

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

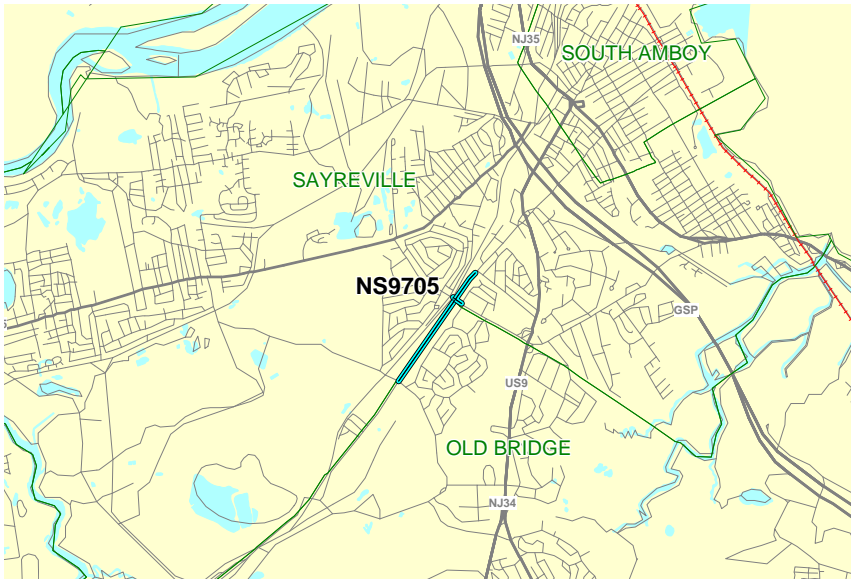
**Routes / CR** 615,673

**Mileposts:** 21.77 - 22.03

**DBNUM:** NS9705

**Section** Bordentown Avenue/Ernston Road, Intersection Improvements

This project includes improvements to the intersection of Bordentown Avenue and Ernston Road and the replacement of an existing Conrail bridge over Ernston Road. This intersection suffers from operational deficiencies due to the insufficient opening of the railroad bridge and substandard turning radii. Project limits include Locust and Villanova Drive along Ernston Road and Haven Terrace and Princeton Drive along Bordentown Avenue.



**Counties:**

Middlesex

**Municipalities:**

Sayreville Boro / Old Bridge Twp.

**Project Type:**

Local Aid

**RCIS Category:**

Road Enhancement

**Sponsor:**

Middlesex County

**Est. Total Project Cost:**

(Million) \$8.706

**FY 2008 - 2011 TIP Cost: (Million) \$8.706**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
CON	STP-NJ		\$8.706			
			\$8.706			

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

**Routes**

**Mileposts:** N/A

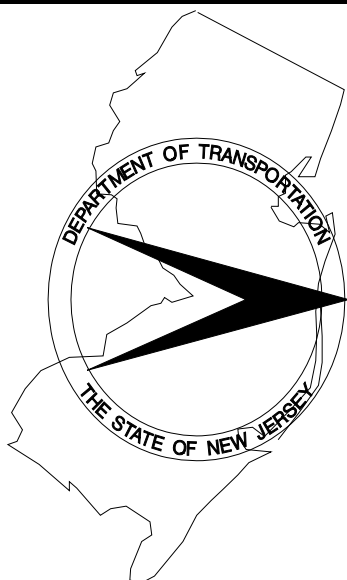
**DBNUM:** 06316

**Section** Carteret Ferry Service Terminal

This project will provide for the construction of a ferry terminal.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid design/right of way/construction project. Total Federal-aid needed for design/right of way/construction is anticipated to be \$1,680,000.

The following special Federal appropriation was allocated to this project: FY 2005 SAFETEA-LU, Section 2871 \$1,680,000 (available 20% per year).



**Counties:**

Middlesex

**Municipalities:**

Carteret Boro

**Project Type:**

Other

**RCIS Category:**

Transit Expansion

**Sponsor:**

NJDOT

**Est. Total Project Cost:  
(Million) Not Available**

**FY 2008 - 2011 TIP Cost: (Million) \$1.680**

**Unconstrained  
Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
ERC	HPP20	\$1.344	\$.336			
		\$1.344	\$.336			

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## Transportation Improvement Program Fiscal Years 2008 - 2011

**Routes**

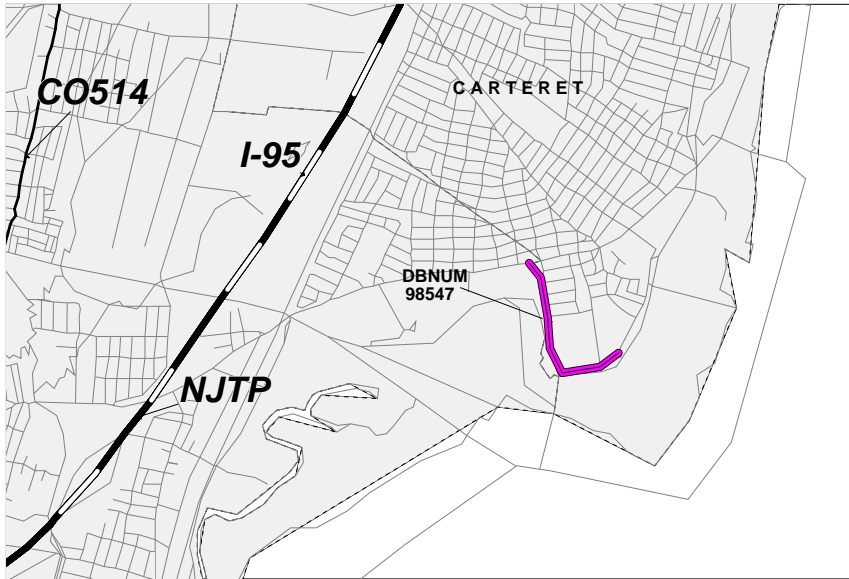
**Mileposts:** N/A

**DBNUM:** 98547

**Section** Carteret Industrial Road

This project will address upgrades to the existing Carteret Industrial Road into Woodbridge Township.

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$3,075,299 (balance available \$2,075,299).



**Counties:**

Middlesex

**Municipalities:**

Carteret Boro

**Project Type:**

Local Aid

**RCIS Category:**

Road Enhancement

**Sponsor:**

Local Lead

**Est. Total Project Cost:  
(Million)** Not Available

**FY 2008 - 2011 TIP Cost: (Million) \$2.075**

**Unconstrained  
Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
ERC	DEMO	\$2.075				
		\$2.075				

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## Transportation Improvement Program Fiscal Years 2008 - 2011

**Routes**

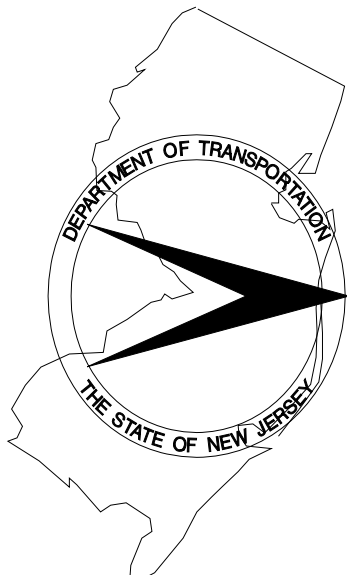
**Mileposts:** N/A

**DBNUM:** 06344

**Section** Carteret, International Trade and Logistics Center Roadway Improvements

The FY 2005 Federal earmarks have provided funding to provide access to a planned warehouse facility in the vicinity of Exit 12 of the NJ Turnpike. This project will need to be coordinated with a planned NJ Turnpike project to construct a Linden-Carteret Connector.

The following special Federal appropriations were allocated to this project. SAFETEA-LU FY 2005 High Priority \$1,000,000, available 20% per year (ID NJ 257); The FY 2005 High Priority also provided \$1,200,000, available 20% per year (ID NJ 199).



**Counties:**

Middlesex

**Municipalities:**

Carteret Boro

**Project Type:**

System Preservation

**RCIS Category:**

Freight

**Sponsor:**

Carteret Boro

**Est. Total Project Cost:**

**(Million)** Not Available

**FY 2008 - 2011 TIP Cost: (Million) \$2.200**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
ERC	HPP20	\$1.960	\$.240			
		\$1.960	\$.240			

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## Transportation Improvement Program Fiscal Years 2008 - 2011

**Routes**

**Mileposts:** N/A

**DBNUM:** 04327B

**Section** East Coast Greenway, Middlesex/Union Counties

This project will include various intersection treatments and grade-separation crossings at locations that intersect with the state highway system. This project will provide bicycle compatibility and opportunity for a safe crossing along the East Coast Greenway route. The locations are as follows: Johnson County Park at Route 27 Albany Street Bridge; Donaldson County Park at Route 1; Railway undercrossing at Route 440, New Brunswick Avenue at Route 35; Rahway River Parkway at Route 27; Cranford Town Hall Path at Route 28; and Suburban Golf Course at Route 82 (Morris Avenue).

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

**Counties:**

Middlesex / Union

**Municipalities:**

Various

**Project Type:**

Other

**RCIS Category:**

Bike/Ped

**Sponsor:**

NJDOT

**Est. Total Project Cost:**  
**(Million)** Not Available

**FY 2008 - 2011 TIP Cost: (Million) \$0.640**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
PD	HPP20	\$.640				
		\$.640				

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

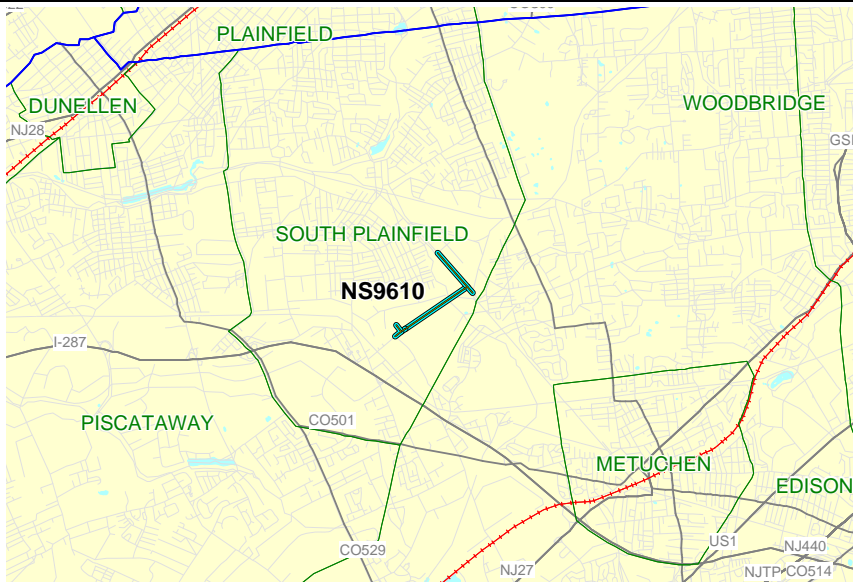
**Routes**

**Mileposts:** N/A

**DBNUM:** NS9610

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

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



**Counties:**

Middlesex

**Municipalities:**

South Plainfield Boro

**Project Type:**

Local Aid

**RCIS Category:**

Road Expansion

**Sponsor:**

South Plainfield Bor

**Est. Total Project Cost:**  
**(Million) \$47.153**

**FY 2008 - 2011 TIP Cost: (Million) \$0.000**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
DES	STP-NJ	\$0.000				
ROW	STP-NJ			\$0.000		

**NJTPA**

**Transportation Improvement Program Fiscal Years 2008 - 2011**

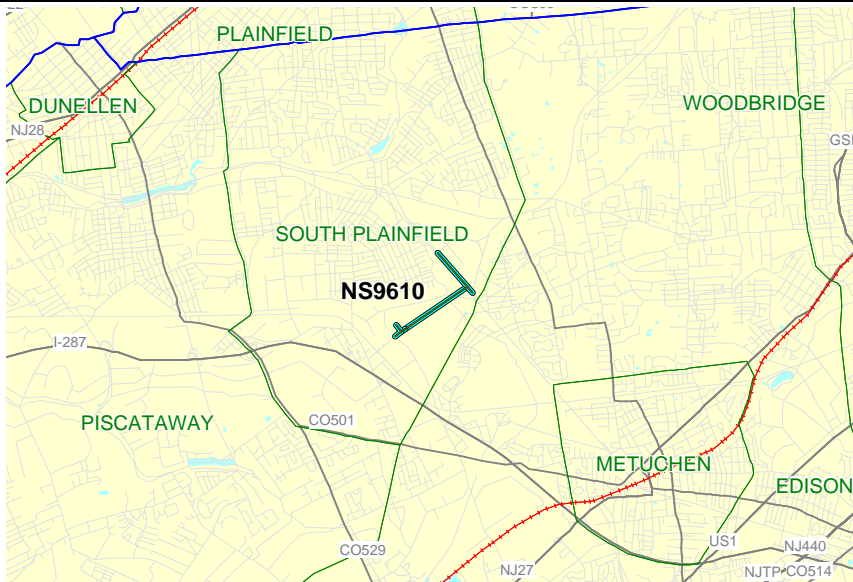
**Routes**

**Mileposts:** N/A

**DBNUM:** NS9610

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

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



**Counties:**

Middlesex

**Municipalities:**

South Plainfield Boro

**Project Type:**

Local Aid

**RCIS Category:**

Road Expansion

**Sponsor:**

South Plainfield Bor

**Est. Total Project Cost:**

**(Million)** \$47.153

**FY 2008 - 2011 TIP Cost: (Million) \$10.053**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
DES	STP-NJ	\$2.145				
ROW	STP-NJ			\$3.000	\$4.908	
CON	STP-NJ					\$37.100
		\$2.145		\$3.000	\$4.908	

