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CENTRAL JERSEY TRANSPORTATION FORUM

PLANNED PROJECTS STATUS REPORT

WINTER 2010

The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals, and the public with a common vision of making a great region even greater. Shaping the way we live, work, and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.



The symbol in our logo is adapted from the official DVRPC seal and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

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Executive Summary

The *Planned Projects Status Report* has regularly provided information on programmed transportation projects in Central Jersey for over eight years. It has covered projects that are listed in Transportation Improvement Programs (TIPs) for the Delaware Valley Regional Planning Commission (DVRPC) and North Jersey Transportation Planning Authority (NJTPA).

The Capital Programs of the fiscal years (FY) 2010–2013 TIPs for DVRPC and NJTPA include 22 projects directly in the Central Jersey region. Detailed information including project descriptions and programmed funding is provided in this report for each of these projects. These projects represent an investment of approximately \$580 million of road and bridge funds over the TIP years. The report also includes information on seven transit projects, although many of these cover a broader area than just the Central Jersey Transportation Forum (Forum). Major regional projects funded by independent authorities, such as the New Jersey Turnpike widening project, are also detailed in the report. County-funded projects are included as well.

Although there is more than one way to categorize projects, bridge improvements account for more than one-quarter of Central Jersey's TIP projects, making them the most common project type by a slim margin. Projects that focus on major roadway improvements are the third most common type, after projects to improve transit.

This report also provides information about development projects proposed or recently completed by public or private entities in the vicinity of US 1. These projects are listed by the municipality in which they are located. Some projects are occurring in communities outside of the Forum area; however, these developments have been included because it is expected that they will impact US 1. The development portion of the *Planned Projects Status Report* (Chapter 3) is included to support discussions within and among Forum municipalities and to encourage a multi-disciplinary approach to development decisions.

The *Planned Projects Status Report* continues to evolve to better assist the Forum in reaching its adopted goals. Ideas on how to make this a more useful publication are always welcome.

How Do the Projects in Central Jersey Add Up?

Contents of Report

The *Planned Projects Status Report* has regularly provided information on programmed transportation projects in Central Jersey for over eight years. It has covered projects that are listed in TIPs for DVRPC and NJTPA.

The *Planned Projects Status Report* continues to evolve to better assist the Forum in reaching its adopted goals. Ideas on how to make this a more useful publication are always welcome. Some features that have been added over the last few years are:

- ✎ timely features such as a summary of transportation projects in Central Jersey funded by the American Recovery and Reinvestment Act of 2009 (ARRA);
- ✎ major development projects in the vicinity of US 1, including projects that have been proposed, are being planned, are under construction, or were recently completed by public or private entities;
- ✎ tables explaining additions and deletions since the previous edition;
- ✎ analysis of what this full set of projects means;
- ✎ more focus on “real” projects, with full-page descriptions only included for projects that have progressed into the New Jersey Department of Transportation (NJDOT) Capital Program, while projects still in Study and Development (SD) are listed in Table 11, “TIPs—Potential Projects (SD)”; and
- ✎ major transportation projects not in a TIP invited for inclusion.

The municipalities included in the Forum are:

Hunterdon County

East Amwell Township

Mercer County

East Windsor Township
Hightstown Borough
Hopewell Borough
Hopewell Township
Lawrence Township
Pennington Borough
Princeton Borough
Princeton Township
Robbinsville Township
West Windsor Township

Middlesex County

Cranbury Township
Jamesburg Borough
Monroe Township
Plainsboro Township
South Brunswick Township

Somerset County

Franklin Township
Hillsborough Township
Millstone Borough
Montgomery Township
Rocky Hill Borough

Transportation and Land Use

The communities in Central Jersey are diverse and growing. As population increases and other demographics change, land use decisions become more complex. Because multiple factors influence these decisions, linking land use and transportation projects together can facilitate better decision making at both the local and regional level. The development portion of the *Planned Projects Status Report* (Chapter 3) is included to support discussions within and among Forum municipalities and to encourage a multi-disciplinary approach to development decisions.

Chapter 3 of this report contains information concerning development projects proposed, or recently completed by public or private entities in the vicinity of US 1. Projects are arranged by municipality, and are listed in one of the following four categories:

Planning—The project has not yet completed a final review stage. The project may have had some review or may be just speculative at this time.

Approved—These projects have had a final review, and construction may have started but was not verified.

Under Construction—These projects are currently being built.

Complete—Construction is now complete and the project is “open.”

As noted, some of the projects with a status of “planning” have not yet been submitted for review, but they are important to mention to assist with proactive planning.

Compared to the spring of 2009 version of this report, a surprisingly large number of projects have advanced to construction, especially given the current economic climate. Although most projects noted are in the planning stages, several have advanced closer to final approval and construction. There are also several communities within the Forum area that are exploring developments around transit stations along the Northeast Corridor. Because of the scope and breadth of these projects, they are largely still in planning stages. The Princeton Junction Train Station Redevelopment Area Plan was formally adopted by West Windsor Township in March 2009, paving the way for that project to move forward. Additionally, 15 new developments that are expected to affect transportation along US 1 were added to the development project spreadsheet this year. This is in addition to countless other small-scale projects that are in various stages of development.

Information was assembled from local newspapers, various websites, and local officials. Full references or copies of the articles are available upon request. DVRPC staff also relied on development information gained through a survey of local communities administered by a consultant for the NJDOT Route 1 Regional Growth Strategy (R1RGS) effort.

The spreadsheet listing development projects likely to affect US 1 was provided to municipalities and counties for comment or additional updates. The summary included in this report covers activity from April 2009 to February 2010. This information will also be posted on the DVRPC web page for the Forum, www.dvrpc.org/LongRangePlan/CentralJerseyForum.

Transportation Project Summary

The projects described in this report are the responsibility of a wide range of agencies. These agencies include NJDOT, New Jersey Transit, the New Jersey Turnpike Authority (NJTA), county and municipal agencies completing transportation projects with federal dollars, and counties completing projects with their own funds.

This report is prepared for general information purposes only. To obtain more details about a specific project, please contact the project's sponsor, NJDOT, or the capital programming staff of DVRPC or NJTPA.¹ Information is also available at the website of each metropolitan planning organization (MPO).² Being listed in a TIP is a required step for a project to be funded, but is not a guarantee of funding. This report covers projects from the TIPs in effect as of February 2010.

The Capital Programs of the FY 2010–2013 TIPs for DVRPC and NJTPA include 22 projects directly in the Central Jersey region. Detailed information including project descriptions and programmed funding is provided in this report for each of these projects. These projects represent an investment of approximately \$580 million of road and bridge funds over the TIP years. There are also additional regional or statewide projects that benefit Central Jersey in the TIPs. The seven transit projects referenced in Table 1 are not included in the total given above, because these projects cover a broader area than just the Forum. The New Jersey Turnpike widening project is also not included in this sum, as it is funded externally to the TIPs, meaning it does not receive federal funds.

Tables 1 and 2 illustrate how these projects distribute overall transportation investments and opportunities across Central Jersey. Developing an overview of the types of investments underway in the region helps to set individual projects in a broader context. In Table 1, projects are sorted by their primary type of improvement. Naturally, there is more than one way to categorize projects. Bridges, for example, could also be considered roadway improvement projects. In this case, bridges are a separate category because they are evaluated according to specific functional and structural criteria. As detailed below, bridge improvements account for more than one-quarter of Central Jersey's TIP projects, making them the most common project type in the region by a slim margin. Projects that focus on major roadway improvements are the third most common type, after projects to improve transit.

Table 1: Types of Projects

General Type	Number of Projects
Bicyclist and Pedestrian Facilities	3
Bridges	8
Intersection/Safety	4
Roadway Improvement	6
Transit	7
Other—drainage, scenic byway, wetland preservation, etc.	1
Total	29

Source: Fiscal Years 2010–2013 Transportation Improvement Programs for New Jersey.

¹ DVRPC: Contact Elizabeth Schoonmaker, Manager, Office of Capital Programs (215-238-2938); NJTPA: Contact Martin Hoffer, Director, Capital Programming/Project Development (973-639-8405); NJDOT: Contact Project Planning and Development (609-530-8076).

² DVRPC: <http://www.dvrpc.org/TIP/>; NJTPA: <http://www.njtpa.org/Project/TIP/Default.aspx>.

In 2004, the Forum adopted an updated action plan in which improving east–west access in the region is one of its two top priorities. Table 2 highlights the current projects that address east–west access in Central Jersey. Bridge projects are not included because the improvement of regional access is generally not their primary goal. The CR 571, Princeton-Hightstown Road Improvements project, which was endorsed by the Forum as part of the CR 571 package, has been added to the DVRPC TIP since the spring of 2009 edition of this report.

Table 2: Projects Addressing the Forum’s East-West Regional Access Goals

Project Name	General Type
CR 571, Princeton-Hightstown Road Improvements	Bicyclist and Pedestrian Facilities
NJ 31, Pennington Circle Safety Improvements	Intersection/Safety
US 130 Pedestrian Bridge	Bicyclist and Pedestrian Facilities
Plainsboro Traffic Calming Project	Roadway Improvement

Source: Fiscal Years 2010–2013 Transportation Improvement Programs for New Jersey.

Note: All the transit projects contain components that improve east–west access.

NJDOT has developed four different pipelines that a project can follow as it moves toward final design (DES) and construction (CON). Pipeline 4 projects are of a nature that can advance from problem statements directly (or with modest DES) to an NJDOT maintenance contract for completion. They tend to advance faster than projects in the other pipelines and usually consist of low-cost, productive means to pursue solutions where appropriate. NJDOT has expressed interest in hearing more about solid projects to consider for this pipeline. For more information on the pipeline process, see “NJDOT Project Development Process” (page 11) or contact NJDOT. Table 3 lists Pipeline 4 projects for the Forum area. To obtain more details about a specific project, please contact the project’s sponsor, NJDOT, or the capital programming staff of DVRPC or NJTPA.

Table 3: Pipeline 4 Projects

Project Name	DBNUM	Notes
NJ 29, Scenic Byway Improvements, Signage	00362L1	
NJ 29, Washington Crossing Road, Operational Improvements (CR 546)	04341	Under Construction
NJ 32, Eastbound Park and Ride	05324	
NJ 32/US 130, Friendship Road	05323	
NJ 33, Bentley Brook, Drainage Improvements	93247	
US 1, Franklin Corner Road/Bakers Basin Road, Interim Improvements	027A	
US 1, Franklin Corner Road/Bakers Basin Road, Pedestrian Improvements	04372	
US 130, Georges Road (CR 679)	05326	
US 130, South River/Cranbury Road (CR 535)	05325	
US 130/NJ 133, East Windsor Pedestrian Improvements	00359	
US 130, Old Trenton Road	05322	

Source: Fiscal Years 2010–2013 Transportation Improvement Programs for New Jersey.

Note: DBNUM = New Jersey Department of Transportation Database Number.

Fiscal Years 2010–2013 Transportation Improvement Programs for New Jersey

In addition to information about projects in the current TIPs, this report also tracks changes over time. Since the spring of 2009 edition of the *Planned Projects Status Report* issued in April 2009, the FY 2010–2013 TIPs for New Jersey have been completed. Included below is a summary of Capital Program projects in the Forum area that have been dropped or added since the last TIP update, according to information available in February.

Ten projects in the Forum area were removed from the TIPs since the spring of 2009 report. Most of these projects were removed because contracts were awarded and construction has begun. Three projects were terminated at the discretion of the NJDOT Capital Program Committee (CPC), and one project was moved to the Tier 2 unfunded projects list. Six new Capital Program TIP projects totaling about \$113 million were added since the last report. For more information about projects removed and added to the TIPs, see Tables 4 and 5. Table 6 summarizes updates to projects in the SD Program for the Forum area.

Table 4: Projects Removed from the FY 2010–2013 TIPs for New Jersey

Project Name	DBNUM	Reason
CR 602, Wertsville Road Bridge (E-166) over Back Brook	NS9907	Transition List. ³
I-95, Reed Road Wetland Mitigation Site	9194A	Terminated per NJDOT CPC, April 27, 2009.
NJ 27, Renaissance 2000, Bennetts Lane to Somerset Street	97079	Moved to Tier 2 list.
NJ 33, Conrail Bridge Removal	9101	Contract awarded. Construction underway. Substantial completion of construction expected November, 2009.
US 1, Heathcote Brook Bridge	08357	Bid advertisement issued for March 9, 2010.
US 1, Millstone River, Bridge Replacement	031A	Contract awarded. Construction underway. Substantial completion of construction expected October 14, 2010.
US 130, Southbound, North of Deans Road to Vicinity of Lawrence Brook, Resurfacing	07312	Contract awarded.
US 206, North of Cherry Hill Road, Drainage Improvements	04318	Terminated per NJDOT CPC, December 17, 2008.
US 206, Stony Brook Bridges	326	Terminated per NJDOT CPC, January 21, 2009.
Van Dyke Road and Greenwood Avenue Bridges over Trenton Branch	99315	Contract awarded. Construction underway.

Source: Fiscal Years 2010–2013 Transportation Improvement Programs for New Jersey.

Note: DBNUM = New Jersey Department of Transportation Database Number; NJDOT CPC = New Jersey Department of Transportation Capital Program Committee.

³ Projects appearing in the first year of the prior year's TIP can be authorized by FHWA after a new TIP is adopted for a period not to exceed 60 days without requiring an action to amend or modify the TIP. Transition projects not obligated within the 60 day grace period can be added to the first year of the TIP at any time by administrative modification, provided the project has another phase of work in the current TIP and fiscal constraint is maintained.

Table 5: Capital Projects Added in the FY 2010–2013 TIPs for New Jersey

Project Name	DBNUM	Cost (\$ millions)
CR 571, Princeton-Hightstown Road Improvements	D0701	1.1
I-295, Northbound Approach to US 1 Exits, ITS Improvements	06358	2.1
NJ 31, Bridge over CSX Railroad	08355	9.0
US 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements	01330A	12.4
US 1, South Brunswick, Drainage Improvements	93253	8.3
US 206 Bypass, Contract A, Hillsborough Road to Amwell Road (CR 514)	779A	80.0

Source: Fiscal Years 2010–2013 Transportation Improvement Programs for New Jersey.

