\$0.00	\$0.00	\$184,830,738.21	
TOTAL PROJECT EXPENDITURES (Annual)						\$119,951,084.75	\$22,230,322.05	\$14,788,032.42	\$37,018,354.47	\$67,283,295.37	\$57,279,383.81	\$26,266,784.06	\$7,734,496.96	\$589,077.09	\$0.00	\$0.00	\$316,122,476.51	
TOTAL PROJECT EXPENDITURES (Cumulative)						\$119,951,084.75	\$142,181,406.80		\$156,969,439.22	\$224,252,734.59	\$281,532,118.40	\$307,798,902.46	\$315,533,399.42	\$316,122,476.51	\$316,122,476.51	\$316,122,476.51	\$316,122,476.51	

ROUTE 3, ROUTE 46, VALLEY ROAD, AND NOTCH / RIFLE CAMP ROAD INTERCHANGE  
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CASH FLOW TABLE (Cont.)

AVAILABLE FY FUNDING ALLOCATIONS																
DESCRIPTION	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 20 CURRENT			FFY 21	FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	FFY 27	TOTAL ALLOCATIONS
						Authorized as of June 30, 2020	Additional Authorized to Sept. 30, 2020	Total Authorized at Year End (September 30, 2020)								
Original Contract UPC # 950189	PD	1606538	STATE		PA17	\$5,286,993.17		\$5,286,993.17								\$5,286,993.17
	PE	1607509	STATE		PA17	\$3.02		\$3.02								\$3.02
	ROW	1607511	STATE		PA17	\$365,226.90		\$365,226.90								\$365,226.90
	ROW	1607530	STATE		PA17	\$23,132,612.31		\$23,132,612.31								\$23,132,612.31
	PUR	1607518	FED	33D0A00S739	PA20	\$334,540.18		\$334,540.18								\$334,540.18
				L240A00S739		\$50,000.00		\$50,000.00						\$50,000.00		
	PUR	1607533	STATE		FD-217 B.O.	\$177,979.15		\$177,979.15								\$177,979.15
ORIGINAL CONTRACT SUBTOTALS						\$29,347,354.73	\$0.00	\$29,347,354.73	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$29,347,354.73
Contract A UPC # 123010	PE	1606514	FED	33D00054174	PA17, PA20	\$30,000.00		\$30,000.00								\$30,000.00
				HY100054174		\$1,642,507.00		\$1,642,507.00							\$1,642,507.00	
				L0500054174		\$336,411.69		\$336,411.69						\$336,411.69		
				L05E0054174		\$1,034,929.80		\$1,034,929.80					\$1,034,929.80			
				LY100054174		\$6,663,893.92		\$6,663,893.92					\$6,663,893.92			
				Q7600054174		\$2,690,214.25		\$2,690,214.25					\$2,690,214.25			
			STATE	33D00054174		\$253.39		\$253.39							\$253.39	
				L05E0054174		\$160,540.15		\$160,540.15						\$160,540.15		
				LY100054174		\$9,811.64		\$9,811.64						\$9,811.64		
				Q7600054174		\$24,802.24		\$24,802.24						\$24,802.24		
	CON	1606545	FED	LY100054210	PA20	\$332,641.08		\$332,641.08								\$332,641.08
				MOE10054210		\$53,987,139.83		\$53,987,139.83						\$53,987,139.83		
				Z0010054210		\$14,054,804.19		\$14,054,804.19					\$14,054,804.19			
			STATE	LY100054210		\$0.00		\$0.00							\$0.00	
				MOE10054210		\$1,487,509.29		\$1,487,509.29						\$1,487,509.29		
				Z0010054210		\$4,868,062.64		\$4,868,062.64						\$4,868,062.64		
	PUR	1606546	FED	MOE10054211	PA20	\$16,358,760.95		\$16,358,760.95							\$16,358,760.95	
				M0020054211		\$187,560.00		\$187,560.00						\$187,560.00		
CONTRACT A SUBTOTALS						\$103,869,842.06	\$0.00	\$103,869,842.06	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$103,869,842.06	
Contract B UPC # 123020	FD	1606547	FED	Z0010003329	PA17, PA20	\$6,745,713.03		\$6,745,713.03								\$6,745,713.03
			STATE	Z0010003329		\$18,234.36		\$18,234.36						\$18,234.36		
	CON	1605550	FED	RPF90046342	PA20	\$243,780.00		\$243,780.00							\$243,780.00	
			FED	Z0010046342		\$38,294,913.67		\$38,294,913.67					\$38,294,913.67			
			FED	Z2300046342		\$70,215,220.00		\$70,215,220.00	\$35,450,000.00	\$26,441,000.00				\$132,106,220.00		
			STATE	Z2300046342		\$225,847.00		\$225,847.00						\$225,847.00		
	PUR	1610552	STATE		FD-217 B.O.	\$7,376,523.56		\$7,376,523.56							\$7,376,523.56	
	PUE	1606548	STATE		FD-217 B.O.	\$70,773.98		\$70,773.98							\$70,773.98	
CONTRACT B SUBTOTALS						\$123,191,005.60	\$0.00	\$123,191,005.60	\$35,450,000.00	\$26,441,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$185,082,005.60	
TOTAL PROJECT FUNDING (Annual)						\$256,408,202.39	\$0.00	\$256,408,202.39	\$35,450,000.00	\$26,441,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$318,299,202.39
TOTAL PROJECT FUNDING (Cumulative)						\$256,408,202.39		\$256,408,202.39	\$291,858,202.39	\$318,299,202.39	\$318,299,202.39	\$318,299,202.39	\$318,299,202.39	\$318,299,202.39	\$318,299,202.39	\$318,299,202.39
CUMULATIVE BUDGET SURPLUS (DEFICIT)						\$99,438,763.17		\$99,438,763.17	\$67,605,467.80	\$36,767,083.99	\$10,500,299.93	\$2,765,802.97	\$2,176,725.88	\$2,176,725.88	\$2,176,725.88	\$2,176,725.88