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## Transportation Improvement Program Fiscal Years 2008 - 2011

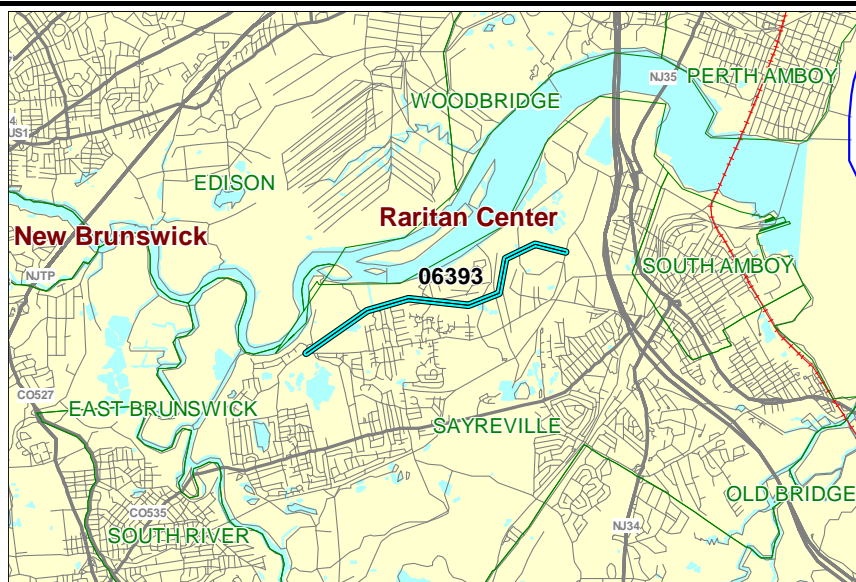
**Routes**

**Mileposts:** N/A

**DBNUM:** 06393

**Section** Main Street Bypass, Sayreville

Funding is provided for completion of the construction of the Main Street Bypass Road, which will serve as the new primary East/West collector road in the Borough of Sayreville. The project has a multi-year funding agreement.



**Counties:**

Middlesex

**Municipalities:**

Sayreville Boro

**Project Type:**

Local Aid

**RCIS Category:**

Road Expansion

**Sponsor:**

Sayreville Boro

**Est. Total Project Cost:**

(Million) Not Available

**FY 2008 - 2011 TIP Cost: (Million) \$8.000**

Unconstrained  
Information

PHASE	SOURCE	2008	2009	2010	2011	2012
ERC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
		\$2.000	\$2.000	\$2.000	\$2.000	



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## Transportation Improvement Program Fiscal Years 2008 - 2011

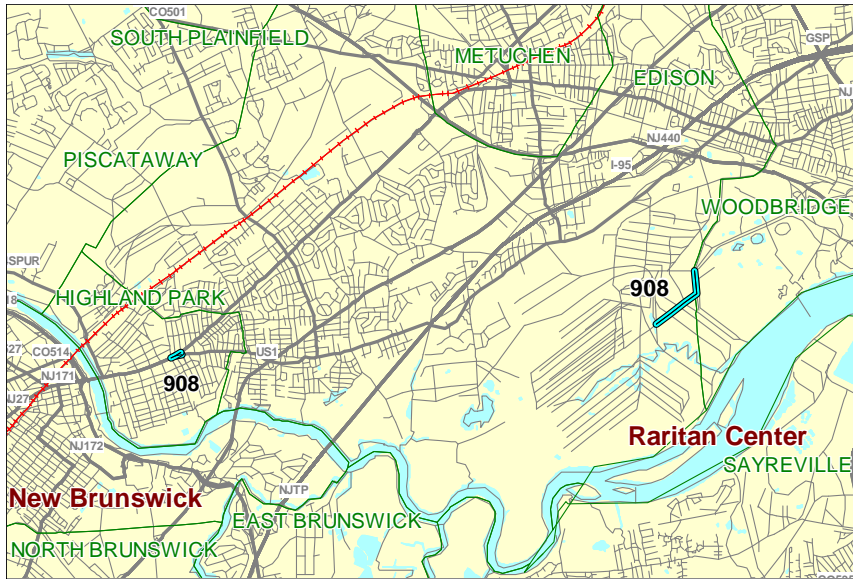
**Routes**

**Mileposts:** N/A

**DBNUM:** 908

**Section** Raritan Center Roadway Improvements

Funding will be provided for a supplemental agreement between the NJDOT and the County of Middlesex. The project scope includes funding for the Boro of Highland Park for their "Safe Moves for Highland Park" program, along with the Industrial Road Extension in the Townships of Edison and Woodbridge and improvements to Prospect Plains Road in the Townships of Cranbury and Monroe.



**Counties:**

Middlesex

**Municipalities:**

Woodbridge Twp. / Edison Twp. / Highland Park Boro

**Project Type:**

Local Aid

**RCIS Category:**

Other

**Sponsor:**

Middlesex County

**Est. Total Project Cost:**

(Million) Not Available

**FY 2008 - 2011 TIP Cost: (Million) \$3.868**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
ERC	STATE	\$3.868				
		\$3.868				

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## Transportation Improvement Program Fiscal Years 2008 - 2011

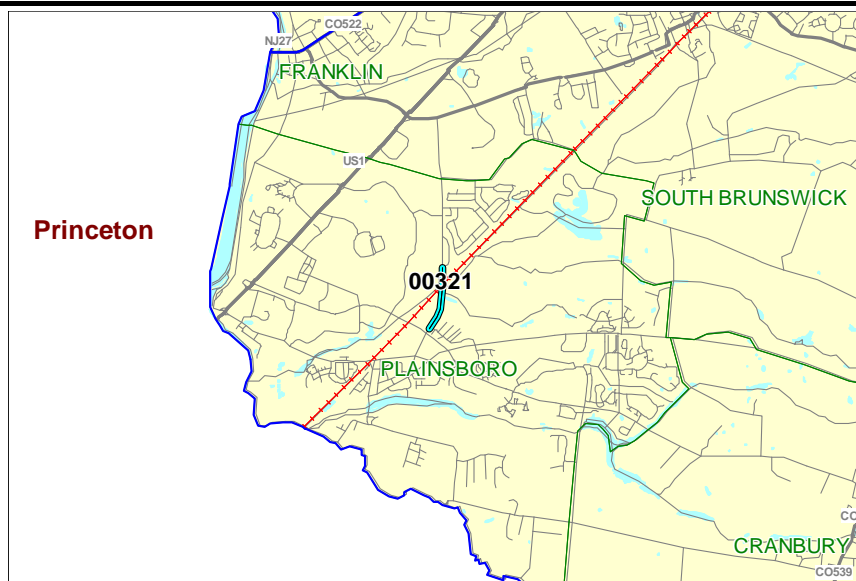
**Routes / CR 683**

**Mileposts: 0.70**

**DBNUM: 00321**

**Section Schalks Station Road Bridge**

This project will provide for the replacement of the bridge deck that will maintain the existing steel superstructure and provide bicycle/pedestrian accessibility. A shared bicycle/pedestrian sidewalk lane will be provided through cantilever addition on the through girders along both the east and west sides of Schalk's Crossing Road. Repairs will be made to the substructure. Prior to any bridge rehabilitation, the railroad catenary system will be modified. Roadway improvements would include milling and resurfacing the existing roadway approaches for tie-ins to bridge.



**Counties:**

Middlesex

**Municipalities:**

Plainsboro Twp.

**Project Type:**

Local Aid

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

**(Million) \$6.399**

**FY 2008 - 2011 TIP Cost: (Million) \$5.711**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
DES	STP-NJ	\$ .800				
UTI	STP-NJ		\$ .200			
CON	STP-NJ			\$ 4.711		
		\$ .800	\$ .200	\$ 4.711		

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## Transportation Improvement Program Fiscal Years 2008 - 2011

**Routes**

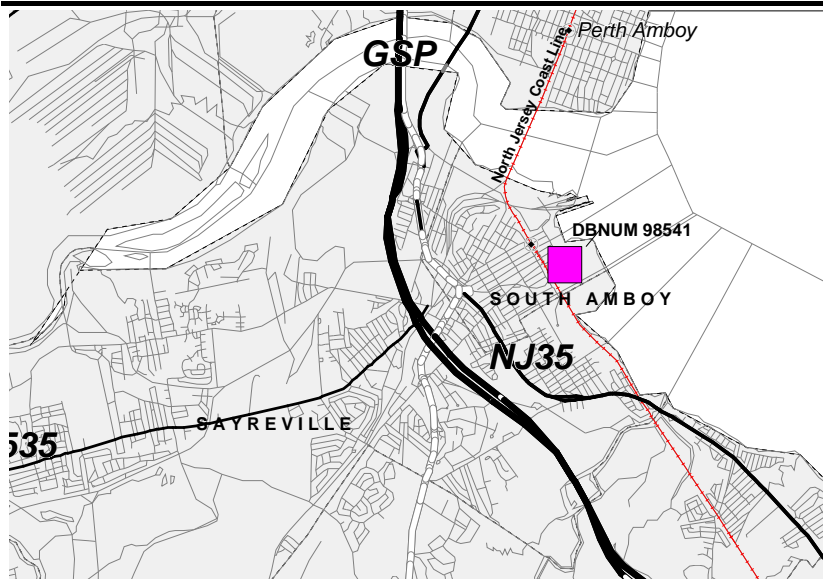
**Mileposts:** N/A

**DBNUM:** 98541

**Section** South Amboy Intermodal Center

This is an intermodal project linking several major regional routes and modes of transportation into one central point of transfer. Improvements in the vicinity of the South Amboy waterfront may include rail and bus transit plazas, arterial and site access road improvements, bridge reconfiguration, bulkheading and breakwater development, ferry terminal, and pedestrian access to rail and bus facilities.

The federal Transportation Equity Act for the 21st Century (TEA-21) provided funding for this project under Section 1601, High Priority Projects Program. The Act allocated \$12.0 M for this project. RABAs have increased the total authorization amount to \$12,301,193. The federal FY 2002 Transportation and Community and System Preservation Program allocated an additional \$991,307 for this project.



**Counties:**

Middlesex

**Municipalities:**

South Amboy City

**Project Type:**

Other

**RCIS Category:**

Transit Enhancement

**Sponsor:**

South Amboy

**Est. Total Project Cost:**  
**(Million)** Not Available

**FY 2008 - 2011 TIP Cost: (Million) \$12.499**

Unconstrained  
Information

PHASE	SOURCE	2008	2009	2010	2011	2012
ERC	DEMO	\$9.499				
ERC	FERRY-911	\$3.000				
		\$12.499				

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

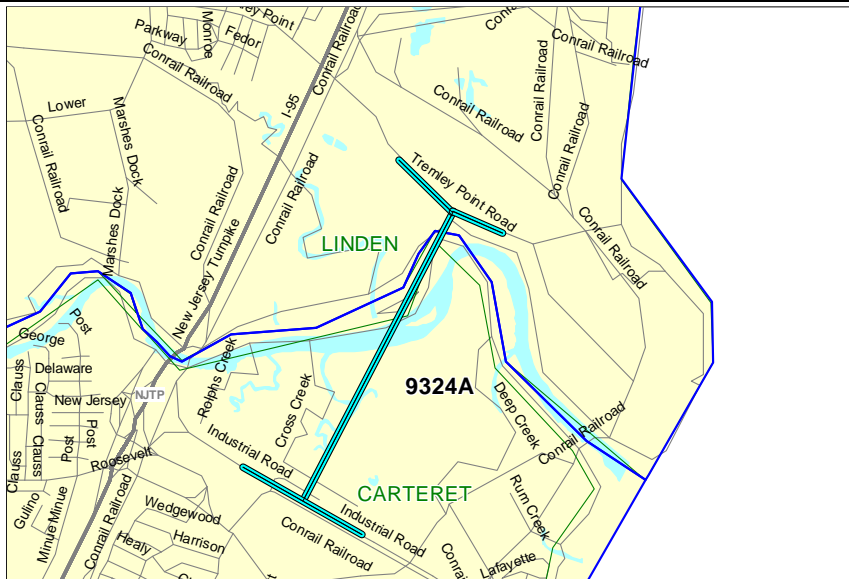
**Routes**

**Mileposts:** N/A

**DBNUM:** 9324A

### Section Tremley Point Access Local Roadway Improvements

The Tremley Point Connector Road is a new four-lane, predominantly pile-supported, approximately 1.1 mile long roadway/bridge featuring two 12-foot lanes in each direction and 3-foot wide right shoulders. The redevelopment of the Tremley Point area of Linden has been the subject of numerous reports and analysis. The local roadway system in Linden is unable to support the increase in truck traffic anticipated by the redevelopment of the Tremley Point brownfields into more than six million square feet of warehouse and distribution space. The Tremley Point area is located less than 10 miles from Port Elizabeth, Newark and Newark Liberty International Airport. The NJ Turnpike is currently advancing the Environmental Assessment document with the USCG for a Connector Road from NJ Turnpike Interchange 12 to Tremley Point. This project is also funded through a special appropriation, FY06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$10,000,000, (\$9,189,390 available), and will be used for environmental mitigation.