Note: DBNUM = New Jersey Department of Transportation Database Number. ITS = Intelligent Transportation System.

Table 6: Study and Development Program Updates

Project Name	DBNUM	Status Update
I-295, Northbound Approach to US 1 Exits, ITS Improvements	06358	Advances from FA to PD in FY 2010–2011 SD Program (completion of CD expected March, 2010); graduates to Capital Projects in FY 2010–2013 Capital Program.
NJ 31, Bridge over CSX Railroad	08355	FA in FY 2010–2011 SD Program (completion of CD expected February, 2011); graduates to Capital Projects in FY 2010–2013 Capital Program.
Orchard Road Connector	06381	Advances to LFA in FY 2010–2011 SD Program.
US 1, Harrison Street, Operational Improvements	08385	Added to FY 2010–2011 SD Program as Problem Statement.
US 1, Middlesex County Operational Improvements	93146	Study concluded per email from NJDOT, December 21, 2009.
US 1, Middlesex County Operational Improvements	93146A	Moves to Pipeline 3 per NJDOT CPC in FY 2010–2011 SD Program.
US 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements	01330A	Advances from FA to PD in FY 2010–2011 SD Program (completion of CD expected April, 2011); graduates to Capital Projects in FY 2010–2013 Capital Program.
US 1, South Brunswick, Drainage Improvements	93253	FA in FY 2010–2011 SD Program; graduates to Capital Projects in FY 2010–2013 Capital Program.
US 206, Hillsborough-Montgomery Gateway	08351	Advances to FA in FY 2010–2011 SD Program.
US 206, North of Quaker Road, Drainage Improvements	04319	Terminated per NJDOT CPC, September, 2008.
Millstone Valley Scenic Byway	04334	Complete.

Sources: Fiscal Years 2010–2013 Transportation Improvement Programs for New Jersey; <http://www.njtpa.org/project/NOTIS/Default.aspx>.

Note: CD = Concept Development; DBNUM = New Jersey Department of Transportation Database Number; FA = Feasibility Assessment ; FY = Fiscal Years; ITS = Intelligent Transportation System; LFA = Local Feasibility Assessment; NJDOT CPC = New Jersey Department of Transportation Capital Program Committee; PD = Preliminary Design; SD = Study and Development.

Tier 2 Projects

In an effort to address the reality that road, highway, bridge, and transit projects often take longer than four years to bring to fruition, NJDOT transitioned to a 10-year Statewide Transportation Improvement Program (STIP) beginning in FY 2009. NJDOT has established a list of Tier 2 projects in recognition of the fact that given current economic conditions, there are simply not enough resources to fund every project in the pipeline, even over a 10-year period. Projects selected for Tier 2 status are those that cannot be funded based on current 10-year revenue estimates. However, if additional state or federal funds become available, these Tier 2 projects could be funded within a further refinement of NJDOT's STIP.

In the FY 2010–2013 TIPs, several projects are on the Tier 2 list and are therefore not funded in the TIPs. This does not mean that these projects will never be realized. However, it does suggest that creative partnerships and funding solutions will be required for Tier 2 projects to be built in the near future. Some categories of projects will be affected more than others. For example, bridge projects are a high priority for transportation improvement funding at present and are less likely to be placed on the Tier 2 list. Anyone who wishes to participate in the TIP development process may contact DVRPC, NJTPA, or NJDOT (see Footnote 1 on page 5). Table 7 summarizes projects in the Forum area that have been placed on the Tier 2 list.

Table 7: Tier 2 Projects in the Forum Area

Project Name	DBNUM	Cost (\$ millions)	Notes
NJ 27, Renaissance 2000, Bennetts Lane to Somerset Street	97079	9.27	
US 1, Penns Neck Improvements	031	217.5	A Smart Solutions Workshop is being planned for the US 1 section of the project. The workshop should take place during the winter of 2009–2010. This internal meeting of NJDOT staff would be followed by community outreach.
Vaughn Drive Connector	031B	44.6	The NJDOT Planning Division is working with West Windsor Township on review of a traffic study related to redevelopment of Vaughn Drive and the Transit Village.
US 206, Old Somerville Road to Brown Avenue (15N)	780	102.6	

Source: Fiscal Years 2010–2013 Transportation Improvement Programs for New Jersey.

Note: DBNUM = New Jersey Department of Transportation Database Number; NJDOT = New Jersey Department of Transportation.

American Recovery and Reinvestment Act of 2009

ARRA was signed into law on February 17, 2009. The legislation will provide approximately \$32 million in additional highway funds to the four counties in the Forum area, including \$10 million to resurface a large portion of US 1 in Mercer County. New Jersey Transit and the Delaware River Port Authority/Port Authority Transit Corporation (PATCO) will also receive a combined \$75 million for transit projects. While the transit funds are spread across the state, programs in the Forum area that will benefit from increased funding include the New Jersey Transit 5311 Program, which will receive approximately \$4.7 million in additional funds under the act. At this

time, these funds can only be broken down to the county level. Table 8 summarizes highway projects that will be funded by ARRA for the four counties with municipalities in the Forum area.

Table 8: Highway Projects Funded by ARRA

County	Project Title	Project Description	Funds Requested (\$ millions)	Updates
Hunterdon	Countywide pavement rehabilitation program	Milling, delaminating and resurfacing. Minor base course repairs. Modify all storm drainage inlets to meet current stormwater requirements. Add raised pavement markers to center lane striping. Inspect and replace traffic signage as needed.	3.720	
Mercer	Pedestrian push button replacements	Replace existing pedestrian push buttons with ADA-compatible push buttons with user feedback at 130 different intersections.	0.4	
Mercer	Pedestrian countdown replacements	Replace existing pedestrian indications with countdown pedestrian indications at 130 different intersections.	0.2	
Mercer	US 1 Resurfacing	Resurface US 1 from D&R Canal to North of CR 533.	10.0	Bid Date: June 19, 2009
Mercer	Pavement	West Broad Street from Greenwood to Louellen.	0.14	
Mercer	Pavement	Pavement marking enhancements.	0.2	
Mercer	Pavement	Province Line Road from Quaker Bridge Road to Delaware-Raritan Canal.	0.23	
Mercer	Pavement	Quaker Bridge Road (CR 533) from Village Road to Hughes Drive.	0.528	
Mercer	Pavement	Princeton-Hightstown Road (CR 571) from Clarksville Road to Slayback Drive.	0.418	
Mercer	Pavement	Clarksville Road from Everett Drive to North Post Road.	0.14	
Middlesex	Guiderail installation/replacement (CR 522, 610, 612, 614, and 615)	Install new guiderails at warranted locations. Replace and/or upgrade existing guiderail, approach guiderail, approach guide rail terminals, transitions and bridge rail on bridges and culverts.	3.205	
Middlesex	Countywide pavement	Pavement resurfacing and milling.	7.513804	
Middlesex/Somerset	I-287, Vicinity of Stelton Road to Vicinity of Main Street	Pavement resurfacing and milling. Guide rail will be upgraded as necessary. Two deck replacements and one superstructure replacement.	29.757	Bid Date: August 13, 2009
Somerset	Countywide milling and resurfacing	23 County roads located throughout Somerset including CR 514 and CR 567. Milling and resurfacing. Replace existing curbing and restripe roadways as needed.	5.649029	

Sources: <http://www.dvrpc.org/transportation/stimulus/PressRelease-List.pdf>;
http://www.njtpa.org/Involved/Cal/Documents/StimulusModsAmends_NJTPA_NJDOT_NJT_Projects.pdf.

Note: Project descriptions have been shortened for the purposes of this report. ADA = Americans with Disabilities Act; ARRA = American Reinvestment and Recovery Act.

New Jersey Department of Transportation

Project Development Process

(Note: This process was being updated when this document was prepared. The next version of this report will include the final updated process.)

The SD Program is a highway project development process that takes a selected highway deficiency, depending on which pipeline it was assigned to, through the steps of problem documentation (Problem Statement), initial concept development (CD), feasibility assessment (FA) of alternative solutions, and Preliminary Design (PD) which includes environmental review and preliminary engineering. The objective of the SD Program is to make candidate projects ready for consideration in the next TIP update cycle for DES, right-of-way acquisition (ROW), and CON. A generalized description of NJDOT's project development process is presented below.

Problem Statement

This is officially the first step in the process and requires that a written description of the problem be submitted to NJDOT's Bureau of Capital Program Development. This written description can be prepared and submitted by any number of sources, such as: county governments, municipal officials, general public, MPOs, TMAs, or business/civic groups such as the Forum. Problem statements can also be generated internally by various NJDOT units. This process is in review and may change somewhat. The group of all these written problem descriptions is referred to as the pool of problem statements.

NJDOT has a formalized problem statement form that includes the following important information: project location and limits, nature of the problem (capacity, operational, safety), identification of individuals or groups who are sponsoring or supporting the project, potential environmental/historic issues, crash history, traffic volumes, and any other specific issues related to this problem.

Tier 1 and 2 Screening and Pipeline Assignment

Prior to review by NJDOT CPC, the problem statement goes through a screening process to identify the level of effort that will be required to proceed to construction. This screening process performed by NJDOT includes: management system review, accident analysis, existing conditions inventory, preliminary environmental screening, and coordination with appropriate agencies. The goal of the screening is to identify which of the NJDOT's pipelines the project will enter.

NJDOT has developed four different pipelines that a project can follow as it moves toward DES and CON.

- ❧ Pipeline 1 is for complex projects that are likely to require full Environmental Impact Statements or Environmental Assessments. These will proceed through full CD and FA before they can move into PD then onto DES.
- ❧ Pipeline 2 is for moderate projects which will move into the Scope Development stage, a combination of CD and FA, then onto PD followed by DES.
- ❧ Pipeline 3 is for simple projects that can move right into DES with any necessary PD work done at the same time.
- ❧ Pipeline 4 is for Operations projects that can go directly to maintenance and operations.

The screened problem statement is reviewed by NJDOT CPC and if approved, will be included in the SD Program and assigned a lead unit depending on which pipeline it will follow.

Concept Development (CD, LCD)

Concept Development is the phase of work involving traffic studies, needs analyses, corridor studies, and other work prior to project development. CD denotes NJDOT Concept Development; LCD denotes Concept Development by a local entity (MPO, county, municipality).

The goal of CD is to deliver projects with a well-defined purpose and need and a recommended concept that has been environmentally screened and has received community support.

Feasibility Assessment (FA, LFA)

Feasibility Assessment is the phase of work that evaluates a range of viable alternatives that address the purpose and need identified in CD. The goal is to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.

FA denotes Feasibility Assessment by NJDOT; LFA denotes Local Feasibility Assessment by a local entity (MPO, county, municipality). FA will culminate in a presentation to the NJDOT CPC regarding the potential project. If deemed worthy, the project will be assigned to a program manager and allowed to advance to PD. If the project is determined to be “fatally flawed,” it will be recommended for termination, or recycled for reconsideration as part of CD.

When CD and FA are accomplished as a combined task, as in Pipeline 2 projects, it is often referred to as Scope Development.

Preliminary Design (PD, LPD)

Preliminary Design is the process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative (IPA). PD denotes Preliminary Design by NJDOT; LPD denotes Local Preliminary Design by a local entity (MPO, county, municipality). During PD, the program manager who was liaison for the FA phase will assume full control of the project. A number of activities will be simultaneously set in motion, based on the IPA: community involvement, environmental documentation, and design services. To obtain the formal community involvement buy-in, generally a public meeting will be arranged which may lead to minor adjustments to the project’s scope. Ultimately, local officials will be asked to provide a resolution of support endorsing the project.

At the conclusion of this stage, the Bureau of Project Planning and Development (BPPD) makes a presentation to the NJDOT CPC regarding the potential project. If deemed a worthy project, it will enter the draft project pool as a candidate for the Capital Program. If the project is determined to be “fatally flawed”, it will be recommended for termination or recycled for reconsideration as part of CD. However, there may be some instances where it may be warranted to conduct additional scoping within the BPPD in order to develop a more feasible alternative to address the project need. DVRPC has requested, and NJDOT supports, a larger role for the MPO in the public involvement efforts during both the CD and FA stages.

Capital Program

Projects successfully completing PD are moved into a project pool from which the Capital Program is developed. The major inputs in determining whether a project moves from the project

pool onto the Capital Program include its consistency with the Department's Capital Investment Strategy, MPO priorities, other known competing interests, critical goals of the Department, current commitments, and funding assumptions. The desired result of this process is a financially constrained Four-Year Plan that meets the most critical needs/goals as identified in the Capital Improvement Strategy. Projects making it onto the Capital Program will now have funding budgeted to complete the necessary phases (DES, ROW, CON) for implementation.

Detailed Phase List for NJDOT Projects

The section "New Jersey Department of Transportation Project Development Process" provides an overview of how projects move through NJDOT. It describes the main phases that take an idea through to completion. In the interest of brevity, only the main phases were described. A TIP also includes more detailed phases that further divide the basic ones. This more detailed range of phases and their abbreviations are defined in Table 9.

Table 9: Range of Phases and Abbreviations

Phase	Full Name
CAP	Capital Asset Construction
CD	Concept Development
CON	Construction
DES	Final Design/Engineering
EC	Final Design/Engineering and Construction
ERC	Final Design/Engineering, Right-of-Way Acquisition, and Construction
FA	Feasibility Assessment
FD	Final Design
FSD	Final Scope Development
LCD	Local Concept Development
LFA	Local Feasibility Assessment
LPD	Local Preliminary Design
PD	Preliminary Design
PLS	Planning Study
PRD	Project Development/Preliminary Engineering
ROW	Right-of-Way Acquisition
SD	Study and Development
SWI	Statewide Investment
UTI	Utilities

Source: Fiscal Years 2010–2013 Transportation Improvement Programs for New Jersey.

Note: An "L" preceding any phase means Local Agency Lead; otherwise, the state department of transportation is the lead agency.