## 5.0 PUBLIC PRIVATE PARTNERSHIP ISSUES

As part of the MAP-21 Guidance, the following Public Private Partnership (P3) issues are addressed in the Initial Financial Plan:

1. Documentation of the results of the risk allocation analysis, if completed during the cost estimate review conducted prior to issuance of the NEPA Decision Document. To support the preparation of this assessment, beginning after October 1, 2012, all cost estimate reviews that are conducted prior to the issuance of the NEPA Decision Document will include a component to analyze the allocation of risk with respect to delivering the project through a public-private partnership procurement.
2. A decision of whether a public-private partnership or a traditional procurement could more effectively leverage the revenue stream for the project, including the available debt capacity and cost of capital for both the public and private sector.
3. A discussion of the current State-level legislative authorizations for public-private partnerships, including legislative authorizations regarding public sector debt capacity.
4. A concluding statement regarding the appropriateness of a public-private partnership to deliver the project.

### 5.1 Risk Allocation Analysis

The MAP-21 Guidance provided by the FHWA requests a risk allocation analysis as it pertains to delivering the project through a public-private partnership, but a risk allocation analysis was not performed when the cost estimate review was completed prior to the issuance of the NEPA Decision Document. The Categorical Exclusion was approved on August 15, 2003. As such this provision is not applicable for the Route 3, Route 46, Valley Road, and Notch/Rifle Camp Road Interchange Project.

### 5.2 Effectiveness to Leverage the Revenue Stream for the Project

The current project does not result in a revenue stream for the State of New Jersey. The current roadways are not tolled, and the project does not introduce any new development potential to support potential revenue streams such as tax increment financing (TIF). It is not feasible to consider tolling for either Route 3 or Route 46.

Based on the total project cost, the needed investment versus potential return does not appear lucrative for a public-private partnership.

### 5.3 State-level Legislative Authorizations

NJ State legislation is currently limited on public-private partnerships. While some state agencies do allow for this type of procurement, the NJDOT does not currently have the ability to utilize this type of funding mechanism. Although legislation was recently passed, the NJDOT would require executive approvals to advance this type of funding.

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**5.4 Concluding Statement**

The Route 3, Route 46, Valley Road, and Notch/Rifle Camp Road Interchange Project is not a viable candidate for a public-private partnership delivery model as the project is significantly advanced, and there is no revenue stream to be leveraged.

## 6.0 RISK IDENTIFICATION AND MITIGATION FACTORS

This section of the Financial Plan addresses the funding plan for this project, identifies risks that could impact this plan, and outlines mitigation measures to provide reasonable assurance that funds will be available to deliver the project through construction.

The Financial Plan risks fall under two broad categories: Cost Increase Risks and Revenue Sufficiency Risks. Understanding that the Financial Plan is focused on both the final design and construction phases, Cost Increase Risks for final design include such things as scope modifications to address local stakeholder input (e.g. addition of the grade separated Clove Road Interchange prior to the start of Preliminary Design), and for Construction, Cost Increase Risks may include fuel price increases, material cost increases, and unforeseen site conditions. Revenue Sufficiency Risks in the context of this project include such things as funding availability and funding delays.