**Counties:**

Union / Middlesex

**Municipalities:**

Linden City / Carteret Boro

**Project Type:**

Local Aid

**RCIS Category:**

Road Enhancement

**Sponsor:**

Union County

**Est. Total Project Cost:**  
**(Million)** Not Available

**FY 2008 - 2011 TIP Cost: (Million) \$90.450**

Unconstrained Information

PHASE	SOURCE	2008	2009	2010	2011	2012
DES	HPP10	\$3.500				
DES	OTHER		\$3.700			
ROW	HPP10	\$6.500				
CON	OTHER	\$2.500	\$25.500	\$32.500	\$16.250	
		\$12.500	\$29.200	\$32.500	\$16.250	

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

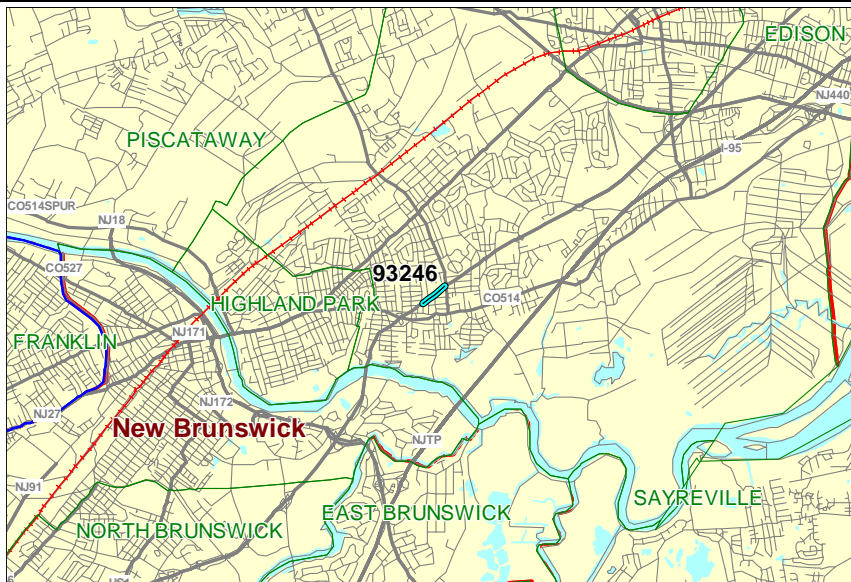
**Routes** 1

**Mileposts:** 28.80 - 29.00

**DBNUM:** 93246

**Section** Loring Avenue, Drainage Improvements

Drainage improvements at the intersection of Loring Avenue will alleviate flooding in the southbound lanes during heavy rain.



**Counties:**

Middlesex

**Municipalities:**

Edison Twp.

**Project Type:**

System Preservation

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

(Million) Not Available

**FY 2008 - 2011 TIP Cost: (Million) \$8.712**

Unconstrained  
Information

PHASE	SOURCE	2008	2009	2010	2011	2012
CON	NHS			\$8.712		
				\$8.712		

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

**Routes** 1

**Mileposts:** 12.80 - 21.50

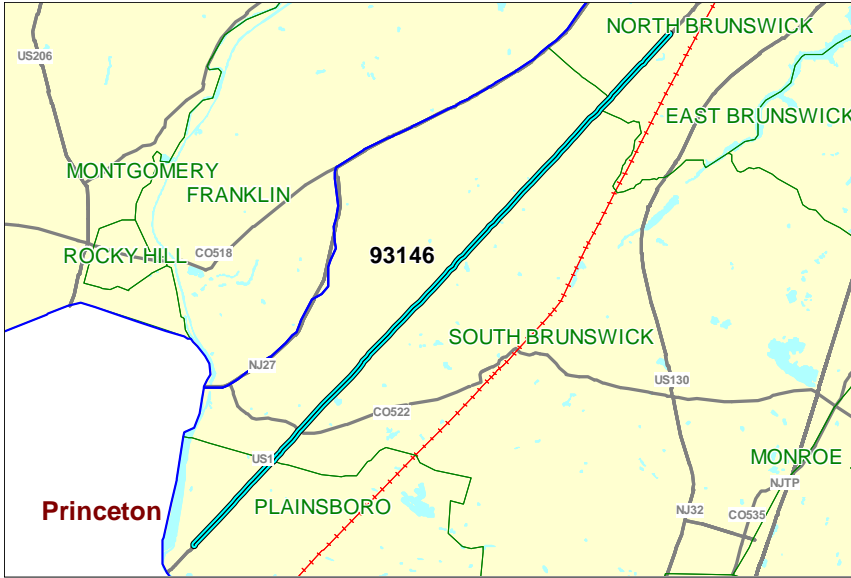
**DBNUM:** 93146

**Section** Middlesex County Corridor Study

A Smart Growth Study of this corridor is currently underway. Upon completion of this study, a concept development study will begin in order to identify future needs in this corridor.

Structure Numbers: 1201152, 1201153, 1201154, 1201155, 1201156, 1201160, 1201159, 1201157

The following special Federal appropriations were allocated to this project. FY06 SAFETEA-LU, \$2,500,000 (available 20% per year); \$3,500,000 (available 20% per year) and \$800,000 (available 20% per year).



**Counties:**

Middlesex

**Municipalities:**

Plainsboro Twp. / South Brunswick Twp. / North Brunswick Twp.

**Project Type:**

System Management

**RCIS Category:**

Road Expansion

**Sponsor:**

NJDOT

**Est. Total Project Cost: (Million)** Not Available

**FY 2008 - 2011 TIP Cost: (Million) \$1.000**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
CD	HPP20	\$1.000				
		\$1.000				

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

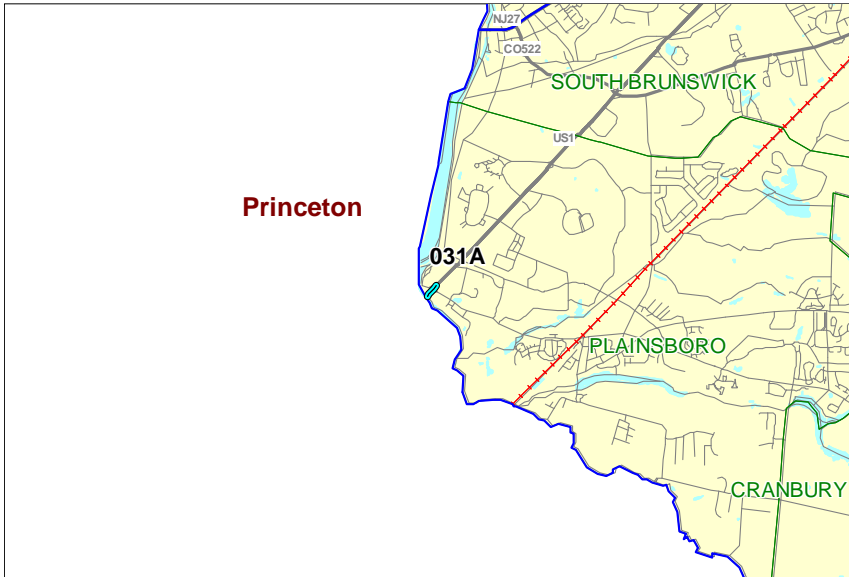
**Routes** 1

**Mileposts:** 11.96

**DBNUM:** 031A

**Section** Millstone River, Bridge Replacement

This project is part of the Route 1, Penns Neck Improvements and will replace the bridge over the Millstone River as an independent project. The Millstone River bridge was constructed in 1928 and rehabilitated in 1959. The existing three-span bridge is 104 feet long and 76 feet wide. The structure is in poor condition. The bridge carries six travel lanes of Route 1 with no shoulders or sidewalks on either side. The existing bridge also carries gas, water, telephone and fiberoptic utilities. The new structure will be two spans, 110 feet long and 126 feet wide and will accommodate six travel lanes with full shoulders/auxiliary lanes for bicycles and two sidewalks for pedestrians.



**Counties:**

Mercer / Middlesex

**Municipalities:**

West Windsor Twp. /  
Plainsboro Twp.

**Project Type:**

System Preservation

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

(Million) Not Available

**FY 2008 - 2011 TIP Cost: (Million) \$8.130**

**Unconstrained  
Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
ROW	STATE	\$.400				
CON	BRIDGE		\$7.730			
		\$.400	\$7.730			

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

**Routes** 1

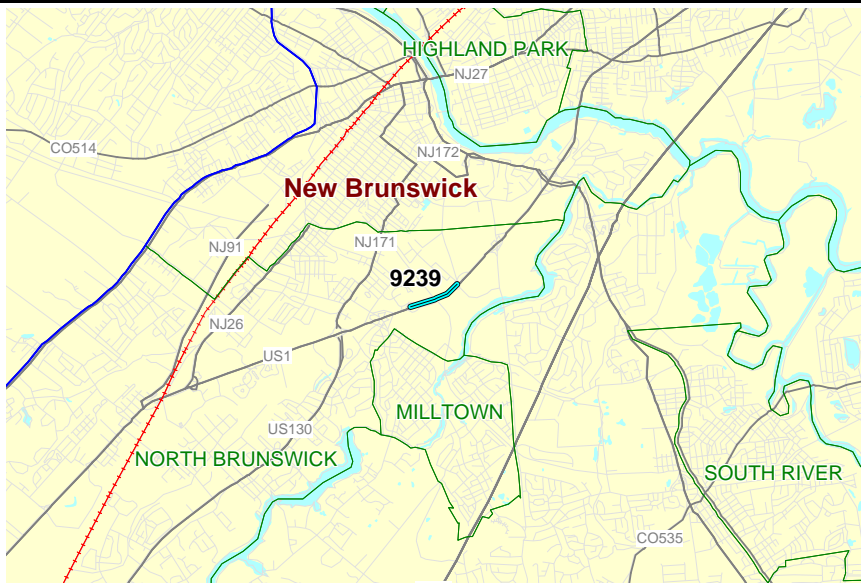
**Mileposts:** 25.60 - 25.80

**DBNUM:** 9239

**Section** North of Ryders Lane to south of Milltown Road (6V)

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

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



**Counties:**  
Middlesex

**Municipalities:**  
North Brunswick Twp.

**Project Type:**  
System Preservation

**RCIS Category:**  
Road Enhancement

**Sponsor:**  
NJDOT

**Est. Total Project Cost:**  
**(Million)** \$43.643

**FY 2008 - 2011 TIP Cost: (Million) \$35.389**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
CON	HPP10	\$7.189	\$2.811			
CON	HPP20		\$.640			
CON	NHS		\$24.749			
		\$7.189	\$28.200			



**NJTPA**

**Transportation Improvement Program Fiscal Years 2008 - 2011**

**Routes 1**

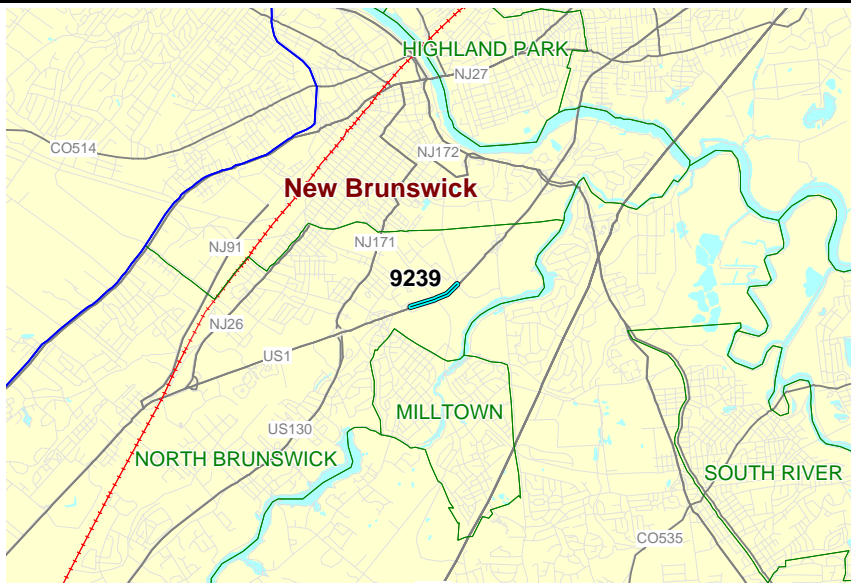
**Mileposts: 25.60 - 25.80**

**DBNUM: 9239**

**Section North of Ryders Lane to south of Milltown Road (6V)**

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

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



**Counties:**

Middlesex

**Municipalities:**

North Brunswick Twp.