Transportation Funding Sources

Table 10 defines terms used in the TIPs. These are federal funding sources unless otherwise noted. A broader range of funding sources covering transportation and land use projects is in the *2009 Municipal Resource Guide* (Publication 09061) available from DVRPC.

Table 10: Funding Sources and Abbreviations

HIGHWAY	
Abbreviation	Funding Source
ARRA	American Recovery and Reinvestment Act of 2009
BR BOND DISC	State Bridge Discretionary Funding
BRIDGE	Federal Bridge Program
BRIDGE-OFF	Federal Bridge Program (bridges not on federal aid roads)
CMAQ	Congestion Mitigation and Air Quality Improvement Program
DEMO	Special Funding from Congressional Earmarks
DEP-BOND	Special Bond Funding from Department of Environmental Protection
FERRY	Federal Ferry Funds
FTA	Federal Transit Administration
HSIP	Highway Safety Improvement Program
I-MAINT	Interstate Maintenance
MIN GAR	Minimum Guarantee Funds (TEA-21)
NHS	National Highway System
PL	Metropolitan Planning Funds—FHWAPL-FTA; Metropolitan Planning Funds—FTA
SPR	Planning and Research
SPR-FTA	FTA—Planning and Research
STATE	State Transportation Funds
STP	Surface Transportation Program
STP-STU	STP—Urban Allocation
STP-SY	STP—Hazard Elimination
STP-TE	STP—Transportation Enhancement Program
TRANSIT	
Abbreviation	Funding Source
COPS	State Certificates of Participation
CMAQ	Congestion Mitigation and Air Quality Improvement Program
DRPA	Delaware River Port Authority Funds
FED OTHER	Federal Non-transportation Funds
FREEDOM	FTA 5317 Formula Program—New Freedom
SEC 5307	FTA Urban Area Formula Program
SEC 5309	FTA Capital Assistance Program
SEC 5310	Elderly and Persons with Disabilities Program
SEC 5311	Rural
SEC 5340-G	FTA 5340 Formula Program—Growing States
STATE	State
OTHER	Other

Source: Fiscal Years 2010–2013 Transportation Improvement Programs for New Jersey.

Note: FHWAPL = Federal Highway Administration Metropolitan Planning; FTA = Federal Transit Administration; STP = Surface Transportation Program; TEA-21 = Transportation Equity Act for the 21st Century.

Transportation Projects in Central Jersey

Transportation Improvement Programs—Highway Projects

For projects that appear in the NJTPA TIP, the project descriptions were taken from the NJTPA Online Transportation Information System. All other project descriptions were taken from the DVRPC FY 2010–2013 TIP database. All of these descriptions are available online.

For the Index of Projects, see page 65.

Note: DBNUM = New Jersey Department of Transportation Database Number.

CR 571, Princeton-Hightstown Road Improvements

Route: CR 571

Section: Princeton-Hightstown Road
Improvements

DBNUM: D0701



County: Mercer

Municipalities: West Windsor Twp.

Sponsor: Mercer

The project limits include the intersections of CR 571 with Clarksville Road (CR 638) and Wallace-Cranbury Road (CR 615), and the approximately one-mile segment connecting them. CR 571 is a major east-west corridor at the northern edge of Mercer County, and the Forum has endorsed the improvement concept. There is a severe safety concern regarding the area where the roadway drops from four lanes to two. Mercer County and West Windsor Township hope to make "Main Street" pedestrian, bicycle, and site access improvements, including sidewalks, protected turn lanes, and no additional through-travel lanes.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
DVRPC	FY 2010–2013 TIP for New Jersey	DES	2010	STP-STU	0.3
DVRPC	FY 2010–2013 TIP for New Jersey	CON	2013	STP-STU	0.8
					Total: 1.1

Note: CON = Construction; DES = Final Design/Engineering ; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; STP-STU = Surface Transportation Program—Urban Allocation; TIP = Transportation Improvement Program.

CR 602, Camp Meeting Avenue Bridge over Trenton Line

Route: CR 602

Section: Camp Meeting Avenue Bridge
over Trenton Line

DBNUM: 99405



County: Somerset

Municipalities: Montgomery Twp.

Sponsor: NJDOT

This project will address the proposed replacement of this structure, which is in critical condition. The proposed replacement of this structure will be designed so as not to preclude improvements needed to reintroduce passenger service to the West Trenton Line, as well as increasing the height of the bridge to allow the current tracks to be raised to address ongoing railroad operational issues as identified in the NJTPA Grade Crossing Assessment Study. The bridge sufficiency rating is 6.2. It provides a single lane and has steep grades on the approaches. The vertical sight distance is substandard. The bridge needs widening to accommodate two traffic lanes.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
NJTPA	FY 2010–2013 TIP for New Jersey	DES	2012	BRIDGE	2.00
NJTPA	FY 2010–2013 TIP for New Jersey	ROW	2013	STATE	2.00
NJTPA	FY 2010–2013 TIP for New Jersey	CON	2014	BRIDGE	8.25
					Total: 12.25

Note: BRIDGE = Federal Bridge Program; CON = Construction; DES = Final Design/Engineering; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; ROW = Right-of-Way Acquisition; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

CR 602, Wertsville Road Bridge (E-174) over Tributary of Back Brook

Route: CR 602

Section: Wertsville Road Bridge (E-174)
over Tributary of Back Brook

DBNUM: NS9906



County: Hunterdon

Municipalities: East Amwell Twp.

Sponsor: Hunterdon

This project includes the replacement of the existing functionally obsolete Hunterdon County Bridge E-174, which carries County Route 602 over a Tributary to the Back Brook. The existing structure, which carries two 12-foot lanes, will be replaced with a new structure carrying two 12-foot lanes and two 6-foot shoulders. The project will also improve the substandard horizontal alignment of the roadway approaches.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
NJTPA	FY 2010–2013 TIP for New Jersey	CON	2010	STP-NJ	3.4
					Total: 3.4

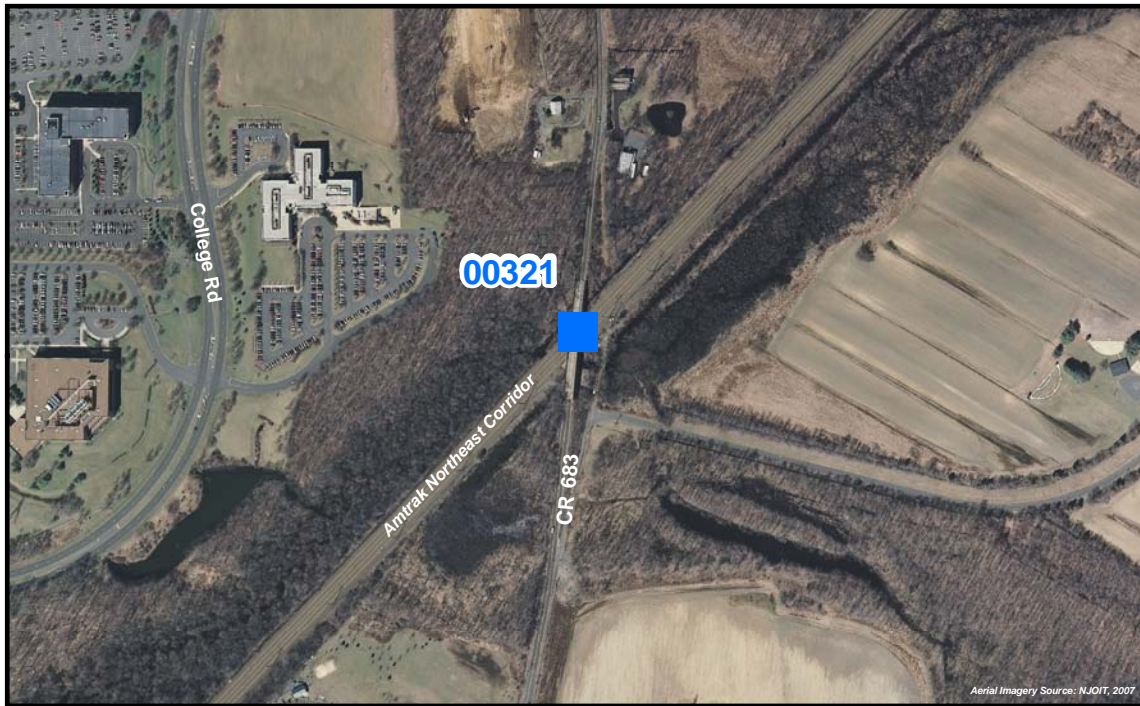
Note: CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; STP-NJ = Surface Transportation Program—New Jersey; TIP = Transportation Improvement Program.

CR 683, Schalks Crossing Road Bridge

Route: CR 683

Section: Schalks Crossing Road Bridge

DBNUM: 00321



County: Middlesex

Municipalities: Plainsboro Twp.

Sponsor: NJDOT

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 Schalks 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 the bridge.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
NJTPA	FY 2010–2013 TIP for New Jersey	CON	2011	STP-NJ	4.535
					Total: 4.535

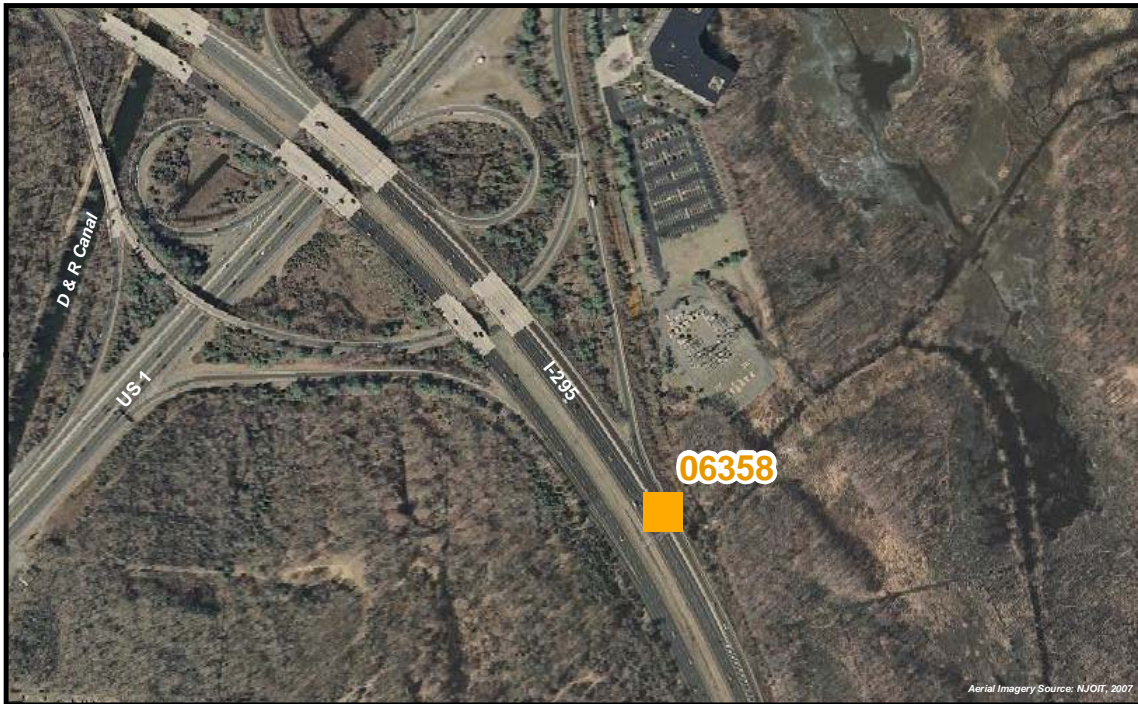
Note: CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; STP-NJ = Surface Transportation Program—New Jersey; TIP = Transportation Improvement Program.

I-295, Northbound Approach to US 1 Exits, ITS Improvements

Route: I-295

Section: Northbound Approach to US 1 Exits,
Intelligent Transportation System Improvements

DBNUM: 06358



County: Mercer

Municipalities: Lawrence Twp.

Sponsor: NJDOT

During rush hours, especially the AM peak hours, the exit from I-295 northbound to US 1 is insufficient for the amount of traffic, causing backups in the through lanes of I-295 northbound which creates an operational and safety problem. Reconstruction of the interchange and interstate to expand the capacity of the exit could be costly and adversely impact the environment as well as adjacent properties. An interim improvement is proposed to allow the use of the I-295 northbound shoulder to extend the storage for the deceleration lane. To minimize the loss of the shoulder, it is proposed to use ITS technologies to open the shoulder for deceleration use only when needed and then return it to use as a shoulder when not needed. Technologies would include methods of detection when backups are imminent and providing the information to the traveling public that the shoulder is open for use.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
DVRPC	FY 2010–2013 TIP for New Jersey	DES	2011	I-MAINT	0.5
DVRPC	FY 2010–2013 TIP for New Jersey	ROW	2012	STATE	0.1
DVRPC	FY 2010–2013 TIP for New Jersey	CON	2014	I-MAINT	1.5

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
					Total: 2.1

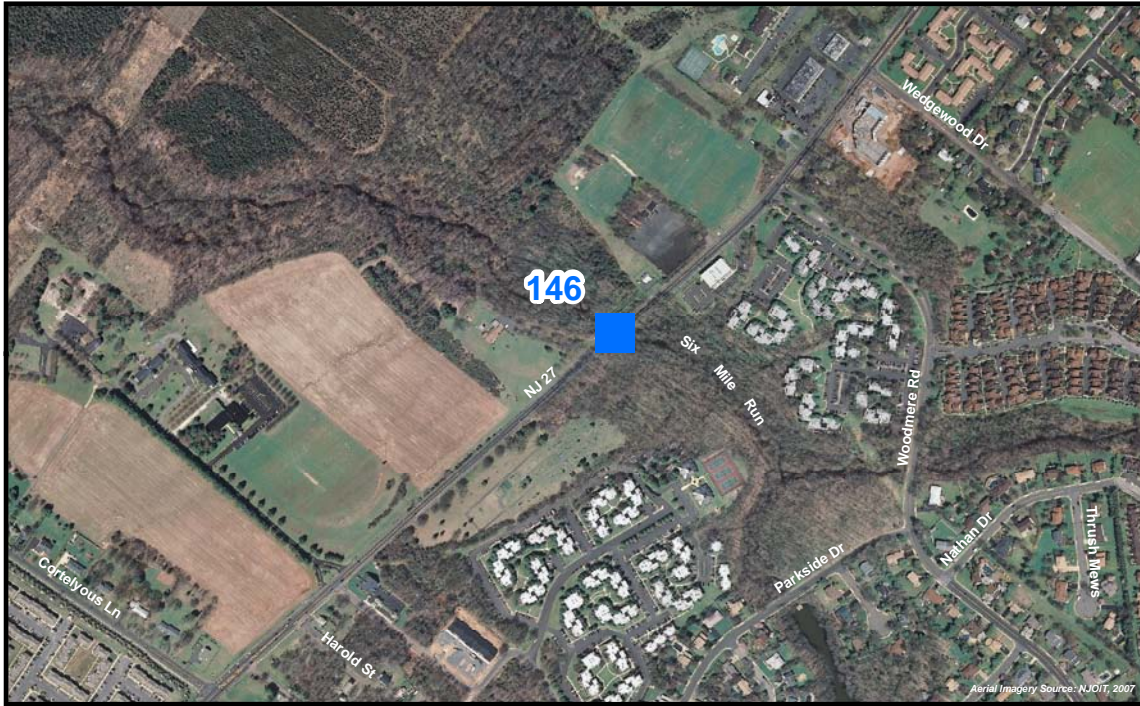
Note: DES = Final Design/Engineering; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; I-MAINT = Interstate Maintenance; ITS = intelligent Transportation System; MPO = Metropolitan Planning Organization; ROW = Right-of-Way Acquisition; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

NJ 27, Six Mile Run Bridge (3E)

Route: NJ 27

Section: Six Mile Run Bridge (3E)

DBNUM: 146



County: Middlesex;
Somerset

Municipalities: North Brunswick Twp.;
Franklin Twp.