### 6.1 Cost Increase Risks

- Risk that costs will exceed program level funding for construction:
  - Utility relocation costs for this project are estimated at \$23.844 million, which constitutes approximately 9.70% of the estimated project construction cost (refer to the Project Cost Estimate on page 11 and Cash Flow Table on pages 18 & 19).
  - Construction costs for this project are estimated at \$245.883 million, which represents approximately 77.78% of the total estimated project cost. As such, change orders during construction may have a significant impact on the needed funding (refer to the Project Cost Estimate on page 11 and Cash Flow Table on pages 18 & 19).
- Risk that unknown site conditions will increase project cost:
  - Construction projects of any size always have an inherent risk of encountering unknown site conditions. However, the NJDOT has worked to minimize this risk by advancing an extensive subsurface investigation and data collection program.
    - Subsurface Soils Exploration Program – Over 200 borings and test pits were taken for this project. The geological and geotechnical data was analyzed and used in the design for proposed bridges, culverts, retaining walls, noise barriers, and sign support structures. The borings were also used in determining ground water elevations. The completed subsurface explorations will help minimize the risk that an unknown subsurface soil condition will be encountered during construction.
    - Subsurface Utility Engineering Test Pits – Subsurface explorations located underground utilities in over 50 locations. The subsurface utility information was used to assist with the mapping of existing facilities, and to assess potential conflicts between the proposed project, and existing underground utilities to remain. The completed subsurface utility



## **ROUTE 3, ROUTE 46, VALLEY ROAD, AND NOTCH / RIFLE CAMP ROAD INTERCHANGE FINANCIAL PLAN ANNUAL UPDATE (2020)**

investigation should help minimize the risk that an unknown utility will be encountered during construction.

- Risk of schedule delays.
  - Although all construction projects come with the risk of both excusable and non-excusable delays, including risks associated with the on-going COVID-19 pandemic, the NJDOT has worked to minimize this risk by providing language in the Project Specifications identifying contractual completion dates and monetary damages for schedule overrun.

### **6.2 Revenue Sufficiency Risks**

- The current FY2020-2029 NJ Statewide Transportation Improvement Program (STIP) funds the project through FY 2022.
- Risk that the State Transportation Trust Fund (TTF) will not be available to fund any State portion of the project:
  - The New Jersey Transportation Trust Fund Authority (TTFA) is an independent agency of New Jersey state government whose stated mission is to finance the cost of “planning, acquisition, engineering, construction, reconstruction, repair, resurfacing, and rehabilitation of the state’s transportation system.” As the Authority’s financing capacity is constrained by the relationship between its long-term revenue stream and its debt service schedule, there is a risk that State funds may not be available to fund any State portion of this Contract.
  - This risk was minimized with the signing of new TTF legislation on October 14, 2016, which funds fiscal years 2017 – 2024.
- Risk that the Fixing America’s Surface Transportation (FAST) Act, signed into law on December 4, 2015 to fund transportation projects over fiscal years 2016 through 2020, will not be reauthorized limiting the ability of Congress to find additional revenue sources to support the Highway Trust Fund. This risk was minimized by receiving construction authorization and multi-year funding commitments from FHWA prior to the expiration of the FAST Act.

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## 7.0 ANNUAL UPDATES

Annual updates to the Initial Financial Plan provide information on cost and revenue trends, summaries of cost reductions and increases, and financial adjustments necessary to ensure completion of the project. Annual Updates present actual cost to date and cost to complete estimates shown in year of expenditure dollars using the same project elements used in the Initial Financial Plan and previous Annual Update estimates. Any significant change in the total project cost or revenue since the last estimate will be clearly presented and the major reasons for these significant changes will be provided. Annual Financial Plan Updates of the Route 3, Route 46, Valley Road, and Notch/Rifle Camp Road Interchange Project will utilize the FHWA's fiscal year (October 1 – September 30). This timing will facilitate the development of compatible subsequent capital program updates. Annual Updates to the Initial Financial Plan will be submitted to the FHWA within 90 days following the end of the NJDOT's Fiscal Year (June 30<sup>th</sup>). Therefore, the seventh Annual Update will be submitted on or before October 1, 2021.