**Project Type:**

System Preservation

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

**(Million) \$43.643**

**FY 2008 - 2011 TIP Cost: (Million) \$29.656**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
CON	HPP10	\$10.000				
CON	HPP20		\$.640			
CON	NHS		\$19.016			
		\$10.000	\$19.656			

**NJTPA**

**Transportation Improvement Program Fiscal Years 2008 - 2011**

**Routes** 1

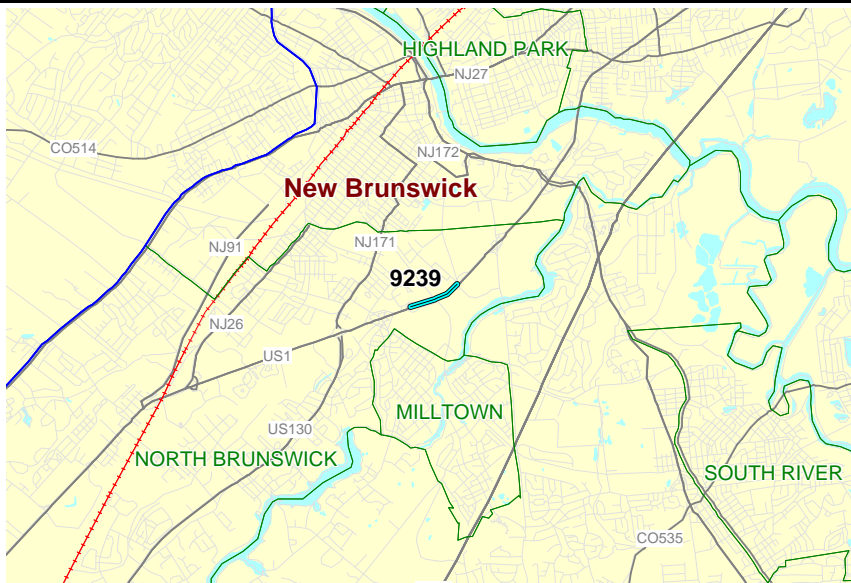
**Mileposts:** 25.60 - 25.80

**DBNUM:** 9239

**Section** North of Ryders Lane to south of Milltown Road (6V)

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

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



**Counties:**

Middlesex

**Municipalities:**

North Brunswick Twp.

**Project Type:**

System Preservation

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

**(Million)** \$43.643

**FY 2008 - 2011 TIP Cost: (Million) \$29.656**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
CON	HPP20		\$.640			
CON	NHS		\$29.016			
			\$29.656			

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

**Routes** 9

**Mileposts:** 135.40 - 136.20    **DBNUM:** 95115

**Section** Green Street Interchange

The project will provide a direct roadway connector between two sections of Green Street, and will be constructed in the median of Route 9. This connector roadway requires the replacement and extension of two structures over Route 9. The project also addresses flooding problems within the project limits by the installation of additional inlets along with either the replacement of the existing drainage system with larger pipes, the installation of a second drainage system parallel to the first system or the construction of a series of detention basins.



**Counties:**

Middlesex

**Municipalities:**

Woodbridge Twp.

**Project Type:**

System Preservation

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

**(Million)** \$29.473

**FY 2008 - 2011 TIP Cost: (Million) \$22.260**

Unconstrained  
Information

PHASE	SOURCE	2008	2009	2010	2011	2012
DES	NHS	\$1.000				
ROW	STATE	\$1.500				
CON	STATE				\$19.760	
		\$2.500			\$19.760	

**NJTPA**

**Transportation Improvement Program Fiscal Years 2008 - 2011**

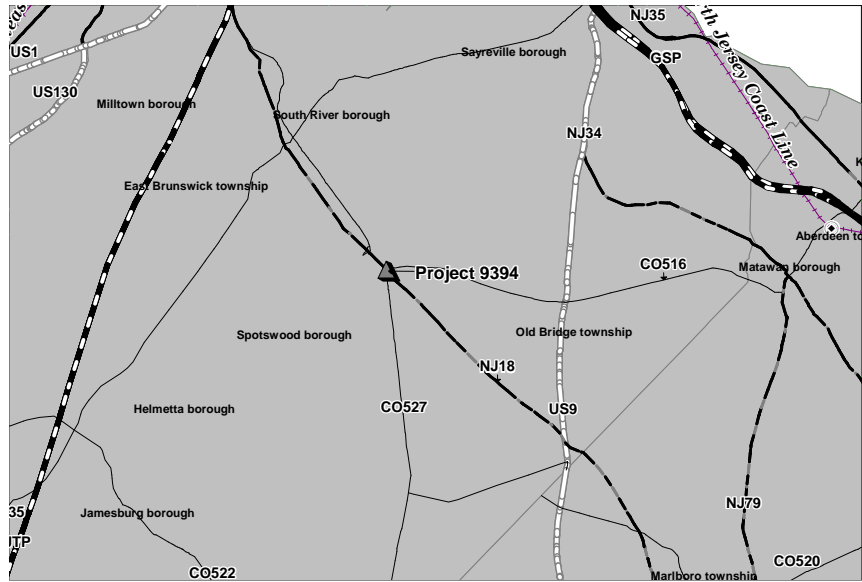
**Routes** 18

**Mileposts:** 34.00 - 34.50

**DBNUM:** 9394

**Section** Interchange of CRs 516/527

Interchange improvements include the elimination of geometric design deficiencies at the existing interchange to improve safety and operations. This realignment includes widening Route 18 to provide adequate inside shoulders and widening CRs 516/527 in both directions through the interchange area. To accommodate these improvements, the existing bridge over Route 18 will be replaced. A new ramp will be provided from Route 18 northbound to CR 516/527 eastbound and westbound via a new signalized intersection. The existing ramps to and from Route 18 and CR 516/527 will also be reconfigured to match the alignment of Route 18 and CR 516/527. The signalized intersection of CR 516 and Old Matawan Road will be relocated and improved. This signal will be coordinated with the new signal at the ramp from Route 18 to optimize operations at both intersections. This project will be bicycle/pedestrian compatible. This is a multi-year funded Transportation Trust Fund (TTF) project under the provisions of Section 13 of P.L. 1995, c.108. Total TTF funding needed for construction is anticipated to be \$28.800 million.



**Counties:**  
Middlesex

**Municipalities:**  
Old Bridge Twp.

**Project Type:**  
System Management

**RCIS Category:**  
Road Enhancement

**Sponsor:**  
NJDOT

**Est. Total Project Cost:**  
**(Million)** \$39.826

**FY 2008 - 2011 TIP Cost: (Million) \$28.368**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
CON	STATE			\$28.368		
				\$28.368		

**NJTPA**

**Transportation Improvement Program Fiscal Years 2008 - 2011**

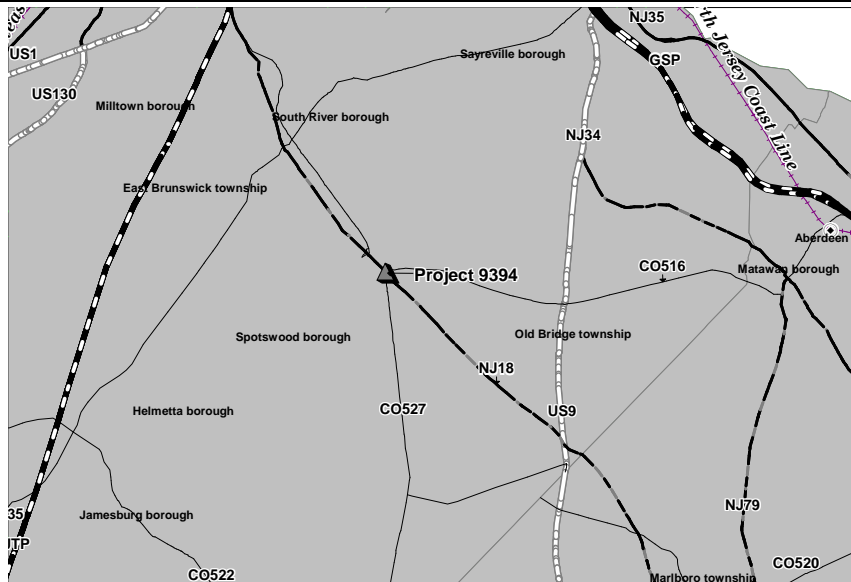
**Routes 18**

**Mileposts: 34.00 - 34.50**

**DBNUM: 9394**

**Section Interchange of CRs 516/527**

Interchange improvements include the elimination of geometric design deficiencies at the existing interchange to improve safety and operations. This realignment includes widening Route 18 to provide adequate inside shoulders and widening CRs 516/527 in both directions through the interchange area. To accommodate these improvements, the existing bridge over Route 18 will be replaced. A new ramp will be provided from Route 18 northbound to CR 516/527 eastbound and westbound via a new signalized intersection. The existing ramps to and from Route 18 and CR 516/527 will also be reconfigured to match the alignment of Route 18 and CR 516/527. The signalized intersection of CR 516 and Old Matawan Road will be relocated and improved. This signal will be coordinated with the new signal at the ramp from Route 18 to optimize operations at both intersections. This project will be bicycle/pedestrian compatible. This is a multi-year funded Transportation Trust Fund (TTF) project under the provisions of Section 13 of P.L. 1995, c.108. Total TTF funding needed for construction is anticipated to be \$28.800 million.



**Counties:**

Middlesex

**Municipalities:**

Old Bridge Twp.

**Project Type:**

System Management

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

**(Million) \$39.826**

**FY 2008 - 2011 TIP Cost: (Million) \$28.368**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
CON	STATE		\$5.500	\$22.868		
			\$5.500	\$22.868		

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

**Routes** 18

**Mileposts:** 40.60 - 42.52

**DBNUM:** 108

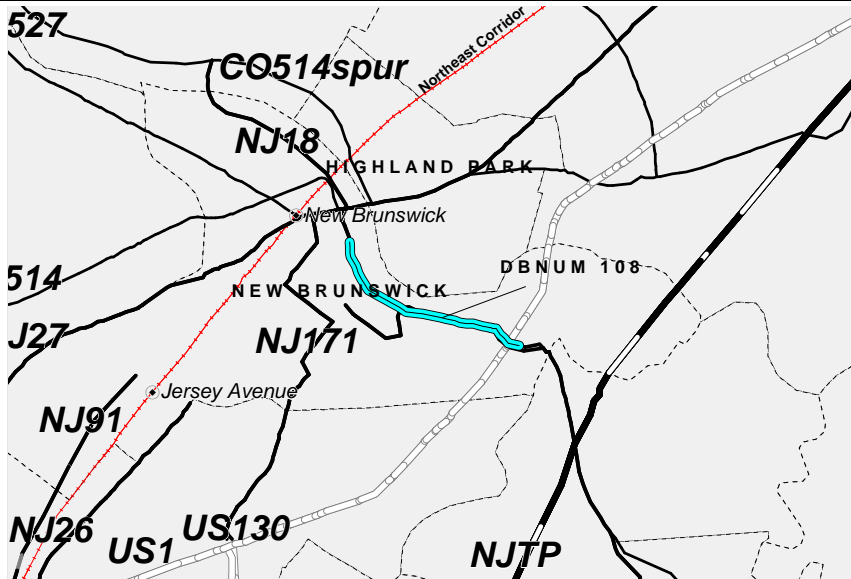
**Section** Route 1 to Northeast Corridor Amtrak Line north of Route 27 (2F 7E 11H)

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

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

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

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



**Counties:**

Middlesex

**Municipalities:**

New Brunswick City

**Project Type:**

System Preservation

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

(Million) \$197.213

**FY 2008 - 2011 TIP Cost: (Million) \$22.307**

Unconstrained Information

PHASE	SOURCE	2008	2009	2010	2011	2012
CON	HPP10	\$0.625				
CON	HPP20	\$1.500				
CON	NHS	\$20.182				
		\$22.307				

**NJTPA**

**Transportation Improvement Program Fiscal Years 2008 - 2011**

**Routes** 18

**Mileposts:** 40.60 - 42.52

**DBNUM:** 108

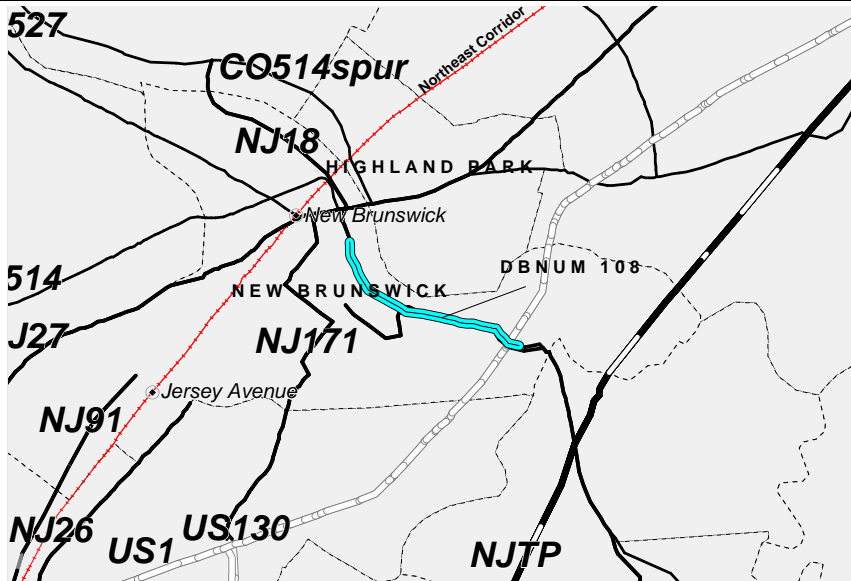
**Section** Route 1 to Northeast Corridor Amtrak Line north of Route 27 (2F 7E 11H)