Sponsor: NJDOT

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.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
NJTPA	FY 2010–2013 TIP for New Jersey	CON	2010	BRIDGE	5.463
					Total: 5.463

Note: BRIDGE = Federal Bridge Program; CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; TIP = Transportation Improvement Program.

NJ 29, Moores Station Canal Crossing (AKA Pleasant Valley Road)

Route: NJ 29

Section: Moores Station Canal Crossing
(AKA Pleasant Valley Road)

DBNUM: 00362F



County: Mercer

Municipalities: Hopewell Twp.

Sponsor: NJDOT

This project will provide access to the D&R Canal towpath trail via a bicycle and pedestrian crossing and an opportunity to educate the public about the history of the canal. The project will provide for the construction of an A-frame swing bridge crossing of the D&R Canal and improvements to the existing parking area. Also included is a new boat or canoe dock and a new kiosk sign.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
DVRPC	FY 2010–2013 TIP for New Jersey	CON	2010	OTHER	1.6
					Total: 1.6

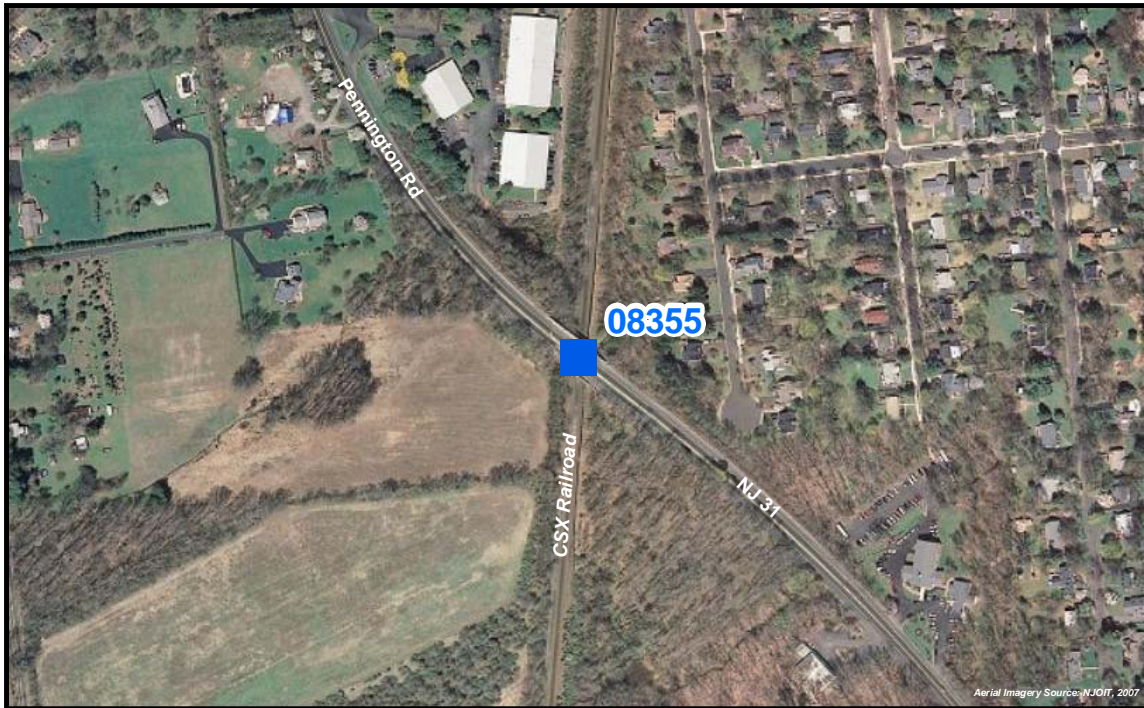
Note: CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; OTHER = Other; TIP = Transportation Improvement Program.

NJ 31, Bridge over CSX Railroad

Route: NJ 31

Section: Bridge over CSX Railroad

DBNUM: 08355



County: Mercer

Municipalities: Hopewell Twp.;
Pennington Borough

Sponsor: NJDOT

This project will rehabilitate the NJ 31 bridge over the CSX Railroad.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
DVRPC	FY 2010–2013 TIP for New Jersey	DES	2011	BRIDGE	0.8
DVRPC	FY 2010–2013 TIP for New Jersey	ROW	2011	STATE	0.1
DVRPC	FY 2010–2013 TIP for New Jersey	CON	2013	STATE	8.1
					Total: 9.0

Note: BRIDGE = Federal Bridge Program; CON = Construction; DES = Final Design/Engineering; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; ROW = Right-of-Way Acquisition; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

NJ 31, Pennington Circle Safety Improvements

Route: NJ 31

Section: Pennington Circle Safety Improvements

DBNUM: 159A



County: Mercer

Municipalities: Hopewell Twp.

Sponsor: NJDOT

The project is a breakout of the NJ 31 Transportation Development District project (DBNUM 159). The project will evaluate and begin to develop measures to improve safety at the Pennington Circle. Limits of the project will also include appropriate lengths of CR 546 and CR 640, which intersect the circle. The Pennington Circle is the site of frequent vehicle crashes and is ranked 98th on the statewide list of top “High Crash Frequency and Severity” intersections. It is a significant safety concern for Hopewell Township officials and residents. A CD study will be undertaken for modifying the Pennington Circle, aimed at improving safety and operations and that will be consistent with the community’s long term “vision.”

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
DVRPC	FY 2010–2013 TIP for New Jersey	DES	2011	HSIP	1.0
DVRPC	FY 2010–2013 TIP for New Jersey	ROW	2012	HSIP	2.0
DVRPC	FY 2010–2013 TIP for New Jersey	CON	2014	HSIP	10.5
					Total: 13.5

Note: CON = Construction; DES = Final Design/Engineering; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; HSIP = Highway Safety Improvement Program; MPO = Metropolitan Planning Organization; ROW = Right-of-Way Acquisition; TIP = Transportation Improvement Program.

Princeton Township Roadway Improvements

Route: N/A	Section: Princeton Township Roadway Improvements	DBNUM: HP01010
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County: Mercer	Municipalities: Princeton Twp.	Sponsor: Princeton Twp.
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This project will provide for roadway improvements in the vicinity of the municipal complex. Roadways to be improved include: Valley, Mount Lucas, Terhune, and Cherry Hill.

The following special Federal appropriations were allocated to this project: FY 2001/Section 378/45A \$498,900 (ID# NJ078).

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
DVRPC	FY 2010–2013 TIP for New Jersey	ERC	2010	DEMO	0.4989
					Total: 0.4989

Note: DEMO = Special Funding from Congressional Earmarks; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; ERC = Final Design/Engineering, Right-of-Way Acquisition, and Construction ; MPO = Metropolitan Planning Organization; TIP = Transportation Improvement Program.

US 1, Forrestal Road to Aaron Road

Route: US 1

Section: Forrestal Road to Aaron Road

DBNUM: 08417



County: Middlesex

Municipalities: Plainsboro Twp.;
South Brunswick Twp.;
North Brunswick Twp.

Sponsor: NJDOT

This project will build upon the planning efforts as developed in the R1RGS. The focus will be improvements to address congestion and operational deficiencies along the portion of US 1 within the townships of Plainsboro, South Brunswick, and North Brunswick between MP 13.30 and 22.50. Structure Numbers: 1201152, 1201153, 1201154, 1201155, 1201156, 1201160, 1201159, 1201157

The following special Federal appropriations were allocated to this project: FY06 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), \$2,500,000 (available 20 percent per year, ID# NJ266); \$3,500,000 (available 20 percent per year, ID# NJ251); and \$800,000 (available 20 percent per year, ID# NJ151).

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$250,000,000.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
NJTPA	FY 2010–2013 TIP for New Jersey	DES	2013	STATE	12.5
NJTPA	FY 2010–2013 TIP for New Jersey	DES	2014	STATE	12.5
NJTPA	FY 2010–2013 TIP for New Jersey	ROW	2015	STATE	10.0
NJTPA	FY 2010–2013 TIP for New Jersey	ROW	2016	STATE	10.0
NJTPA	FY 2010–2013 TIP for New Jersey	CON	2017	STATE	101.5
NJTPA	FY 2010–2013 TIP for New Jersey	CON	2018	STATE	148.5
					Total: 295.0

Note: CON = Construction; DES = Final Design/Engineering; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; ROW = Right-of-Way Acquisition; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

DNBUM 08417 (above) is currently a CD study which will focus on implementing solutions to address operational and safety deficiencies along US 1 in South Brunswick Township. The project will integrate information from the Middlesex County Corridor Study (formerly DBNUM 93146, now concluded) to develop the best strategies to meet current and future needs within the corridor.

Source: Gary Leach, Project Engineer, NJDOT (12/23/09).

US 1 Business (US 1B), Brunswick Circle to Texas Avenue

Route: US 1

Section: Business, Brunswick Circle to Texas Avenue

DBNUM: 04316



County: Mercer

Municipalities: Lawrence Twp.

Sponsor: Local

This is a study initiated at the request of the local community to redevelop this section of US 1B into a pedestrian-friendly urban streetscape that promotes business development. The “vision” aims at slowing traffic speeds, improving and increasing pedestrian connectivity, and providing aesthetic treatments that would help to create a new identity for this section for US 1B. The roadway cross section (traveled way) will be reduced to provide 11-foot travel lanes, on-street parking along the northbound side of US 1B, pedestrian “bulb-outs,” crosswalk enhancements and a 16-foot-wide center median which can be planted with suitable low-ground cover, flowers, etc. The project will be contained within current “curb to curb” dimensions for the entire length, except at the Whitehead Road intersection where a “modern roundabout” will replace the existing traffic signal.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
DVRPC	FY 2010–2013 TIP for New Jersey	DES	2010	STP-TE	0.6
DVRPC	FY 2010–2013 TIP for New Jersey	ROW	2010	STP-TE	0.1
DVRPC	FY 2010–2013 TIP for New Jersey	CON	2012	STP-TE	4.1
					Total: 4.8

Note: DES = Final Design/Engineering; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; ROW = Right-of-Way Acquisition; STP-TE = STP—Transportation Enhancement Program; TIP = Transportation Improvement Program.

US 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements

Route: US 1

Section: Southbound, Nassau Park Boulevard
to I-95, Safety Improvements

DBNUM: 01330A



County: Mercer

Municipalities: Lawrence Twp.;
West Windsor Twp.

Sponsor: NJDOT

This is a safety and operational improvement project which has already “broken out” two independent projects:

1. Improvements to the US 1 and I-95/I-295 Interchange have already been constructed.
2. US 1 Southbound at Quaker Bridge Mall Overpass (DBNUM 01330A1) has been advanced to design. This project will provide an improved acceleration lane onto US 1 Southbound from the Quaker Bridge Mall ramp and an auxiliary lane on US 1.

A third breakout from this “mother project” is expected by spring of 2010. This project will consist of shifting the existing Collector–Distributor road barrier curb, resulting in three “express” lanes and one “local” Collector–Distributor lane, plus a 10-foot shoulder from north of the Quaker Bridge Road interchange to the Quaker Bridge Mall overpass. The project will also close five driveways, providing alternate access through shared access agreements.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
DVRPC	FY 2010–2013 TIP for New Jersey	DES	2010	HSIP	1.0
DVRPC	FY 2010–2013 TIP for New Jersey	ROW	2011	HSIP	1.0
DVRPC	FY 2010–2013 TIP for New Jersey	CON	2012	HSIP	10.4
					Total: 12.4

Note: CON = Construction; DES = Final Design/Engineering; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; HSIP = Highway Safety Improvement Program; MPO = Metropolitan Planning Organization; ROW = Right-of-Way Acquisition; TIP = Transportation Improvement Program.

US 1, Southbound, Quaker Bridge Mall Overpass

Route: US 1

Section: Southbound, Quaker Bridge Mall
Overpass

DBNUM: 01330A1



County: Mercer

Municipalities: Lawrence Twp.