### 7.1 Summary of Cost Changes and Trends Since Last Year's Financial Plan

Current vs. Previous Financial Plan Update Estimates (in millions)					
Project Segment	Initial Financial Plan (2014)	Previous Annual Update (2019)	Current Annual Update (2020)	Change from Previous Annual Update	Comments & Reasons for Cost Changes Since Last Year's Financial Plan Update
Engineering Design (All Contracts)	\$ 21.661	\$ 24.929	\$ 24.644	- \$ 0.285	Cost reduction based on actual costs for Contract B Design.
ROW Acquisition (All Contracts)	\$ 14.809	\$ 21.691	\$ 21.752	+ \$ 0.061	Cost increase due to continued ROW acquisition efforts.
Utilities (Preliminary Engineering & Relocations for All Contracts)	\$ 30.344	\$ 24.679	\$ 23.844	- \$ 0.835	Cost reduction based on final Contract A utility owner relocation costs.
Contract A Construction (Incl. Construction Engineering, Inspection & Change Orders)	\$ 48.959	\$ 68.602	\$ 75.230	+ \$ 6.628	* Cost increase due to Change Orders and Changes of Plan issued to address project Contract A acceleration and Extra Work utility relocations.
Contract B Construction (Incl. Construction Engineering, Inspection & Change Orders)	\$ 127.586	\$ 168.989	\$ 170.653	+ \$ 1.664	Cost increase based on receipt of contractor bids that were higher than the Engineer's Estimate.
<b>PROJECT TOTALS</b>	<b>\$ 243.359</b>	<b>\$ 308.890</b>	<b>\$ 316.123</b>	<b>+ \$ 7.233</b>	

\* Included Change Order No. 19 - issued to add premium costs (\$3.132 million) for Contract A acceleration to avoid delays that could have conflicted with Contract B, and Change of Plan No. 5 - issued to add Extra Work items (\$3.397 million) for mobilization, electrical conduits, risers, manholes, and traffic control for advanced PSE&G (electric) relocations needed to remove overhead utilities on Route 46 EB between Lower Notch Road and Notch Road prior to the start of Contract B.

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**7.2 Summary of Schedule Changes Since Last Year's Financial Plan**

The following changes have caused the completion date for the project and funded phases to change since last year's Financial Plan:

- Change Orders issued during Contract A Construction required in an Extension of Time, which extended the Contract A Final Completion to February 2020.
- The schedule for Contract B construction remains unchanged since last year's Financial Plan.

**7.3 Schedule Trends Since Last Year's Financial Plan**

There have been no identified trends that have impacted the project schedule since the last year's Financial Plan.

# FY 2020-2029 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

## New Jersey Department of Transportation

### Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B

**DBNUM:** 059B **UPC:** 123020 **MILEPOST(S):** 0.00 - 0.50  
**COUNTY:** Passaic  
**MUNICIPALITY:** Little Falls Twp Clifton City

From Notch/Rifle Camp Road to just east of the Valley Road Intersection, Route 46 will be widened to provide standard shoulders and acceleration/deceleration/auxiliary lanes, and will be realigned as needed to improve sight distance. At the intersection of Route 46 and Route 3, a three-lane section will replace the existing two-lane connections. Route 46 will be realigned to converge with Route 3 from the right side (not the left as presently exists). Complete interchange upgrades will be made. From Route 46 to Grove Street, Route 3 will be widened to provide auxiliary lanes and standard shoulders. The project will require the removal of three bridge structures and replacing them with four new bridge structures. Each of these structures will be designed to provide a minimum vertical underclearance of 15 feet 6 inches. Culverts will be impacted as well. Bridge Structures to be replaced: 1606172, 1607151, 160150 (to be replaced with two structures); Culverts to be replaced: 1606173; Culverts to be extended: 1606168.

**ASSET MANAGEMENT CATEGORY:** Congestion Relief - Highway Operational Improvements

**SPONSOR:** NJDOT

**AIR QUALITY CODE (NON-EXEMPT / EXEMPT):** 2030M (Non-Exempt)

**FINANCIAL PLAN REQUIREMENT:** This project is part of a project with a total cost between \$100 and \$500 million programmed to receive federal financial assistance and an annual financial management plan is required to be prepared.

**STRUCTURE NO.:** Various

**LEGISLATIVE DISTRICT:** 40 34

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
NJTPA	CON	NHPP	\$35.950	\$35.450	\$26.441							

**Attachment PEDC-5 to be distributed under separate cover**



**DRAFT RESOLUTION: SUPPORT FOR ADJUSTED PAVEMENT AND BRIDGE PERFORMANCE MEASURE TARGETS SET BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION (NJDOT)**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, Title 23, Section 134 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision-making to support national goals; and that each State department of transportation (DOT) and MPO shall: set performance targets for the established performance measures to use in tracking progress toward attainment of critical outcomes for the region, and integrate those targets into their planning documents and processes; and

**WHEREAS**, the Federal Highway Authority (FHWA) has established national performance measures for use in the performance-based planning process; and

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) set 2- and 4-year statewide targets for the first performance period (2018–2021) in the Baseline Performance Period Report, submitted to FHWA on October 1, 2018; and