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

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

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

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



**Counties:**

Middlesex

**Municipalities:**

New Brunswick City

**Project Type:**

System Preservation

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

**(Million) \$197.213**

**FY 2008 - 2011 TIP Cost: (Million) \$36.775**

Unconstrained Information

PHASE	SOURCE	2008	2009	2010	2011	2012
CON	HPP10	\$.625				
CON	HPP20	\$1.500				
CON	NHS	\$34.650				
		\$36.775				

**NJTPA**

**Transportation Improvement Program Fiscal Years 2008 - 2011**

**Routes** 18 Ext.

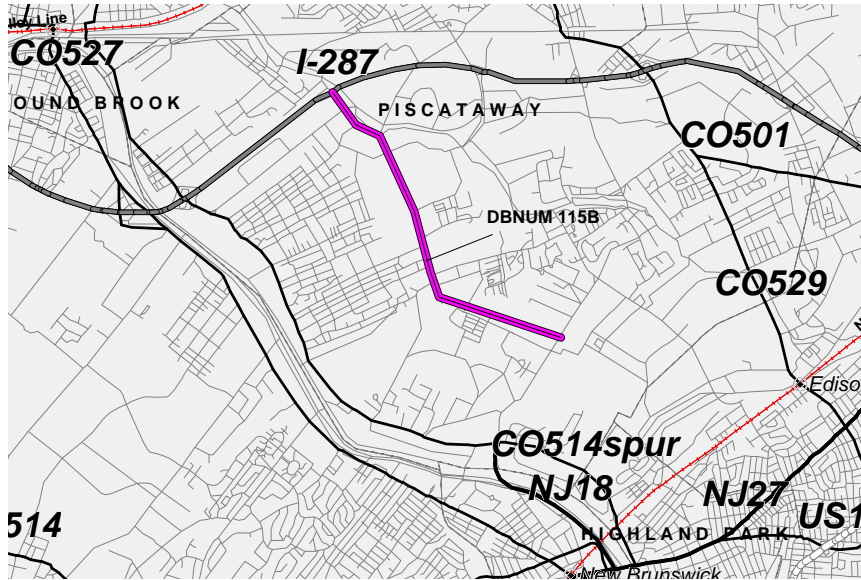
**Mileposts:** 45.59 - 47.79

**DBNUM:** 115B

**Section** Hoes Lane Extension to I-287 (3A)

Existing Hoes Lane from the Hoes Lane Extension to I-287 will be rehabilitated and will remain a four-lane roadway with signal modification. This project will be bicycle/pedestrian compatible.

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



**Counties:**  
Middlesex

**Municipalities:**  
Piscataway Twp.

**Project Type:**  
System Preservation

**RCIS Category:**  
Road Expansion

**Sponsor:**  
NJDOT

**Est. Total Project Cost:**  
(Million) \$56.970

**FY 2008 - 2011 TIP Cost: (Million) \$52.460**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
DES	NHS	\$3.000				
CON	HPP10	\$8.627	\$3.373			
CON	STATE			\$12.000	\$25.460	
		\$11.627	\$3.373	\$12.000	\$25.460	



**NJTPA**

**Transportation Improvement Program Fiscal Years 2008 - 2011**

**Routes** 18 Ext.

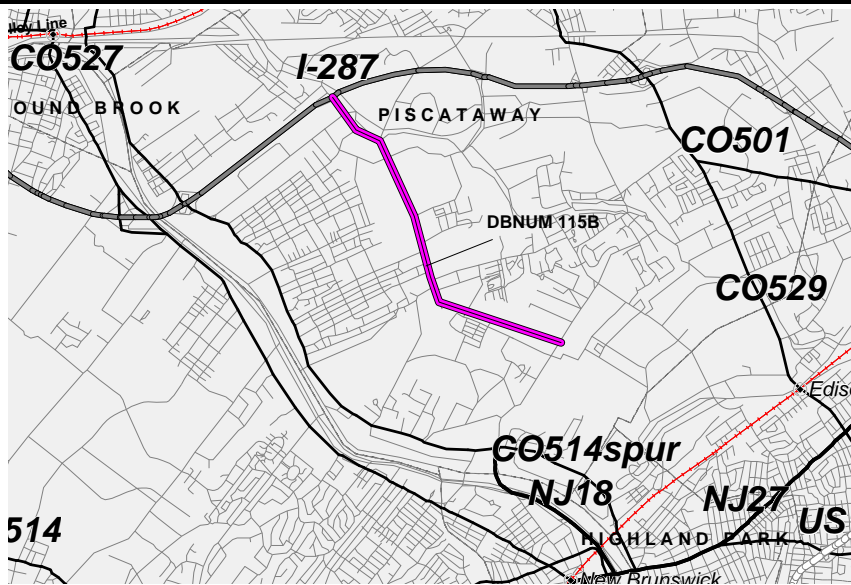
**Mileposts:** 45.59 - 47.79

**DBNUM:** 115B

**Section** Hoes Lane Extension to I-287 (3A)

Existing Hoes Lane from the Hoes Lane Extension to I-287 will be rehabilitated and will remain a four-lane roadway with signal modification. This project will be bicycle/pedestrian compatible.

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



**Counties:**

Middlesex

**Municipalities:**

Piscataway Twp.

**Project Type:**

System Preservation

**RCIS Category:**

Road Expansion

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

(Million) \$56.970

**FY 2008 - 2011 TIP Cost: (Million) \$51.460**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
DES	NHS	\$2.000				
CON	HPP10		\$12.000			
CON	STATE			\$12.000	\$25.460	
		\$2.000	\$12.000	\$12.000	\$25.460	

**NJTPA**

**Transportation Improvement Program Fiscal Years 2008 - 2011**

**Routes** 18 Ext.

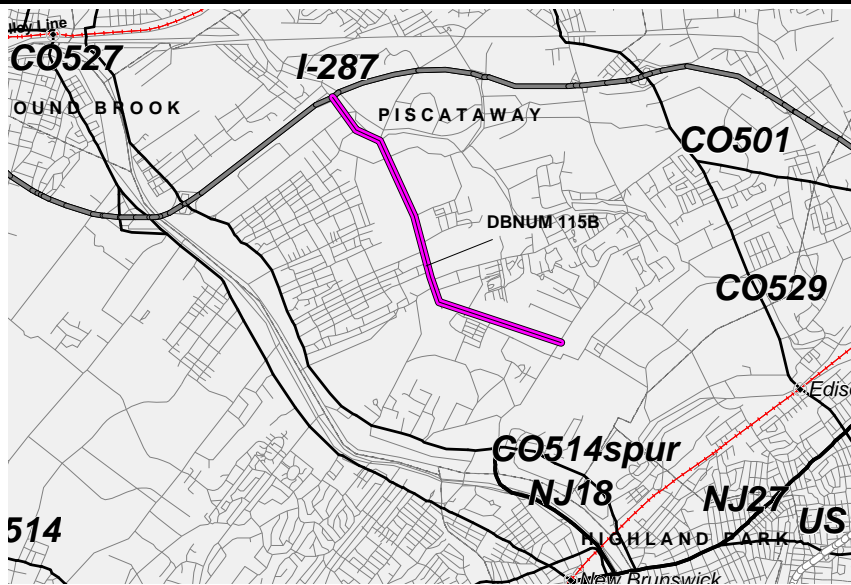
**Mileposts:** 45.59 - 47.79

**DBNUM:** 115B

**Section** Hoes Lane Extension to I-287 (3A)

Existing Hoes Lane from the Hoes Lane Extension to I-287 will be rehabilitated and will remain a four-lane roadway with signal modification. This project will be bicycle/pedestrian compatible.

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



**Counties:**

Middlesex

**Municipalities:**

Piscataway Twp.

**Project Type:**

System Preservation

**RCIS Category:**

Road Expansion

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

(Million) \$56.970

**FY 2008 - 2011 TIP Cost: (Million) \$51.460**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
DES	NHS	\$2.000				
CON	STATE			\$12.000	\$37.460	
		\$2.000		\$12.000	\$37.460	

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

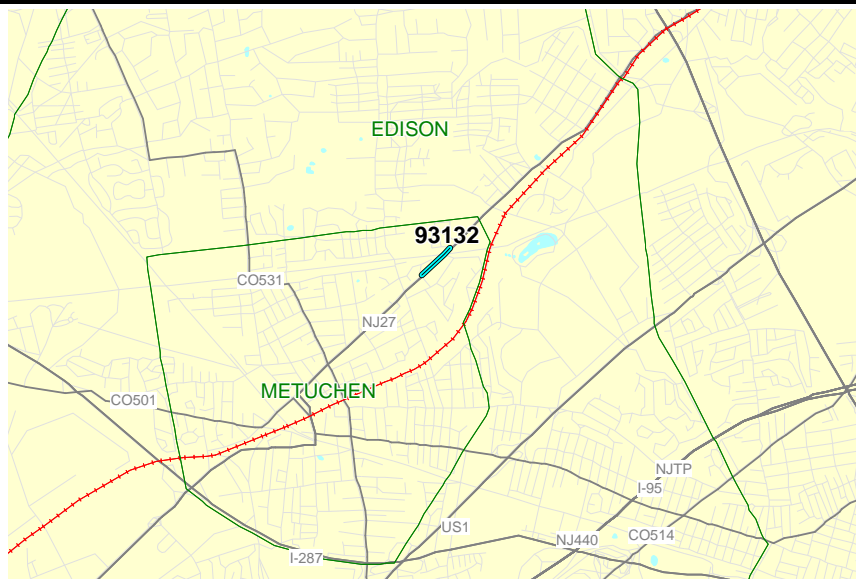
**Routes** 27

**Mileposts:** 22.75 - 23.10

**DBNUM:** 93132

**Section** Conrail Port Reading Branch Bridge (6L)

The existing structure consists of one 13-foot to 16-foot travel lane and one 2-foot to 10-foot shoulder in each direction. The improvements will provide one 12-foot travel lane and one 10-foot shoulder in each direction. Sidewalks will be provided throughout the project. There are no intersection improvements proposed. This project is bicycle/pedestrian compatible.



**Counties:**

Middlesex

**Municipalities:**

Metuchen Boro

**Project Type:**

System Preservation

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

**(Million)** Not Available

**FY 2008 - 2011 TIP Cost: (Million) \$7.850**

Unconstrained Information

PHASE	SOURCE	2008	2009	2010	2011	2012
CON	STATE	\$7.850				
		\$7.850				

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

**Routes** 27 **Mileposts:** 25.00 - 25.20 **DBNUM:** 93227B

**Section** Oak Tree Road/Green Street, Intersection Improvements

Intersection improvements will include additional lanes, turning lanes, auxiliary lanes, revised signalization and widening of Oak Tree Road and Green Street. This project will be bicycle/pedestrian compatible.



**Counties:**  
Middlesex

**Municipalities:**  
Woodbridge Twp.

**Project Type:**  
System Management

**RCIS Category:**  
Road Enhancement

**Sponsor:**  
NJDOT

**Est. Total Project Cost:**  
**(Million) \$6.039**

**FY 2008 - 2011 TIP Cost: (Million) \$1.700**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
DES	STP		\$1.200			
ROW	STATE			\$0.500		
CON	STATE					\$4.190
			\$1.200	\$0.500		

**NJTPA**

**Transportation Improvement Program Fiscal Years 2008 - 2011**

**Routes** 27

**Mileposts:** 25.00 - 25.20

**DBNUM:** 93227B

**Section** Oak Tree Road/Green Street, Intersection Improvements

Intersection improvements will include additional lanes, turning lanes, auxiliary lanes, revised signalization and widening of Oak Tree Road and Green Street. This project will be bicycle/pedestrian compatible.



**Counties:**

Middlesex

**Municipalities:**

Woodbridge Twp.