Sponsor: NJDOT

This project will provide improved traffic operations and safety conditions at the southbound ramp exiting Quaker Bridge Mall. The proposed improvement may provide for the addition of a 15-foot auxiliary lane extending from the loop ramp from the Quaker Bridge Mall overpass to US 1 southbound for approximately 0.40 mile. The new auxiliary lane would then taper back to the existing three-lane roadway before reaching the exit ramps for the I-95/I-295 interchange. This concept is expected to be compatible with future mid-term and long-term projects in this area.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
DVRPC	FY 2010–2013 TIP for New Jersey	CON	2011	OTHER	3.2
					Total: 3.2

Note: CON = Construction; DVRPC = Delaware Valley regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; OTHER = Other; TIP = Transportation Improvement Program.

US 1, South Brunswick, Drainage Improvements

Route: US 1

Section: South Brunswick, Drainage
Improvements

DBNUM: 93253



County: Middlesex

Municipalities: South Brunswick Twp.

Sponsor: NJDOT

Frequent flooding along US 1 southbound at the intersection of Ridge Road (MP 14.6) and within the vicinity of the Solar Motel property has been reported. The flooding is due to inadequate capacity of drainage network and outfall pipe to the nearby creek. Also, the southbound jug handle to Raymond Road at US 1 (MP 15.9) floods during heavy rainfall. Flooding is caused by backwater and build-up of sediment and debris in a ditch that runs along the east side of the jug handle to the upstream face of the concrete box culvert that carries Heathcote Brook Branch under US 1, causing frequent closure to the jug handle. Frequent ponding is reported on both sides of US 1 at this location. DMS Rank 7.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
NJTPA	FY 2010–2013 TIP for New Jersey	DES	2011	NHS	1.0
NJTPA	FY 2010–2013 TIP for New Jersey	ROW	2012	STATE	0.6
NJTPA	FY 2010–2013 TIP for New Jersey	CON	2014	STATE	6.7
					Total: 8.3

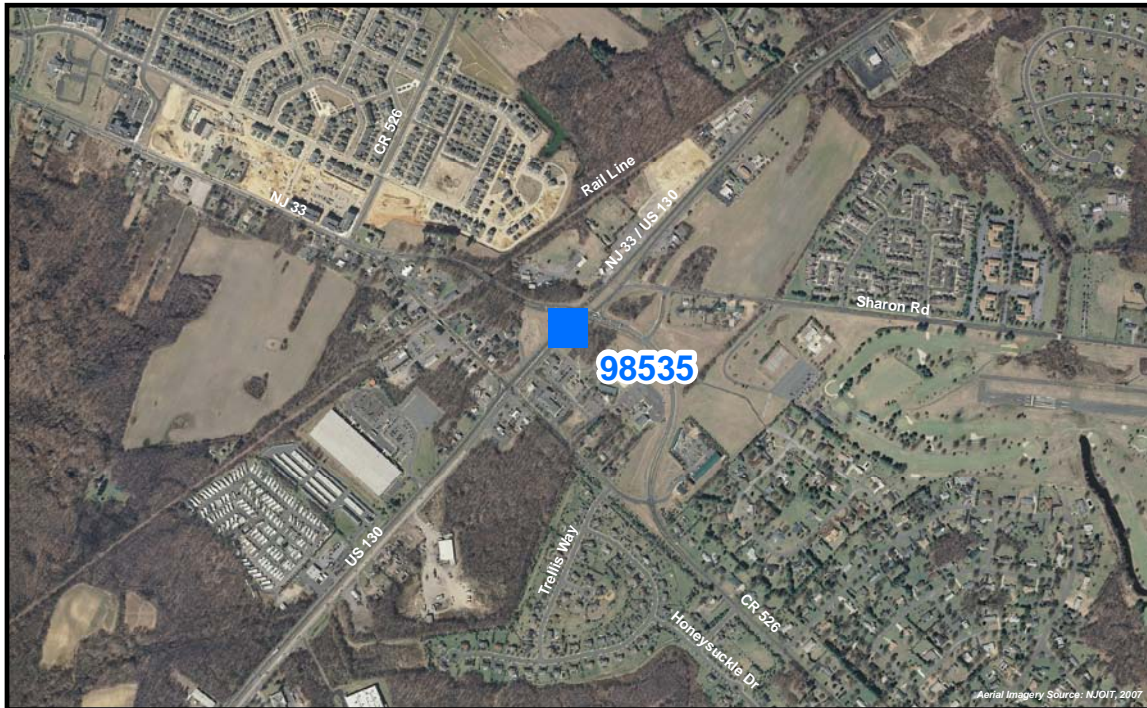
Note: CON = Construction; DES = Final Design/Engineering; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHS = National Highway System; NJTPA = North Jersey Transportation Planning Authority; ROW = Right-of-Way Acquisition; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

US 130, Pedestrian Bridge, Robbinsville Township

Route: US 130

Section: Pedestrian Bridge,
Robbinsville Twp.

DBNUM: 98535



County: Mercer

Municipalities: Robbinsville Twp.

Sponsor: Robbinsville Twp.

This project will provide for the construction of a pedestrian bridge across US 130.

The following special Federal appropriations were allocated to this project: TEA-21/Q92 \$2,306,474 (ID# NJ 028).

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
DVRPC	FY 2010–2013 TIP for New Jersey	CON	2010	DEMO	2.306474
					Total: 2.306474

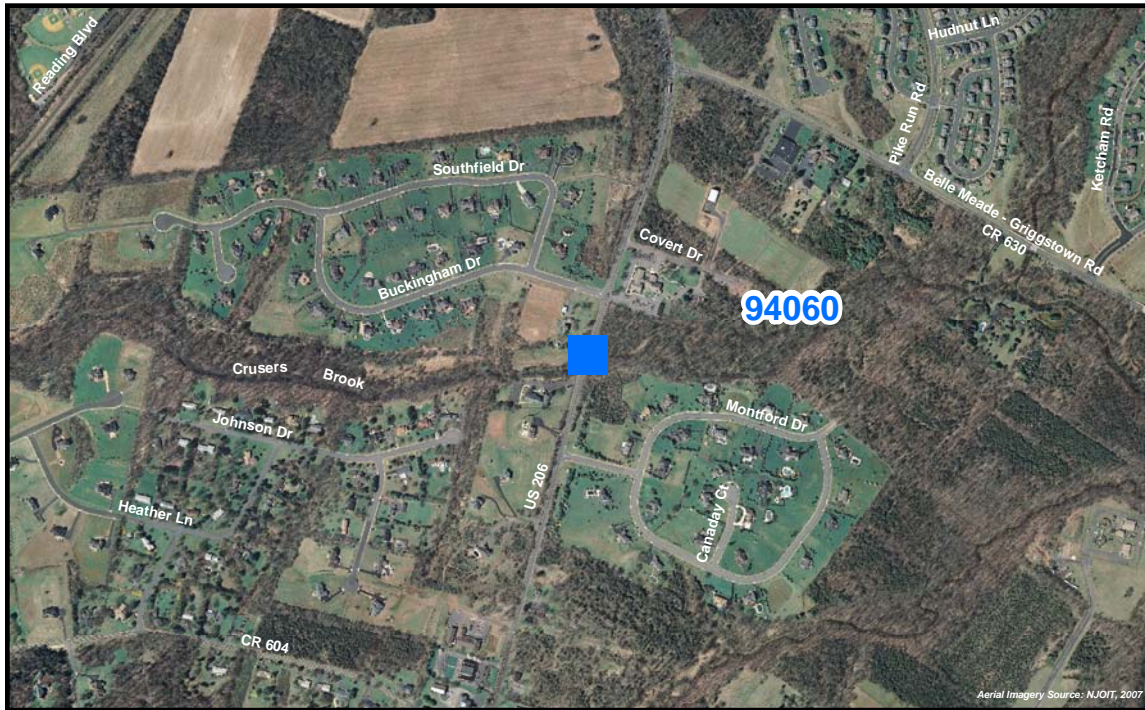
Note: CON = Construction; DEMO = Special Funding from Congressional Earmarks; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; TIP = Transportation Improvement Program.

US 206, Crusers Brook Bridge (41)

Route: US 206

Section: Crusers Brook Bridge (41)

DBNUM: 94060



County: Somerset

Municipalities: Montgomery Twp.

Sponsor: NJDOT

This project will provide for the replacement of the existing structure, which is in poor condition due to the condition of the superstructure and inadequate deck geometry. Also, the structure is potentially scour critical since the existing abutments are not founded on piles. The structure will be widened from 30 feet to 44 feet to include full 10-foot shoulders instead of the current 3-foot shoulders. The piers and abutments will be founded on piles. The piers will be wide enough to accommodate a separate pedestrian walkway on the west side of the bridge.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
NJTPA	FY 2010–2013 TIP for New Jersey	ROW	2010	STATE	0.840
NJTPA	FY 2010–2013 TIP for New Jersey	CON	2011	NHS	7.783
					Total: 8.623

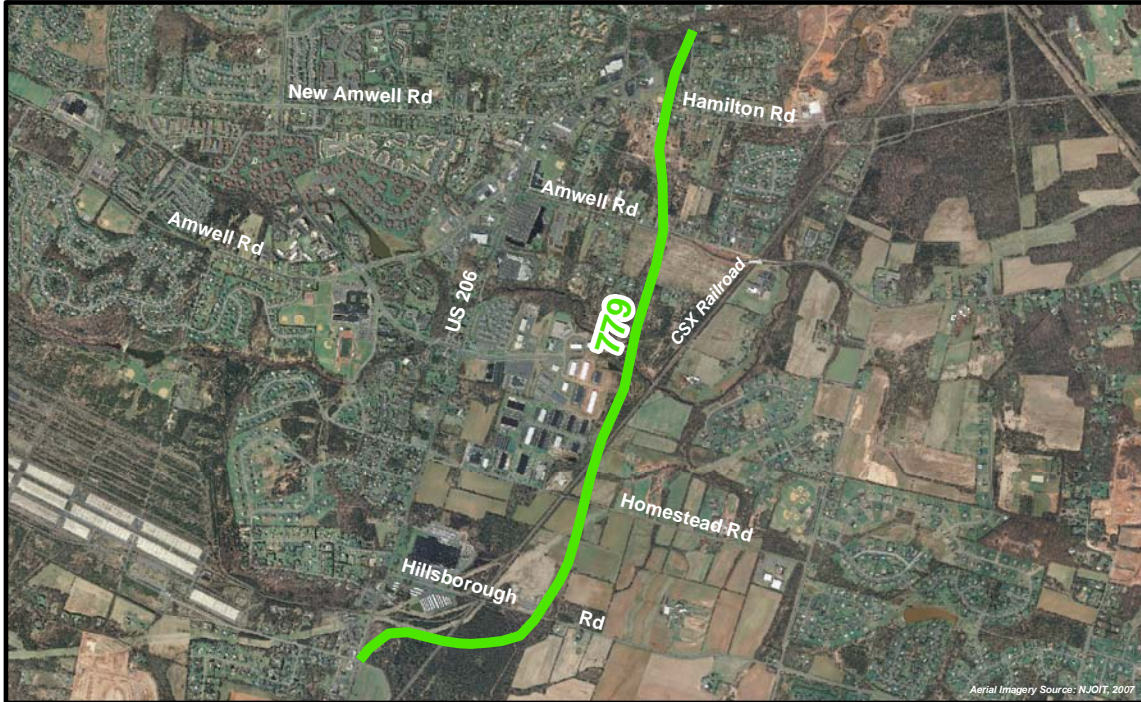
Note: CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHS = National Highway System; NJTPA = North Jersey Transportation Planning Authority; ROW = Right-of-Way Acquisition; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

US 206 Bypass, Mountain View Road to
Old Somerville Road (Sections 14A & 15A)

Route: US 206

Section: Mountain View Road to
Old Somerville Road (14A & 15A)

DBNUM: 779⁴



County: Somerset

Municipalities: Hillsborough Twp.

Sponsor: NJDOT

This project will provide for the construction of a segment of US 206 on new alignment, bypassing a segment of existing highway that has serious congestion and safety problems. The new segment of roadway will consist of four 12-foot travel lanes, two 10-foot outside shoulders, two 5-foot inside shoulders, a concrete median barrier, and two 15-foot outside borders between Amwell Road (CR 514) and Old Somerville Road. Between Amwell Road (CR 514) and Mountain View Road, the new segment of roadway will consist of two 12-foot travel lanes, two 10-foot outside shoulders, two 3-foot inside shoulders, a 15-foot grass median and two 15-foot outside borders.

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

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$87,500,000.

⁴ See also 779A.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
NJTPA	FY 2010–2013 TIP for New Jersey	CON	2012	STATE	20.00
NJTPA	FY 2010–2013 TIP for New Jersey	CON	2013	STATE	33.75
NJTPA	FY 2010–2013 TIP for New Jersey	CON	2014	STATE	33.75
					Total: 88.50

Note: CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

A public forum for this project was held on June 3, 2009. The overall public reaction was favorable. NJDOT worked with the FHWA and officials from Somerset County, Hillsborough Township and Montgomery Township on the development of a consensus plan for the project. The consensus plan was presented to the public at a public forum held on June 13, 2007. Hillsborough Township passed a Resolution of Support (ROS) for the consensus plan on July 10, 2007 and Montgomery Township passed an ROS for the consensus plan on August 2, 2007. The construction cost of this portion of the project is estimated to be \$68 million. Construction of the project is currently anticipated to start in the summer of 2011. Advanced utility relocation construction is currently anticipated to begin in the spring of 2010. Advanced utility relocation construction plans for the Texas Eastern pipelines, Buckeye pipeline and AT&T facility will be prepared, and work is anticipated to begin in the early spring of 2010 under the US 206 Bypass Contract A project (DBNUM 779A).

Source: NJDOT (2/9/10).

US 206 Bypass, Contract A, Hillsborough Road to Amwell Road (CR 514)

Route: US 206

Section: Bypass, Contract A, Hillsborough Road
to Amwell Road (CR 514)

DBNUM: 779A⁵



County: Somerset

Municipalities: Hillsborough Twp.