**WHEREAS**, the NJTPA established MPO targets by supporting the NJDOT statewide 2- and 4-year statewide targets for the 2018-2021 performance period by resolution on September 10, 2018; and

**WHEREAS**, in the Mid Performance Period Progress Report submitted to FHWA on October 1, 2020, the NJDOT submitted adjusted statewide 4-year targets for three pavement and bridge measures: 1) percent of the non-Interstate NHS pavement lane-miles in poor condition, 2) percent of the NHS bridges (by deck area) in good condition, and 3) percent of the NHS bridges (by deck area) in poor condition; and

**WHEREAS**, the FHWA rules on performance management require that MPOs and State departments of transportation coordinate on setting performance targets; and

**WHEREAS**, the FHWA rules also require that, if a State DOT adjusts a 4-year target in the Mid Performance Period Progress Report, and if the MPO established its corresponding target by supporting the State DOT target, then the MPO shall, within 180 days, either support the adjusted statewide 4-year target or commit to a new quantifiable target for that performance measure for its metropolitan planning area; and

**WHEREAS**, the NJTPA coordinated with NJDOT and the other MPOs in New Jersey on analyzing trends and developing the statewide targets for these measures; and

**WHEREAS**, the adjusted statewide 4-year targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Regional Transportation Plan and TIP; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the NJTPA hereby supports the NJDOT adjusted statewide 4-year targets for the three pavement and bridge performance measures; and

**BE IT FURTHER RESOLVED**, that the NJTPA will program investments that support the achievement of these performance targets; and

**BE IT FURTHER RESOLVED** that a copy of this resolution be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.



## Summary of Action

### Support for Adjusted Pavement and Bridge Performance Measure Targets Set by the New Jersey Department of Transportation (NJDOT)

**Action:** Support for adjusted statewide 4-year targets for three national pavement and bridge performance measures. The NJTPA will program projects that will help the state meet these targets.

**Background:** The NJTPA adopted a resolution on September 10, 2018 to support statewide 2-year and 4-year targets set by NJDOT (covering the condition of NHS pavement and bridges, travel time reliability, and freight). These targets were for the first four-year performance period (covering 2018 through 2021) in USDOT's new national performance-based planning process and were formally submitted to the Federal Highway Authority (FHWA) on October 1, 2018, in the required Baseline Performance Period Report.

On October 1, 2020, NJDOT submitted the required Mid Performance Period Progress Report to FHWA (covering the first two years of the performance period: 2018 and 2019). As part of that submission, NJDOT reported on the progress toward meeting the 2- and 4-year targets that were previously established for the various performance measures. FHWA regulations also allow state DOTs to adjust their 4-year targets in this report. NJDOT chose to adjust the 4-year targets for three measures for pavement and bridges.

The three performance measures and their adjustments are:

1. Percent of the non-Interstate NHS pavement lane-miles in poor condition - NJDOT has adjusted the 4-year target for this measure from 2.5% to 15%. Due to data limitations and lack of experience with the new pavement metrics, the earlier target was flawed.
2. Percent of the NHS bridges (by deck area) in good condition - NJDOT has adjusted the 4-year target for this measure from 18.6% to 21.3%. Recent trends motivated a more optimistic target.
3. Percent of the NHS bridges (by deck area) in poor condition - NJDOT has adjusted the 4-year target for this measure from 6.5% to 6.8%. A correction and current look at the data underpinned this small adjustment.

FHWA regulations require that, if a State DOT adjusts a 4-year target in the Mid Performance Period Progress Report, and if the MPO established its corresponding target by supporting the State DOT target, then the MPO shall, within 180 days, either support the adjusted statewide 4-year target or commit to a new quantifiable target for that performance measure for its metropolitan planning area.

NJDOT collaborated with NJTPA on these adjusted 4-year targets. As with the previous target setting efforts, the agencies considered the overall goal of a state of good repair, available historical trends and future projections with upcoming projects, and uncertainties about the data and project completion. These short-term "targets" will serve as useful benchmarks toward achieving longer-term agency goals.

**Justification for Action:** In order to comply with federal regulations, the NJTPA is required to either support the adjusted statewide targets for these three pavement and bridge performance measures, or establish quantitative targets for our region. These adjusted targets were collaboratively developed by NJDOT, NJTPA, and other stakeholders. The targets were developed by examining various data sources and trends, along with established policies of all partner agencies. Given these factors, it is appropriate for the NJTPA to support the adjusted New Jersey statewide targets by agreeing to plan and program projects that help the state meet its targets.

**Staff Recommendation:** Central Staff recommends approval of this action.