**Project Type:**

System Management

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

**(Million)** \$6.039

**FY 2008 - 2011 TIP Cost: (Million) \$4.820**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
DES	STP	\$1.200				
CON	STP				\$3.620	
		\$1.200			\$3.620	

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

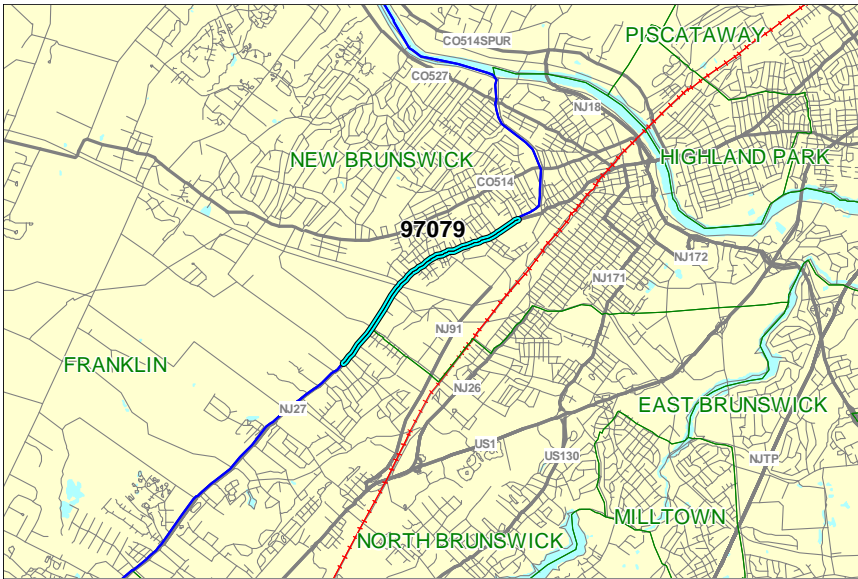
Routes 27

Mileposts: 13.10 - 15.17

DBNUM: 97079

**Section** Renaissance 2000, Bennetts Lane to Somerset Street

Three lanes of travel will be provided on Route 27 for the majority of the project limits, with a single travel lane in each direction and a center, two-way left-turn lane. Between Bennetts Lane and How Lane/Veronica Avenue, there will be one northbound lane and two southbound lanes. Additional lanes are provided at select intersections in response to traffic volume demand.



**Counties:**  
Middlesex / Somerset

**Municipalities:**  
New Brunswick City / North Brunswick Twp. / Franklin Twp.

**Project Type:**  
System Management

**RCIS Category:**  
Road Enhancement

**Sponsor:**  
NJDOT

**Est. Total Project Cost:**  
(Million) \$12.775

FY 2008 - 2011 TIP Cost: (Million) \$11.324

Unconstrained Information

PHASE	SOURCE	2008	2009	2010	2011	2012
DES	NHS	\$1.000				
ROW	STP		\$1.700			
CON	STATE			\$8.624		
		\$1.000	\$1.700	\$8.624		

**NJTPA**

**Transportation Improvement Program Fiscal Years 2008 - 2011**

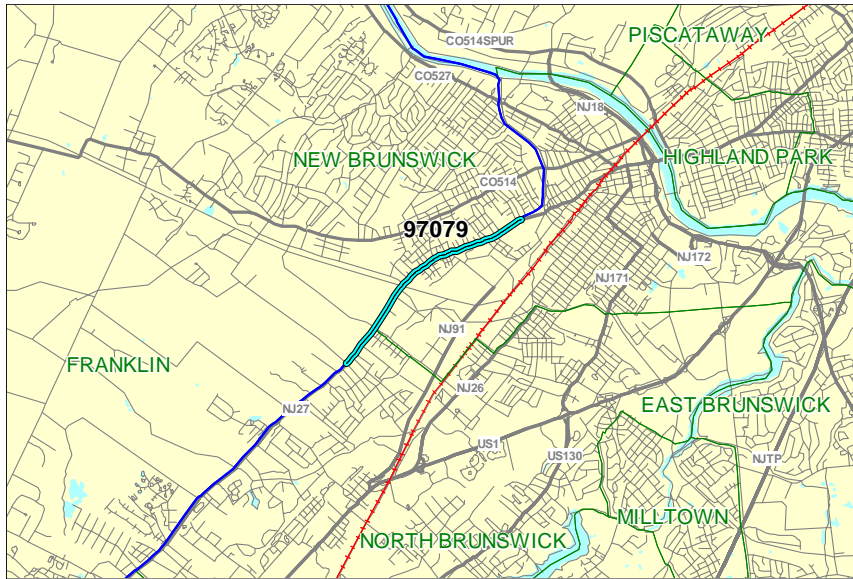
**Routes 27**

**Mileposts: 13.10 - 15.17**

**DBNUM: 97079**

**Section Renaissance 2000, Bennetts Lane to Somerset Street**

Three lanes of travel will be provided on Route 27 for the majority of the project limits, with a single travel lane in each direction and a center, two-way left-turn lane. Between Bennetts Lane and How Lane/Veronica Avenue, there will be one northbound lane and two southbound lanes. Additional lanes are provided at select intersections in response to traffic volume demand.



**Counties:**

Middlesex / Somerset

**Municipalities:**

New Brunswick City / North Brunswick Twp. / Franklin Twp.

**Project Type:**

System Management

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Est. Total Project Cost: (Million) \$12.775**

**FY 2008 - 2011 TIP Cost: (Million) \$10.442**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
DES	NHS	\$1.000				
ROW	STP	\$1.700				
CON	STATE				\$7.742	
		\$2.700			\$7.742	

**NJTPA**

**Transportation Improvement Program Fiscal Years 2008 - 2011**

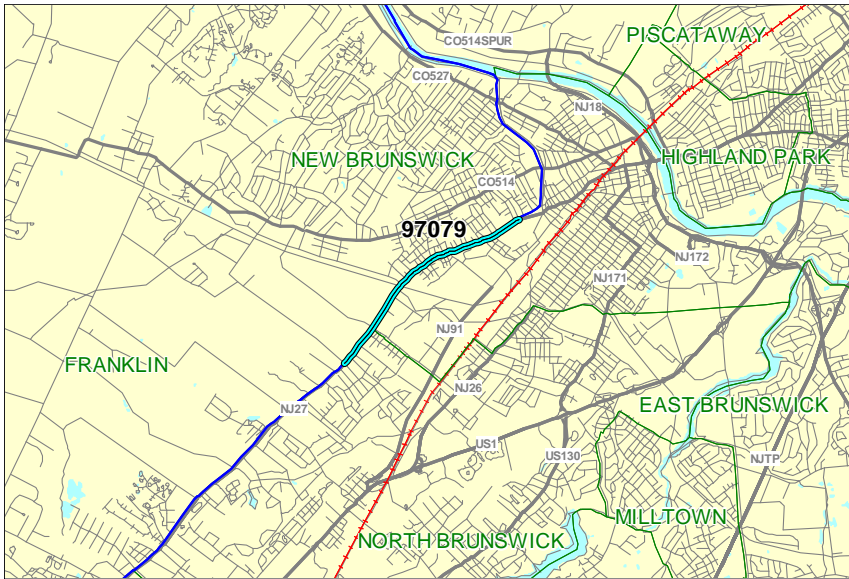
**Routes 27**

**Mileposts: 13.10 - 15.17**

**DBNUM: 97079**

**Section Renaissance 2000, Bennetts Lane to Somerset Street**

Three lanes of travel will be provided on Route 27 for the majority of the project limits, with a single travel lane in each direction and a center, two-way left-turn lane. Between Bennetts Lane and How Lane/Veronica Avenue, there will be one northbound lane and two southbound lanes. Additional lanes are provided at select intersections in response to traffic volume demand.



**Counties:**

Middlesex / Somerset

**Municipalities:**

New Brunswick City / North Brunswick Twp. / Franklin Twp.

**Project Type:**

System Management

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

**(Million) \$12.775**

**FY 2008 - 2011 TIP Cost: (Million) \$9.442**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
ROW	STP	\$1.700				
CON	STATE				\$7.742	
		\$1.700			\$7.742	



# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

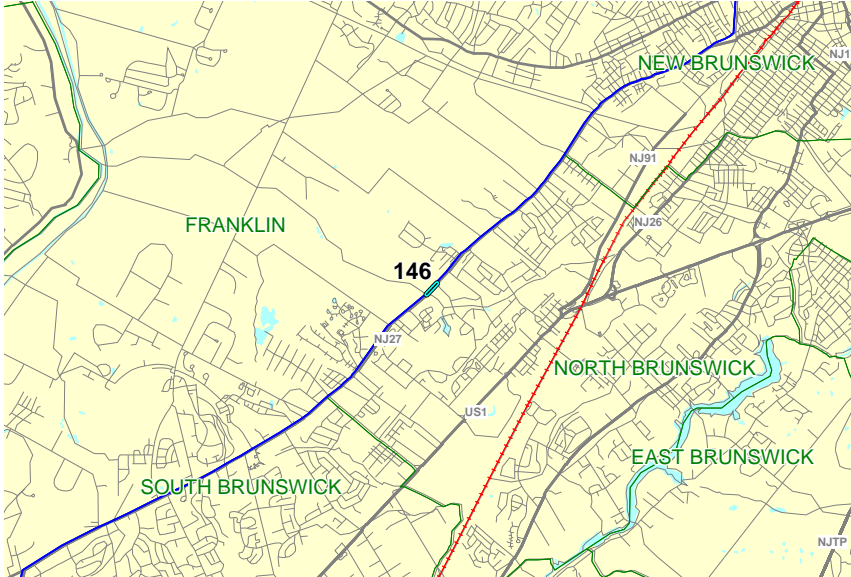
**Routes** 27

**Mileposts:** 11.45 - 11.65

**DBNUM:** 146

**Section** Six Mile Run Bridge (3E)

The existing structure will be replaced on the same alignment. The existing structure has two 11-foot travel lanes and shoulders of varying width. The new structure will have two 12-foot travel lanes and 10-foot shoulders, along with a sidewalk on the western side of the structure.



**Counties:**

Middlesex / Somerset

**Municipalities:**

North Brunswick Twp. / Franklin Twp.

**Project Type:**

System Preservation

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Est. Total Project Cost:**  
**(Million)** \$6.818

**FY 2008 - 2011 TIP Cost: (Million) \$2.866**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
CON	STATE		\$2.866			
			\$2.866			

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

**Routes** 27

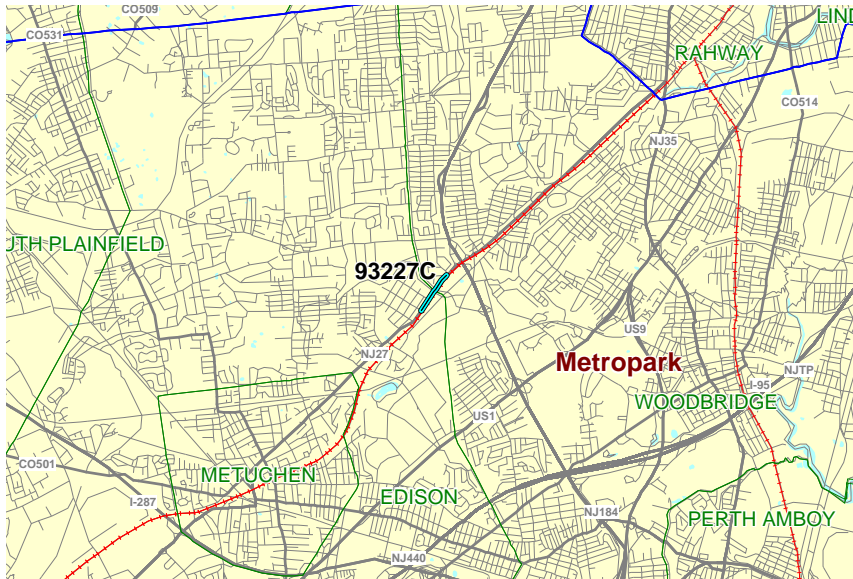
**Mileposts:** 23.97 - 24.63

**DBNUM:** 93227C

**Section** Wood Avenue

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

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$12.0 million.



**Counties:**

Middlesex

**Municipalities:**

Edison Twp. / Woodbridge Twp.