Sponsor: NJDOT

This project is a breakout of the US 206 Bypass project (DBNUM 779). Contract A will provide for the construction of a segment of US 206 on new alignment, bypassing a segment of existing highway that has serious congestion and safety problems. The new segment of roadway will consist of two 12-foot travel lanes, two 10-foot outside shoulders, two 3-foot inside shoulders, a 15-foot grass median, and two 15-foot outside borders. Four new bridges will be constructed: US 206 Bypass over Homestead Road, US 206 Bypass over CSX Railroad, US 206 over Royces Brook, and Amwell Road (CR 514) over US 206 Bypass.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$80,000,000.

⁵ See also 779.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
NJTPA	FY 2010–2013 TIP for New Jersey	CON	2010	STATE	19.363
NJTPA	FY 2010–2013 TIP for New Jersey	CON	2011	STATE	40.236
NJTPA	FY 2010–2013 TIP for New Jersey	CON	2012	STATE	20.401
					Total: 80.000

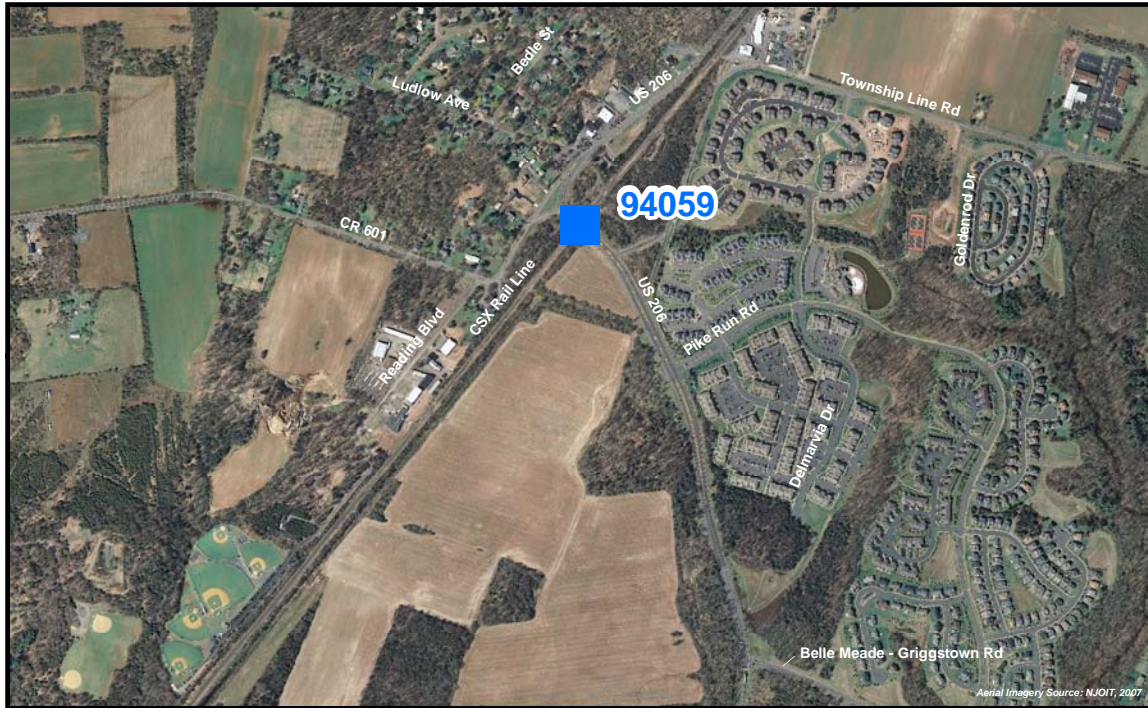
Note: CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

US 206, CSX Bridge Replacement

Route: US 206

Section: CSX Bridge Replacement

DBNUM: 94059



County: Somerset

Municipalities: Montgomery Twp.

Sponsor: NJDOT

This project provides for the replacement of the existing 85-foot, single-span bridge with a new 138-foot, single-span structure. The improvements will include a realignment of US 206 to the west with a roadway section that will provide for one 12-foot travel lane, 10-foot shoulder, and sidewalk in each direction. A new "T" intersection with traffic signal will be constructed for the relocated intersection of US 206 and CR 601. The improvements will upgrade US 206 and the adjacent roadways to improve their operational characteristics and safety throughout the project limits. The existing bridge will be open to traffic until the construction of the new structure is completed. This project will be bicycle/pedestrian-compatible with shoulders and sidewalks provided on both sides of the roadway, as well as crosswalks.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
NJTPA	FY 2010–2013 TIP for New Jersey	CON	2010	NHS	19.096
					Total: 19.096

Note: CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHS = National Highway System; NJTPA = North Jersey Transportation Planning Authority; TIP = Transportation Improvement Program.

Hillsborough Road and Homestead Road Bridges

Route: N/A

Section: Hillsborough Road and
Homestead Road Bridges

DBNUM: 08375



County: Somerset

Municipalities: Hillsborough Twp.

Sponsor: NJDOT

The overall condition of these structures is listed as critical. The bridges are structurally deficient. Hillsborough Road Bridge has a sufficiency rating of 8.6 and Homestead Road Bridge has a sufficiency rating of 33.9. The bridges have deteriorated to the point where they require replacement. The bridges will serve as detour routes for each other. For example, while Homestead Road Bridge is replaced, traffic will be diverted over Hillsborough Road Bridge. This project combines two earlier projects (DBNUM 00330, 00331).

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
NJTPA	FY 2010–2013 TIP for New Jersey	CON	2011	STATE	3.21
					Total: 3.21

Note: CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

Plainsboro Traffic Calming Project

Route: N/A

Section: Plainsboro Traffic Calming Project

DBNUM: 09348



County: Middlesex

Municipalities: Plainsboro Twp.

Sponsor: Plainsboro Twp.

The project consists of the continuing implementation of the traffic calming improvements along Plainsboro Road. Included are improvements for pedestrian safety, vehicular access from adjacent neighborhoods, and alternative transportation usage. The following special Federal appropriation was allocated to this project: FY 2006 Appropriations Bill \$700,000. ID # NJ 281.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
NJTPA	FY 2010–2013 TIP for New Jersey	ERC	2010	DEMO	0.693
					Total: 0.693

Note: DEMO = Special Funding from Congressional Earmarks; ERC = Final Design/Engineering, Right-of-Way Acquisition, and Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; TIP = Transportation Improvement Program.

New Jersey Turnpike Authority Projects

New Jersey Turnpike project descriptions were given by NJTA.

For the Index of Projects, see page 65.

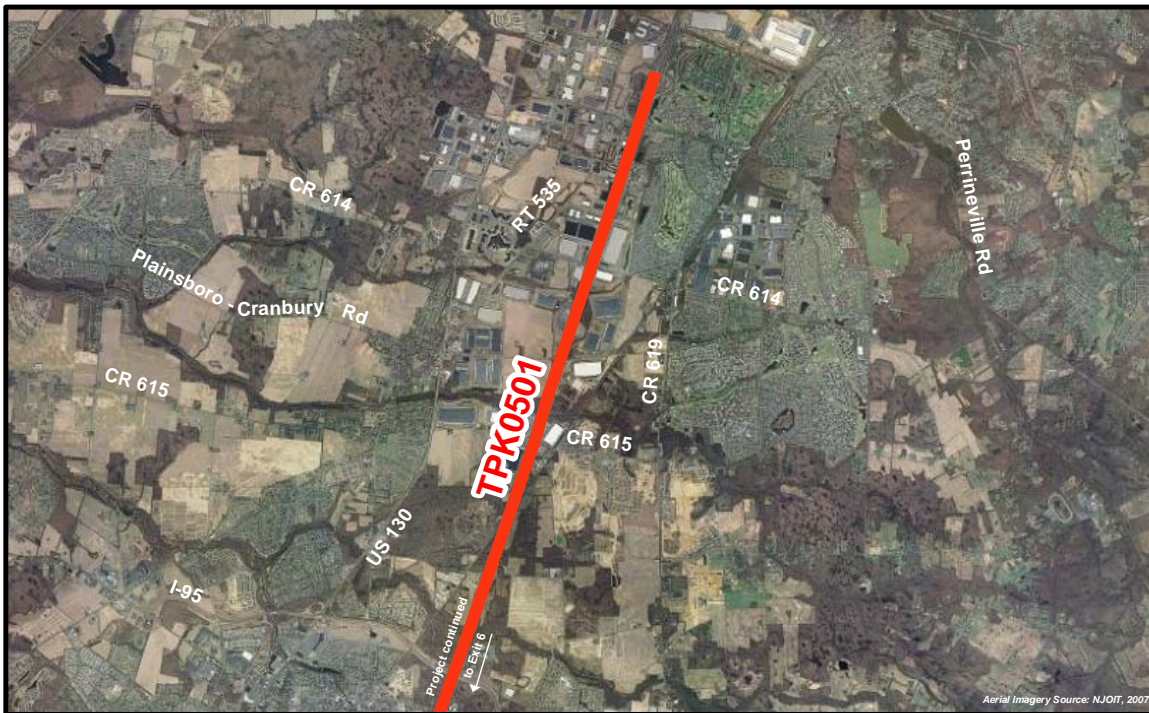
Note: DBNUM = New Jersey Department of Transportation Database Number.

New Jersey Turnpike Widening

Route: NJTPK

Section: Interchange 6 to
Interchange 9

DBNUM: TPK0501



County: Mercer; Middlesex;
Burlington

Municipalities: Various

Sponsor: NJTA

This proposed widening program will provide for the construction of approximately 25 miles of roadway widening and improvements to the New Jersey Turnpike from the vicinity of Interchange 6 in Mansfield Township, Burlington County (where the mainline roadway consists of 3 lanes in each direction) to the existing 10-lane dual-dual portion of the Turnpike at Interchange 8A in South Brunswick Township, Middlesex County. The proposed widening program will also entail the addition of a third lane to each of the existing outer roadways of the Turnpike for a distance of approximately 10 miles between Interchange 8A and Interchange 9 in East Brunswick, Middlesex County, and improvements to each of the interchanges within the project limits. When completed, the proposed widening will result in a 12-lane (6 lanes in each direction) dual-dual roadway from Interchange 6 to Interchange 9, capable of accommodating projected traffic needs through the year 2032.

DES was initiated in 2007 and is expected to take up to three years to complete. Construction began in the summer of 2009 and is expected to be completed in 2013.

Source: NJTA (12/04/09).

Turnpike Interchange 8A to Route 130 Connection

Route: NJTPK	Section: Interchange 8A to Route 130 Connection	DBNUM: N/A
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[No map at this time—project is under development.]

County: Middlesex	Municipalities: Various	Sponsor: NJTA
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This project will address significant traffic congestion outside of Interchange 8A. The project limits include the section of NJ 32 between Interchange 8A and the interconnection of NJ 32 with US 130. Middlesex County has requested that NJTA undertake appropriate improvements on the basis that a majority of the traffic within the corridor is destined to or from the Turnpike. Design and/or construction dates are not yet known for this project. The project is included in NJTA's 10-year Capital Investment Program.

Source: NJTA (12/04/09).

Transit Transportation Improvement Program Projects

Transit projects advance differently than NJDOT projects; as a result, both capital and SD-type transit initiatives are profiled in the Transit section of this report. Funding is listed only for those projects in Capital Program phases.

For the Index of Projects, see page 65.

Note: DBNUM = New Jersey Department of Transportation Database Number.

Monmouth-Ocean-Middlesex County
Passenger Rail (Earmark)

New Jersey Transit Project

DBNUM: T560

Funding is provided for SAFETEA-LU earmarks for **Monmouth-Ocean-Middlesex County Passenger Rail** Section 5309 New Starts (Earmark).

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

County: Various

Municipalities: Various

Sponsor: New Jersey Transit

Source: New Jersey Transit (12/29/09).

Note: The funding for this project is for study and environmental documentation; it does not include the cost of construction.

Section 5310 Program

New Jersey Transit Project

DBNUM: T150

This program provides for the purchase of **small buses or van-type vehicles** for agencies that serve the elderly and persons with disabilities. Formerly known as the Section 16 Program.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

MATCH funds are provided from the State.

County: Various

Municipalities: Various

Sponsor: New Jersey Transit

Section 5311 Program

New Jersey Transit Project

DBNUM: T151

This program provides funding for **rural public transportation programs**. MATCH funds are provided from New Jersey Transit and local funds.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

County: Various

Municipalities: Various

Sponsor: New Jersey Transit

Small/Special Services Program

New Jersey Transit Project

DBNUM: T120

Funding is provided for New Jersey Transit efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand, and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for **East Windsor Community Shuttle operating support**. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the New Jersey Transit 10-year STIP.

County: Various

Municipalities: Various

Sponsor: New Jersey Transit

Source: New Jersey Transit (12/29/09).

Note: This project provides operating funds for the East Windsor to Princeton Junction shuttle (peak period only). Depending on the location of where rural/urban is defined after the 2010 U.S. Census, the operating funds for the East Windsor shuttle are likely to end if East Windsor is classified (as seems likely) as urban after the 2010 U.S. Census.

South Brunswick Transit System (Earmark)

New Jersey Transit Project

DBNUM: T522

Funding is provided for SAFETEA-LU earmarks for the **South Brunswick Transit System**.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

County: Middlesex

Municipalities: South Brunswick Twp.

Sponsor: New Jersey Transit

Source: New Jersey Transit (12/29/09).

Note: The South Brunswick earmark is for a community shuttle bus and park/ride for shuttle buses to the Jersey Avenue rail station, Exit 8A bus park/ride, and shuttles to Coach USA bus service along NJ 27. New Jersey Transit is working with South Brunswick on route planning and on the park/ride, which will also serve the future US 1 Bus Rapid Transit (BRT).

SD

New Jersey Transit Project

DBNUM: T88

This element provides for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work. One of the initiatives being studied is the feasibility of a possible **BRT system on the US 1 corridor in Mercer County**.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

County: Various

Municipalities: Various

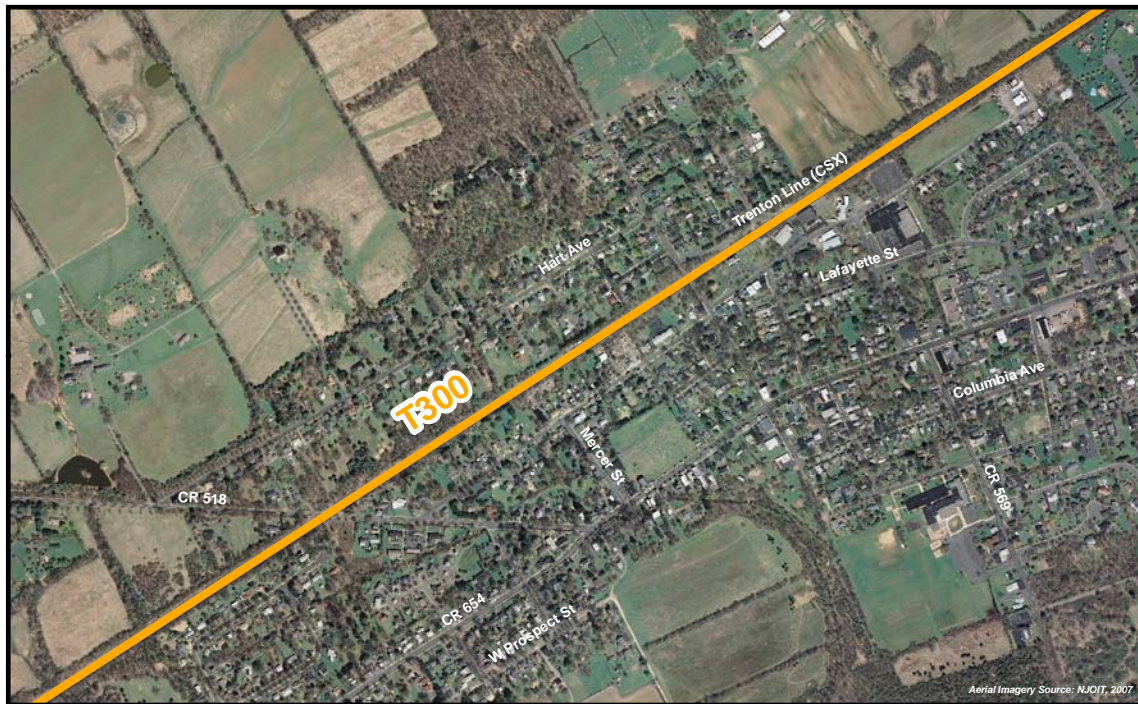
Sponsor: New Jersey Transit

Note: This project includes the planning phase of project development for the US 1 BRT project.

Transit Rail Initiatives

New Jersey Transit Project

DBNUM: T300



County: Various

Municipalities: Various

Sponsor: New Jersey Transit

This program provides funding for transit expansion projects, including new fixed guideway, new station construction and rolling stock acquisition. Also included are Federal Transit Administration new starts projects authorized under New Jersey Urban Core or SAFETEA-LU.

Potential projects in this category include (in no rank order): Hudson-Bergen Light Rail (HBLR) Extension to 8th Street Bayonne; Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit passenger equipment; restoration of commuter rail service on the NYS&W west of Hawthorne; restoration of commuter rail service to Lackawanna Cutoff; Port Morris improvements; Rail Spur to the Meadowlands Sports Complex; West Shore--Hoboken to West Haverstraw; Newark-Elizabeth Rail Link (NERL) Elizabeth Segment from New Jersey Transit's Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; **Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Route 1 BRT**, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); **Commuter rail extension in Monmouth and Ocean Counties**; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg; improvements on the Atlantic City Rail Line; new Portal Bridge; **new rail station improvements such as Atlantic City Line/River LINE connection, River Line Cramer Station**, Moynihan Station, Penn Station New York Platform extensions, Penn Station New York Central Concourse and Smart Card Technology Program along with other new system-wide rail, bus, and light rail initiatives arising during the year. Funding is also provided to advance projects dependent on federal formula funds, federal earmarks, other non-federal (including private) funding, and/or state resources available beyond planned levels.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

County: Various

Municipalities: Various

Sponsor: New Jersey Transit

Source: New Jersey Transit (12/29/09).

Note: This project includes funding for engineering design and construction of the US 1 BRT project.

Transportation Improvement Programs—Potential Projects (Study and Development)

The SD process is how NJDOT currently performs the early phases of project development and assessment. See “NJDOT Project Development Process” (Chapter 1) for more information. Table 11 lists the range of potential SD projects as of March 2009.

Projects with the **DBNUM highlighted** in Table 11 are transitioning to the FY 2010–2013 TIPs for New Jersey, but are currently also still active in the SD Program. Full descriptions for these projects can be found in the section, “TIPs—Highway Projects.”

Table 11: TIPs—Potential Projects (SD)

Project Name	Pipeline Status	DBNUM
CR 533, Mercer County Signal Project	FY 2010–2011 SD Program, Local PD	D0702
CR 546, Washington Crossing-Pennington Road Bridge over Conrail	FY 2010–2011 SD Program, Local PD	D9906
CR 546, Washington Crossing-Pennington Road over Woolsey's Brook	FY 2010–2011 SD Program, Local PD	D9907
I-295, Northbound Approach to US 1 Exits, ITS Improvements	FY 2010–2011 SD Program, PD	06358
I-295, Rising Sun Road to US 1, ITS Improvements	FY 2010–2011 SD Program, CD	06362
NJ 31, Bridge Over CSX Railroad	FY 2010–2011 SD Program, FA	08355
NJ 31, Ewingville/Upper Ferry Road to CR 518, TDD Project (3G)	FY 2010–2011 SD Program, FA	159
NJ 33, Robbinsville Township Bypass	FY 2010–2011 SD Program, PD	99368A
Orchard Road Connector	FY 2010–2011 SD Program, Local FA	06381
US 1, Franklin Corner Road	FY 2010–2011 SD Program, CD	027
US 1, Harrison Street, Operational Improvements	FY 2010–2011 SD Program, Problem Statement	08385
US 1, Middlesex County Operational Improvements	FY 2010–2011 SD Program, Pipeline 3 per NJDOT CPC, October 15, 2008	93146A
US 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements	FY 2010–2011 SD Program, PD	01330A
US 1, South Brunswick, Drainage Improvements	FY 2010–2011 SD Program, FA	93253
US 206, Cherry Valley Road Intersection Improvements	FY 2010–2011 SD Program, CD	01320
US 206, Hillsborough-Montgomery Gateway	FY 2010–2011 SD Program, FA	08351

Table 11: TIPS—Potential Projects (SD) (continued)

Project Name	Pipeline Status	DBNUM
US 206, North of Quaker Road, Drainage Improvements	Terminated per NJDOT CPC, September, 2008	04319
Millstone Valley Scenic Byway	Complete	04334
NJ 29, Washington Crossing State Park, Scenic Byway Improvements	FY 2007–2008 SD Program	00362L
NJ 33, US 1 to US 130 Corridor Study	FY 2007–2008 SD Program	04302D
US 1 Business, Brunswick Circle	FY 2007–2008 SD Program	04316A
US 1, Mercer County Congestion Management and Concept Development Study	FY 2007–2008 SD Program, CD	01330
I-287, Middlesex/Somerset, Raritan River Crossing Needs Analysis	FY 2007, CD	9169
NJ 29, Hopewell Township, Drainage Improvements	FY 2006–2010 Project Pool	05334
US 1, Bicycle/Pedestrian Improvements	FY 2005–2006 SD Program	97025
US 206, Princeton, Stony Brook to Birch Avenue, Bicycle Improvements	FY 2005-06 SD Program	97027
Rocky Brook Bikeway	FY 2002–2003 SD Program	X185C
NJ 33/US 130, Washington Township Access Management Study	FY 2000–2001 SD Program	99368
I-95, Vicinity of NJ 29 to US 1, Resurfacing	Pipeline 3, Construction Awarded	03324
I-295, I-195 to US 1, Rehabilitation	Pipeline 3, Under Construction	03325
US 1, Shipetaukin Creek, Bridge Deck Replacement	Pipeline 3, Under Construction	04384
CR 518, D&R Canal Bridge	Problem Statement—Archived January 2009	97096
I-95, Federal City Road	Problem Statement— Archived January 2009	9363
I-287, ITS Data Collection System	Problem Statement	9169D
I-287, Wayfinding Signage	Problem Statement	9169C
NJ 27, Cozzens Lane	Problem Statement—Archived January 2009	9298
NJ 27, Huron Road/Bennetts Lane	Problem Statement—Archived January 2009	9299
NJ 27, Pavement—South Brunswick to New Brunswick	Problem Statement—Archived January 2009	98462
NJ 31, Hopewell	Problem Statement—Archived January 2009	94084
NJ 31, Pennington Circle to US 202	Problem Statement—Archived January 2009	165

Table 11: TIPS—Potential Projects (SD) (continued)

Project Name	Pipeline Status	DBNUM
NJ 31, Stony Brook Bridge	Problem Statement—Archived January 2009	98360
NJ 33/US 130, Assunpink Creek	Problem Statement	00322
Raritan River Bicycle/Pedestrian Bridge	Problem Statement	9169E
Sidewalk Installation, Franklin/Piscataway	Problem Statement	9169G
Transit Service Enhancement, Somerset/Middlesex	Problem Statement	9169H
Transit Signal Priority, Somerset/ Middlesex	Problem Statement	9169A
US 1, D&R Canal	Problem Statement—Archived January 2009	94054
US 130, I-195 to NJ 32, ITS Improvements	Problem Statement	06364
US 130, Cedar Brook, Drainage Improvements	Problem Statement—Archived January 2009	93237
US 130, Rocky Brook	Problem Statement	99394
US 206, Mansgrove Road to Cherry Valley Road	Problem Statement	06397
US 206, Mercer County, Independence Avenue to Mountain Avenue	Problem Statement—Archived January 2009	96051
US 206, Princeton Twp., Mountain Avenue to Cherry Valley Road	Problem Statement—Archived January, 2009	96052
US 206/US 1 Business, Shabakunk Creek Bridge	Problem Statement—Archived January, 2009	95109
High Point to Cape May Designated Bicycle Touring Route (Central)	Problem Statement	02358
I-195, Mercer/Monmouth/ Ocean, Richardson Road to CR 537	Problem Statement—Archived January 2009	97014
I-195, New Jersey Turnpike Interchange Improvements	Problem Statement	97014A
Lanning Boulevard, Mercer County	Problem Statement	02324
NJ 29, Ewing Township to Lambertville, Rehabilitation	Problem Statement	03333
NJ 33, Big Bear Brook, Drainage Improvements	Problem Statement—Archived January, 2009	98410
NJ 133, Wyckoffs Mill Road	Problem Statement—Archived January, 2009	99324
US 1, Lawrence Township, Noise Barriers	Problem Statement—Archived January, 2009	98375
US 130, Corridor No. 2, Crosswicks Creek to US 1	Problem Statement—Archived January, 2009	9161

Table 11: TIPs—Potential Projects (SD) (continued)

Project Name	Pipeline Status	DBNUM
Princeton-Hightstown Road, CR 571	Problem Statement (awaiting lead agency decision)	L086
US 130, Intersection Improvements at NJ 32	Problem Statement, Tier 2	05321
US 206, Ewing Street, Safety Improvements	Problem Statement, Tier 2	04356

Source: Fiscal Years 2010–2013 Transportation Improvement Programs for New Jersey.

Note: CD = Concept Development; DBNUM = New Jersey Department of Transportation Database Number; FA = Feasibility Assessment; FY = Fiscal Years; NJDOT CPC = New Jersey Department of Transportation Capital Program Committee; PD = Preliminary Design; SD = Study and Development; TDD = Transportation Development District.

Projects Identified by Participants in the R1RGS Effort

The R1RGS effort is a study by NJDOT in partnership with a diverse consultant group consisting of members from AECOM Transportation, PB Americas, URS Corporation, the Voorhees Transportation Center, PlanSmart NJ, Weiss Consulting, and Michael Gallis & Associates. The study incorporated extensive outreach activities and is now nearing completion. It examined demographics in the US 1 area including housing, population, and employment, as well as considering travel, land use, and economic indicators. The ultimate goal of the R1RGS effort is to advance and implement a final set of recommendations to guide smart growth objectives in the US 1 region.

R1RGS provided a useful set of up-to-date information regarding transportation and development projects in the US 1 area. The following information is summarized from documents provided by the R1RGS team and includes recent transportation projects proposed, planned, under construction, or completed in Forum municipalities. Municipal and county officials contributed the information in Tables 12 to the consultant team for R1RGS and provided updates to DVRPC.