**Project Type:**

System Management

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

**(Million)** \$23.097

**FY 2008 - 2011 TIP Cost: (Million) \$15.500**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
ROW	STATE	\$3.000				
CON	STATE			\$12.500		
		\$3.000		\$12.500		

**NJTPA**

**Transportation Improvement Program Fiscal Years 2008 - 2011**

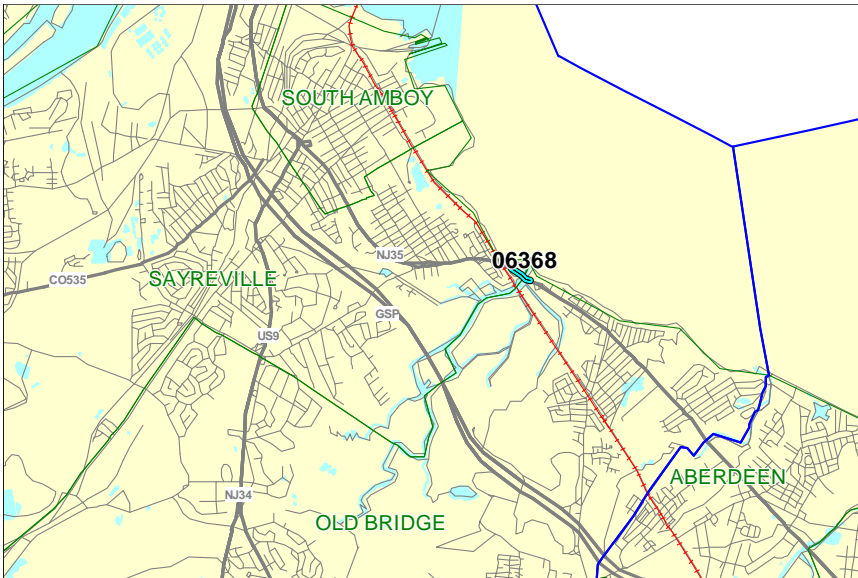
**Routes** 35

**Mileposts:** 47.1 - 47.3

**DBNUM:** 06368

**Section** Cheesequake Creek Bridge

An immediate design and construction contract is required to repair, and the slow the rate of deterioration to this structure. Several elements of this bridge exhibit severe deterioration and if no significant repairs are initiated, the useful service life of this structure will be compromised. Since the complete replacement of this structure is considered unfundable, it is recommended that this rehabilitation effort be undertaken. The rehabilitation design may likely result in more than one construction contract; however, at this time, only one construction project is shown.



**Counties:**  
Middlesex

**Municipalities:**  
Old Bridge Twp. / Sayreville Boro

**Project Type:**  
System Preservation

**RCIS Category:**  
Bridges

**Sponsor:**  
NJDOT

**Est. Total Project Cost: (Million)** Not Available

**FY 2008 - 2011 TIP Cost: (Million) \$1.000**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
DES	BRIDGE	\$1.000				
CON	BRIDGE					\$15.000
		\$1.000				

**NJTPA**

**Transportation Improvement Program Fiscal Years 2008 - 2011**

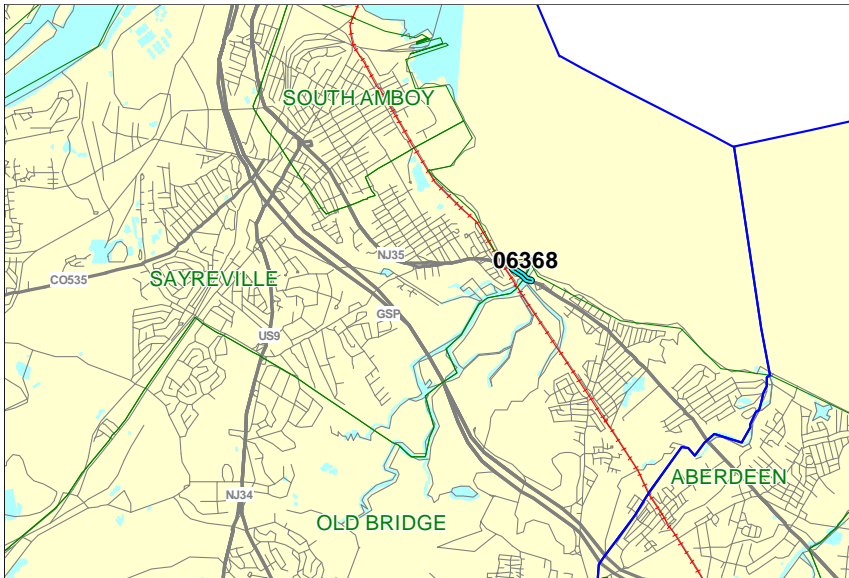
**Routes** 35

**Mileposts:** 47.1 - 47.3

**DBNUM:** 06368

**Section** Cheesequake Creek Bridge

An immediate design and construction contract is required to repair, and the slow the rate of deterioration to this structure. Several elements of this bridge exhibit severe deterioration and if no significant repairs are initiated, the useful service life of this structure will be compromised. Since the complete replacement of this structure is considered unfundable, it is recommended that this rehabilitation effort be undertaken. The rehabilitation design may likely result in more than one construction contract; however, at this time, only one construction project is shown.



**Counties:**

Middlesex

**Municipalities:**

Old Bridge Twp. / Sayreville Boro

**Project Type:**

System Preservation

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

**(Million)** Not Available

**FY 2008 - 2011 TIP Cost: (Million) \$16.000**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
DES	BRIDGE	\$1.000				
CON	BRIDGE			\$7.500	\$7.500	
		\$1.000		\$7.500	\$7.500	

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

**Routes** 35

**Mileposts:** 55.28; 59.60

**DBNUM:** 01350

**Section** Hears Brook, Drainage Improvements

At the Hears Brook crossing during heavy storms, Route 35 is inundated with six to ten inches of water due to the undersized culvert. At the Wedgewood Brook crossing, storm water spreads over the roadway and causes winter icing at localized spots. At Hears Brook a two-span culvert will be constructed, each with an opening of 21 feet wide and 5.5 feet high, separated by a continuous concrete pier with concrete lining. The channel will need to be widened upstream and downstream of this crossing. Nine new curb inlets and connecting storm sewers will be constructed on the culvert approaches. Upstream the channel will be deepened under Elmwood Avenue to mitigate flooding impacts resulting from the widened culvert opening at Route 35. At Wedgewood Brook, the culvert will be cleaned and any debris removed in order to restore the culvert to full capacity. Ten additional inlets will be constructed and connected to storm sewers.



**Counties:**

Middlesex

**Municipalities:**

Woodbridge Twp.

**Project Type:**

System Preservation

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

**(Million)** Not Available

**FY 2008 - 2011 TIP Cost: (Million) \$2.670**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
DES	NHS	\$.230				
ROW	STATE	\$.050				
CON	NHS			\$2.390		
		\$.280		\$2.390		

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

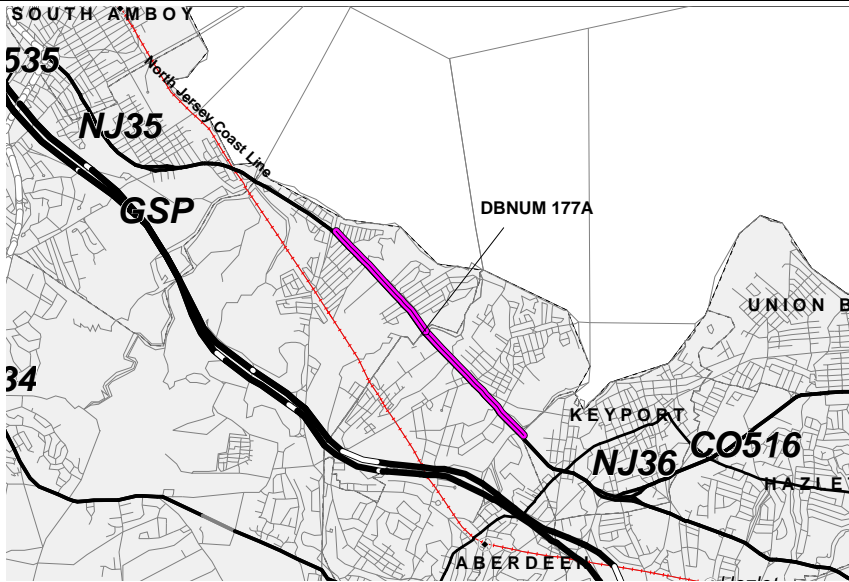
**Routes** 35

**Mileposts:** 44.22 - 46.44

**DBNUM:** 177A

**Section** Matawan Creek to Laurence Harbor Parkway

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



**Counties:**

Middlesex / Monmouth

**Municipalities:**

Aberdeen Twp. / Old Bridge Twp.

**Project Type:**

System Preservation

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Est. Total Project Cost:**  
(Million) \$20.039

**FY 2008 - 2011 TIP Cost: (Million) \$4.600**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
DES	NHS	\$2.100				
ROW	STATE		\$2.500			
CON	STATE					\$13.400
		\$2.100	\$2.500			

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

**Routes** 130

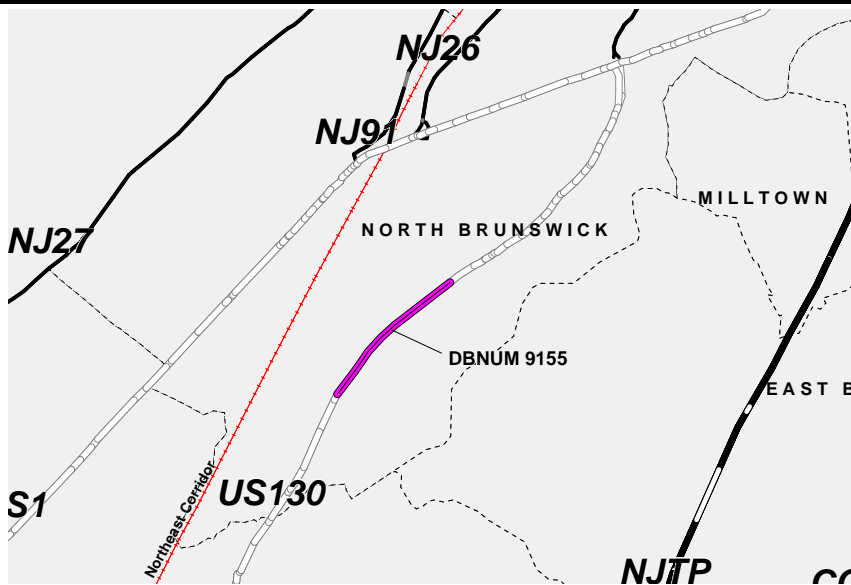
**Mileposts:** 80.75 - 81.52

**DBNUM:** 9155

**Section** Adams Lane (16)

This project will provide geometric improvements to Route 130 at its intersection with Adams Lane, and at Maple Mead Road. Improvements to improve the operating level of service are proposed along the Route 130 corridor from mp 80.9 to mp 81.6.

The following special Federal appropriations were allocated to this project. FY 2004/Section 115/H17 \$800,000 (balance available \$800,000).



**Counties:**

Middlesex

**Municipalities:**

North Brunswick Twp.

**Project Type:**

System Management

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

(Million) \$14.960

**FY 2008 - 2011 TIP Cost: (Million) \$7.672**

**Unconstrained  
Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
ROW	NHS	\$2.500				
CON	NHS			\$5.172		
		\$2.500		\$5.172		

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

**Routes** 130

**Mileposts:** 78.80 - 80.30

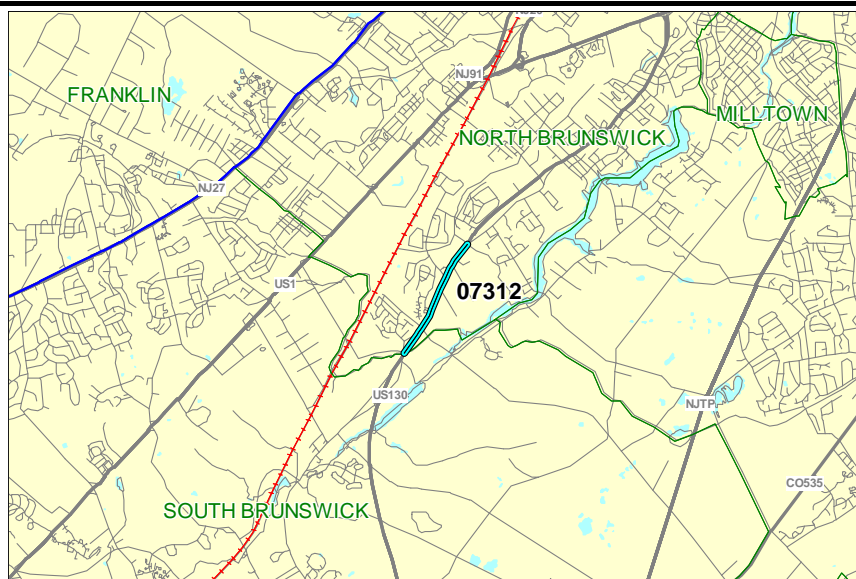
**DBNUM:** 07312

**Section** Southbound, North of Deans Road to Vicinity of Lawrence Brook, Resurfacing

The scope of this project is to preserve the integrity of the roadway by maintaining the pavement structure, improving ride quality and restoring skid resistance.

The Pavement Management System has identified this highway segment as deficient in both ride quality and surface distress. The existing southbound roadway within the project limits consists of two 12-foot concrete travel lanes except between mileposts 80.21 - 80.30 where a third asphalt lane exists. The outside shoulder consists of asphalt. The opposing traffic is separated by a grass median.

The suggested roadway treatments are for the concrete lanes, concrete pavement rehabilitation followed by micro-surfacing and then overlay with a two-inch hot mix asphalt; the asphalt lane will have an overlay of two-inches of hot mix asphalt; the outside shoulder will be milled to an average depth of one inch and then have an overlay of two inches of hot mix asphalt.



**Counties:**

Middlesex

**Municipalities:**

South Brunswick Twp. / North Brunswick Twp.

**Project Type:**

System Preservation

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Est. Total Project Cost:**  
**(Million)** \$2.543

**FY 2008 - 2011 TIP Cost: (Million) \$1.750**

**Unconstrained Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
CON	STATE		\$1.750			
			\$1.750			



# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

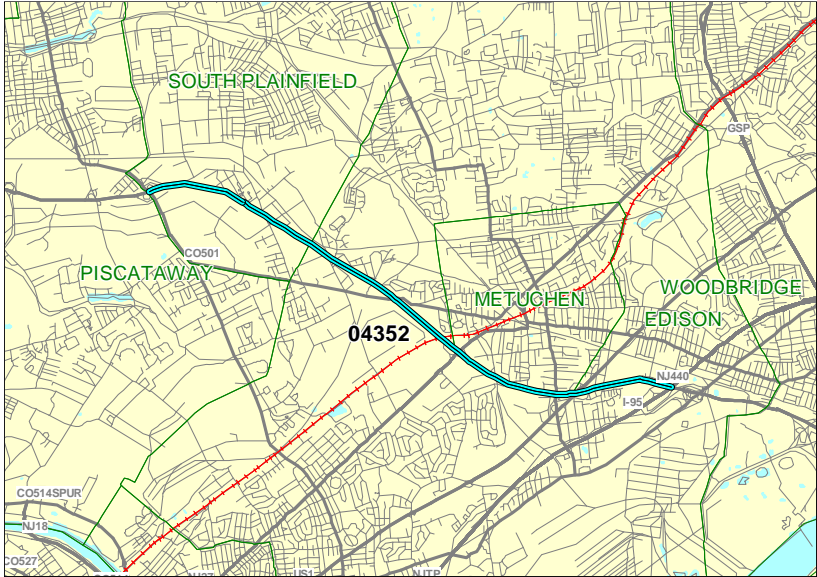
**Routes** 287

**Mileposts:** 0 - 5.90

**DBNUM:** 04352

**Section** New Jersey Turnpike to Stelton Road, Resurfacing

This project consists of resurfacing I-287 from milepost 0 to 5.9. The Department's Pavement Management System has identified this section of roadway as a critical need. This segment of I-287 consists of concrete pavement that exhibits significant patching, cracking, faulting and joint deterioration. There are fifteen structures within the project limits, with deck conditions varying from fair to poor. The work will consist of replacement of approximately 5% of the concrete slabs, joint repair of approximately 20% of the joints, resurface the entire roadway with four-inch bituminous concrete pavement, bridge deck repair, replacement or LMC overlay where needed and resetting inlets and manholes as required.



**Counties:**

Middlesex

**Municipalities:**

Edison Twp. / South Plainfield Boro / Metuchen Boro

**Project Type:**

System Preservation

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Est. Total Project Cost:**  
(Million) \$45.939

**FY 2008 - 2011 TIP Cost: (Million) \$27.000**

Unconstrained Information

PHASE	SOURCE	2008	2009	2010	2011	2012
CON	STATE	\$27.000				
		\$27.000				

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

**Routes** 287

**Mileposts:** 5.90 - 12.90

**DBNUM:** 07307

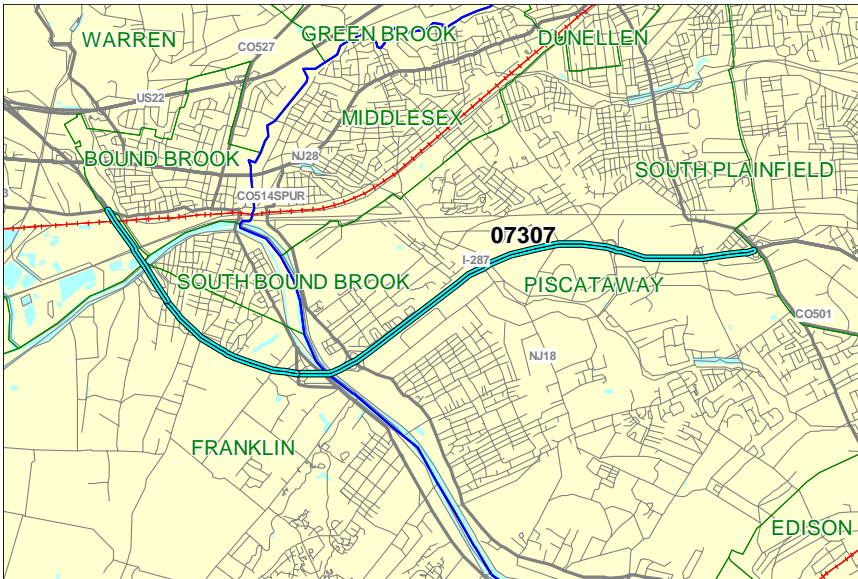
**Section** Northbound, Vicinity of Stelton Road to Vicinity of Main Street, Resurfacing

The existing roadway consists of three 12-foot asphalt travel lanes and 12-foot asphalt outside shoulder in each direction, separated by a grass median and/or concrete median barrier curb. This segment of the interstate highway has received a Final Pavement Ranking of 3.08 and was ranked 31 on the FY 2007 Pavement Projects List which is generated by the Pavement Management System.

The riding lanes of this segment of highway exhibit low severity cracking, minimal raveling, low severity patching and low severity longitudinal joint cracking. The acceleration and deceleration lanes exhibit moderate cracking.

The suggested treatment is to mill one inch and resurface with two inches of Hot Mix Asphalt. On the deceleration and acceleration lanes, the suggested treatment consists of milling two inches and resurface with three inches of Hot Mix Asphalt. Substandard guide rail will be upgraded to meet current standards. Drainage work will be limited to the resetting of inlets if necessary to meet the raised pavement surface. No utility work is anticipated. The primary scope of this project is to preserve the integrity of the interstate system by maintaining the structural capacity of the pavement, improving the riding quality and restoring skid resistance.

It is also recommended that the bridges of Possumtown Road be patched and then overlaid with Hot Mix Asphalt. Other bridge decks within the project limits do not require rehabilitation; therefore, with the exception of Possumtown Road, pavement will be transitioned to meet the existing bridge decks. Existing vertical clearances will be maintained at all underpasses.



**Counties:**  
Middlesex / Somerset

**Municipalities:**  
Piscataway Twp. / Franklin Twp. / Bridgewater Twp.

**Project Type:**  
System Preservation

**RCIS Category:**  
Road Preservation

**Sponsor:**  
NJDOT

**Est. Total Project Cost:**  
(Million) \$24.192

**FY 2008 - 2011 TIP Cost: (Million) \$26.535**

Unconstrained Information

PHASE	SOURCE	2008	2009	2010	2011	2012
CON	STATE		\$20.000	\$6.535		
			\$20.000	\$6.535		

**NJTPA**

**Transportation Improvement Program Fiscal Years 2008 - 2011**

**Routes** 287

**Mileposts:** 5.90 - 12.90

**DBNUM:** 07307

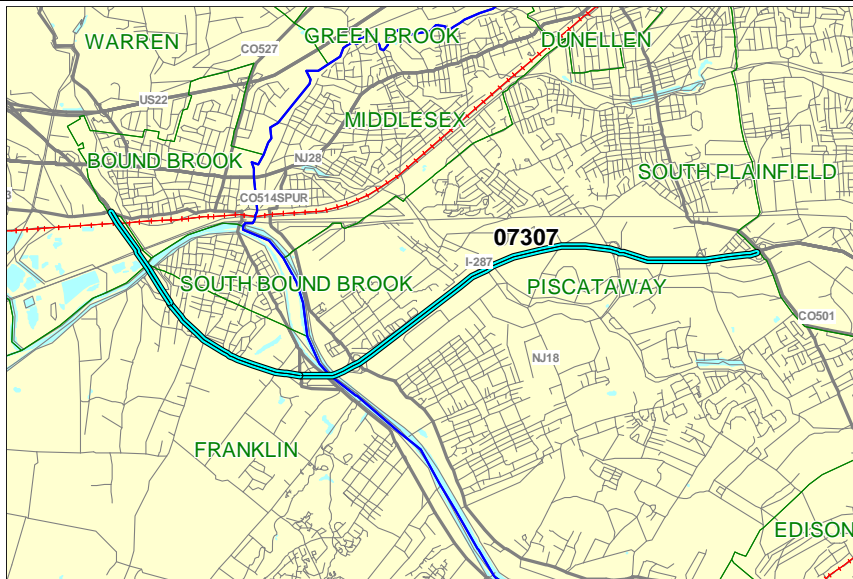
**Section** Northbound, Vicinity of Stelton Road to Vicinity of Main Street, Resurfacing

The existing roadway consists of three 12-foot asphalt travel lanes and 12-foot asphalt outside shoulder in each direction, separated by a grass median and/or concrete median barrier curb. This segment of the interstate highway has received a Final Pavement Ranking of 3.08 and was ranked 31 on the FY 2007 Pavement Projects List which is generated by the Pavement Management System.

The riding lanes of this segment of highway exhibit low severity cracking, minimal raveling, low severity patching and low severity longitudinal joint cracking. The acceleration and deceleration lanes exhibit moderate cracking.

The suggested treatment is to mill one inch and resurface with two inches of Hot Mix Asphalt. On the deceleration and acceleration lanes, the suggested treatment consists of milling two inches and resurface with three inches of Hot Mix Asphalt. Substandard guide rail will be upgraded to meet current standards. Drainage work will be limited to the resetting of inlets if necessary to meet the raised pavement surface. No utility work is anticipated. The primary scope of this project is to preserve the integrity of the interstate system by maintaining the structural capacity of the pavement, improving the riding quality and restoring skid resistance.

It is also recommended that the bridges of Possumtown Road be patched and then overlaid with Hot Mix Asphalt. Other bridge decks within the project limits do not require rehabilitation; therefore, with the exception of Possumtown Road, pavement will be transitioned to meet the existing bridge decks. Existing vertical clearances will be maintained at all underpasses.



**Counties:**

Middlesex / Somerset

**Municipalities:**

Piscataway Twp. / Franklin Twp. / Bridgewater Twp.

**Project Type:**

System Preservation

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Est. Total Project Cost:**

(Million) \$24.192

**FY 2008 - 2011 TIP Cost: (Million) \$4.820**

Unconstrained Information

PHASE	SOURCE	2008	2009	2010	2011	2012
CON	I-MAINT	\$4.820				
		\$4.820				

# NJTPA

## Transportation Improvement Program Fiscal Years 2008 - 2011

**Routes** 440

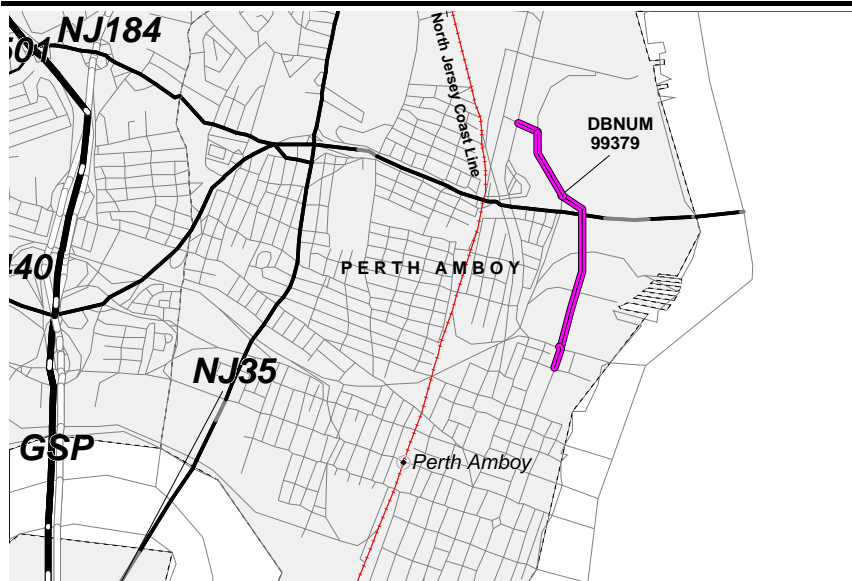
**Mileposts:** 3.90 - 4.20

**DBNUM:** 99379

**Section** High Street Connector

This project will provide connector ramps and a roadway system linking the Perth Amboy waterfront redevelopment area and Route 440.

This is a multi-year funded Transportation Trust Fund (TTF) project under the provisions of Section 13 of P.L. 1995, c.108. Total TTF funding needed for construction is anticipated to be \$2.5 million.



**Counties:**

Middlesex

**Municipalities:**

Perth Amboy City

**Project Type:**

Local Aid

**RCIS Category:**

Road Expansion

**Sponsor:**

Perth Amboy

**Est. Total Project Cost:**  
(Million) Not Available

**FY 2008 - 2011 TIP Cost: (Million) \$2.000**

**Unconstrained  
Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
ERC	STATE	\$.500	\$.500	\$.500	\$.500	\$.500
		\$.500	\$.500	\$.500	\$.500	