Table 12: Local Road Projects in the Forum Area

Township	Project	Status
Cranbury	CR 535 widening	Complete
Cranbury	Liberty Way	Proposed
Cranbury	Old Trenton Road extension—Main Street (CR535) to US 130	Not available
Cranbury	Northern connector road from North Main Street to Plainsboro Road	Not available
Cranbury	Southern connector road from Cranbury Neck Road to US 130/Hightstown Road)	Not available
Cranbury	New north–south collector road from South River Road to Station Road	Not available
Cranbury	Dey Road-Campus Drive connector road	Not available
Franklin	South Middlebush Road bypass	Not available
Franklin	Davidson Avenue extension from current terminus to Amwell Road near Van Cleef Road	Not available
Franklin	Pierce Street extension from Elizabeth Avenue to Davidson Avenue	Complete
Franklin	Middlebush area circulation improvements	Complete
Franklin	CR 518 Improvements—NJ 27 to Carroll Place	Complete
Franklin	CR 518 Improvements—Carroll Place to Canal Road	DES
Franklin, New Brunswick	NJ 27 corridor improvements	Not available
Jamesburg	Jamesburg bypass	Not available
Lawrence	Working with NJDOT and New Jersey Transit to make provisions that would accommodate the proposed BRT system with the Quakerbridge Mall expansion project	Ongoing
Lawrence	Brunswick Pike Boulevard	NJDOT SD
Lawrence	US 206, Lawrence, traffic flow improvements—14 intersections	Study complete
Lawrence	Reconstruct US 1 and Franklin Corner Road intersection	SD; DBNUM 027

Table 12: Local Road Projects in the Forum Area (continued)

Township	Project	Status
		(see page 56)
Lawrence	New overpass of US 1	DBNUM 01330A1 (see page 33)
Lawrence, W. Windsor	Safety improvements along southbound US 1 between Nassau Park Boulevard and I-95; add frontage road/connector road to residential area	DBNUM 01330A (see page 31)
Lawrence, W. Windsor	Under/overpass at Nassau Park Boulevard	Not available
Lawrence, W. Windsor	US 1 corridor improvements between Quaker Bridge Road and Alexander Road	SD; DBNUM 01330 (see page 57)
Monroe	Spotswood/Gravel Hill Road Extension from Jamesburg-Englishtown Road to Schoolhouse Road	Not available
Monroe	Schoolhouse Road Extension between 90-degree turn in Schoolhouse Road and Spotswood-Englishtown Road opposite Rue Road	Not available
Monroe	Federal Road Extension west to intersect with Applegarth Road opposite Halsey-Reed Road	Not available
Monroe	NJ 33 Boulevard	Not available
Monroe, Cranbury	Exit 8A area circulation improvements	See page 48
Monroe, Cranbury	Widen Turnpike between Exit 6 and Exit 8A	Under Construction; DBNUM TPK0501 (see page 47)
Montgomery	CR 518 Improvements—Van Zandt Road to Mercer County Border	DES
North Brunswick	US 1 service road providing access to shopping areas along southbound US 1 between Cozzens Lane and Finnegan's Lane	Not available
North Brunswick	Extend Finnegan's Lane to US 130	Not available
North Brunswick	US 1 intersection improvements at Adams Lane and Cozzens Lane	Not available
Plainsboro	Intersection improvements related to development of the Princeton Healthcare System Medical Campus	Not available
Plainsboro	Scudders Mill—Plainsboro Road Connector	Not available
Plainsboro	US 1 northbound service road between Scudders Mill Road and College Road East at Research Way	Not available
Plainsboro	Mapleton Road improvement project	Designed; Awaiting DEP approval
Plainsboro, S. Brunswick, N. Brunswick	US 1 corridor improvements between Sayre Drive and Finnegan's Lane	Not available
Princeton	Province Line Road Extension from Rosedale Road to Cherry Valley Road	Not available
Princeton	Bunn Drive extension from current terminus to proposed Princeton Bypass	Not available
Princeton	US 206, Princeton, corridor improvements	Study complete

Table 12: Local Road Projects in the Forum Area (continued)

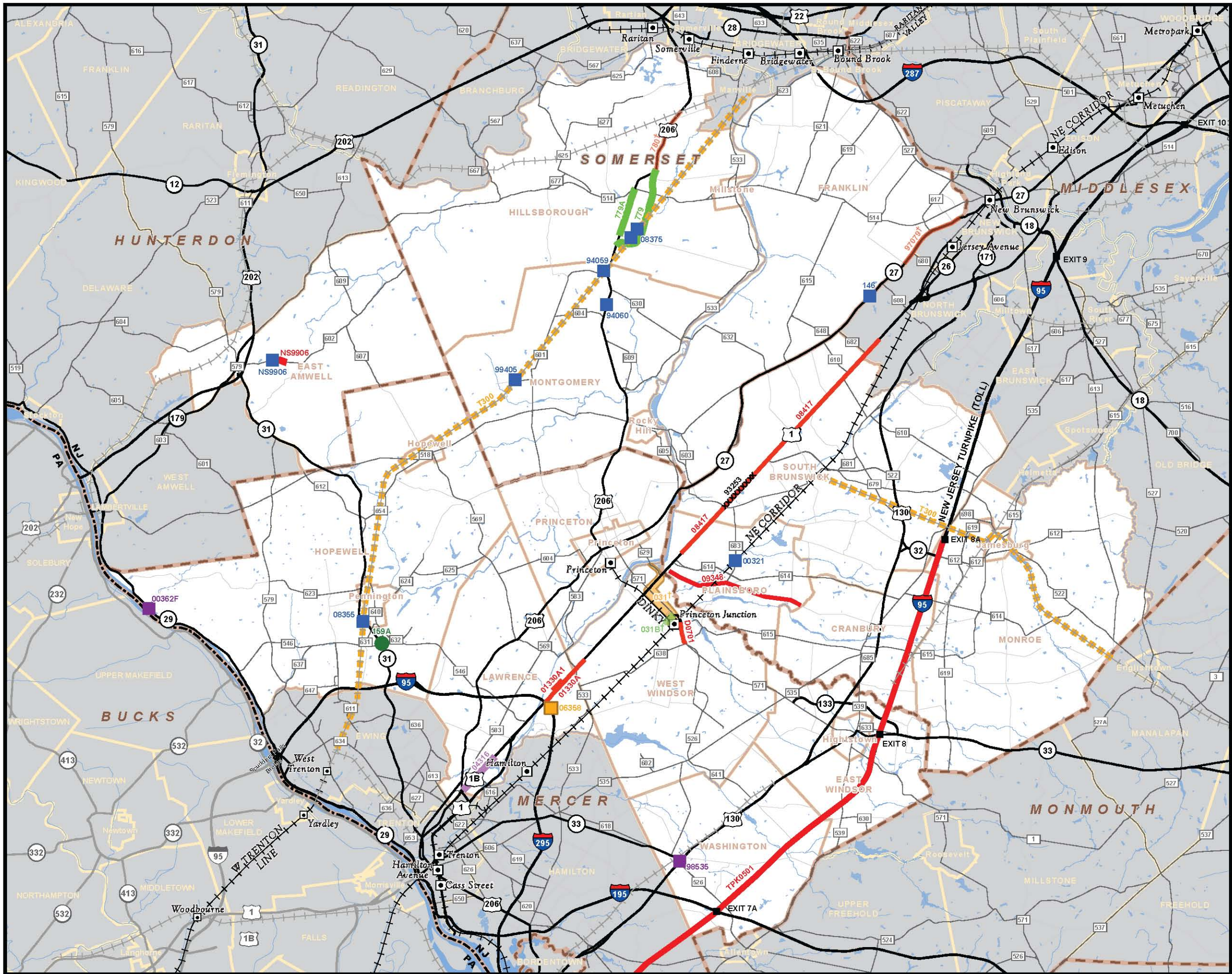
Township	Project	Status
South Brunswick	NJ 27 Boulevard in Kendall Park	Not available
South Brunswick	Northumberland Loop Road extension from US 1 to CR 522 just east of New Road	Not available
South Brunswick	CR 522 connection between US 1 and New Jersey Turnpike (Alternative to Route 92)	Not available
South Brunswick	US 1 Bottleneck relief - Plainsboro to North Brunswick	CD Study Underway; DBNUM 08417 (see page 28)
South Brunswick, North Brunswick	Finnegan's Lane extension east–west from NJ 27 to US 130	Not available
Trenton, Ewing, Lawrence	Mercer Crossing area circulation improvements; e.g., Calhoun Street extension	Not available
West Windsor	Alexander Road Bridge	Complete
West Windsor	Replacement of Mercer County Bridge over Big Bear Brook on CR 535	Complete
West Windsor	Realignment, reconstruction, and extension of Vaughn Drive from Alexander Road to Washington Road	Planned; DBNUM 031B (see page 9)
West Windsor	Realignment and reconstruction of Washington Road between the railroad and Little Bear Brook	Planned
West Windsor	Improvements to CR 571 between the railroad and Clarksville Road	DBNUM D0701 (see page 17)
West Windsor	Construction of Sarnoff Drive linking US 1 with a further extension of Vaughn Drive	Planned
West Windsor	Extend Canal Pointe Boulevard to Nassau Park	Not available
West Windsor	Meadow Road realignment and related improvements	Planned
West Windsor	Penns Neck and Millstone River bridge improvements	Proposed
West Windsor	CR 571 corridor improvements—Princeton Junction	DES; DBNUM D0701 (see page 17)

Source: Robert Williams, Voorhees Transportation Center; Updates from municipal and county engineers.

Note: BRT = Bus Rapid Transit; CD = Concept Development; DBNUM = New Jersey Department of Transportation Database Number; DEP = Department of Environmental Protection; DES = Final Design/Engineering; NJDOT = New Jersey Department of Transportation.

Central Jersey Transportation Forum

Figure 1: Planned Projects



- ### PROJECTS*
- Bridge Replacement / Rehabilitation
 - Intersection Improvement
 - Pedestrian Bridge
 - Drainage Improvement
 - New Roadway
 - Rail Initiative
 - Roadway Improvement
 - Study / Analysis
 - Improvement Area
- † Tier 2 Project - Not Currently Funded (symbolized with transparency)

- ### RAIL
- Station
 - Commuter
 - Freight

- ### NATURAL FEATURES
- River or Stream
 - Lake

- ### BOUNDARIES
- State
 - County
 - CJTF Member Municipality
 - Other Municipality

*For more information, see the Planned Projects Status Report for regular updates on development projects in the vicinity of US 1 and transportation projects funded by the federal government and other bodies. Also visit: www.dvrpc.org and www.njtpa.org

SOURCES: DVRPC, NJDOT, NJDEP, PennDOT
This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not state-authorized.

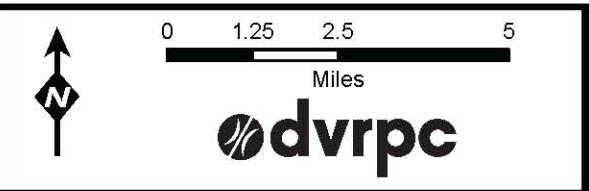


Table 13: Index of Projects

DBNUM	Project Name	Page
	Highway TIP Projects	
00321	CR 683, Schalks Crossing Road Bridge	20
00362F	NJ 29, Moores Station Canal Crossing (AKA Pleasant Valley Road)	24
01330A	US 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements	31
01330A1	US 1, Southbound, Quaker Bridge Mall Overpass	33
04316	US 1 Business, Brunswick Circle to Texas Avenue	30
06358	I-295, Northbound Approach to US 1 Exits, ITS Improvements	21
08355	NJ 31, Bridge over CSX Railroad	25
08375	Hillsborough Road and Homestead Road Bridges	42
08417	US 1, Forrestal Road to Aaron Road	28
09348	Plainsboro Traffic Calming Project	43
146	NJ 27, Six Mile Run Bridge (3E)	23
159A	NJ 31, Pennington Circle Safety Improvements	26
779	US 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A)	37
779A	US 206 Bypass, Contract A, Hillsborough Road to Amwell Road (CR 514)	39
93253	US 1, South Brunswick, Drainage Improvements	34
94059	US 206, CSX Bridge Replacement	41
94060	US 206, Crusers Brook Bridge (41)	36
98535	US 130, Pedestrian Bridge, Robbinsville Township	35
99405	CR 602, Camp Meeting Avenue Bridge over Trenton Line	18
D0701	CR 571, Princeton-Hightstown Road Improvements	17
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NS9906	CR 602, Wertsville Road Bridge (E-174) over Tributary of Back Brook	19
	New Jersey Turnpike Authority Projects	
TPK0501	New Jersey Turnpike Widening	47
	Turnpike Interchange 8A to Route 130 Connection	48
	Transit TIP Projects	
T120	Small/Special Services Program	52
T150	Section 5310 Program	51
T151	Section 5311 Program	52
T300	Transit Rail Initiatives	54
T522	South Brunswick Transit System (Earmark)	53
T560	Monmouth-Ocean-Middlesex County Passenger Rail (Earmark)	51
T88	SD	53

Sources: Fiscal Years 2010–2013 Transportation Improvement Programs for New Jersey; New Jersey Turnpike Authority; New Jersey Transit.

Note: DBNUM = New Jersey Department of Transportation Database Number; SD = Study and Development; TIP = Transportation Improvement Program.

Major Development Projects in the US 1 Corridor

Overview of Projects

This section provides information about development projects proposed or recently completed by public or private entities in the vicinity of US 1. The projects are arranged by municipality in the descriptive text that follows. Some projects are occurring in communities outside of the Forum area; however, it is expected that these developments will impact US 1 and therefore deserve mention.

The effects of land use decisions do not end at parcel lines. The type, size, and scale of development directly impact the transportation network and contribute to problems or solutions that culminate on larger, regional routes. The character of development can also influence the multi-modalism of a given area by providing opportunities to decrease dependence on personal vehicles. Similarly, land use choices impact the roadways, economic vitality, environmental resources, and residents of both the immediate neighborhood and the broader multi-municipal community. It is important that local communities work together to make informed decisions that will benefit the entire Forum region in the long term, as opposed to making decisions which may benefit individual municipalities in the short term but which ultimately lead to negative impacts on the regional transportation network. Linking land use and transportation projects can help facilitate this interaction.

An earlier version of this information was distributed in the spring of 2009 *Planned Projects Status Report*. It covered the period from June 2008 to March 2009. The summary included here covers activity from April 2009 to February 2010. Information was gathered from local newspapers such as the *Princeton Packet* and the *Times of Trenton*, as well as various websites, including those for each Forum municipality. Full references or copies of the articles are available upon request. DVRPC staff also relied on development information gained through a survey of local communities administered by a consultant for the NJDOT R1RGS effort.

Information on major development projects in the US 1 corridor that will affect transportation in nine Forum communities, as well as two nearby townships, as of February 2010, is compiled in Table 14.

Forum communities with no major projects included at this time are listed below:

Cranbury Township	Jamesburg Borough
East Amwell Township	Millstone Borough
East Windsor Township	Monroe Township
Hightstown Borough	Pennington Borough
Hillsborough Township	Robbinsville Township
Hopewell Borough	Rocky Hill Borough

Despite the global economic downturn, a number of the projects listed in last year's report have advanced to construction. In fact, several of the largest projects in the area are steadily moving forward. Skillman Village in Montgomery Township is still in the planning phase but has moved forward considerably as the site cleanup was completed since the last edition of this report. The township's plans now call for a park and municipal use for the 250-acre site. The University Medical Center at Princeton Relocation project, which includes the construction of a medical campus on 160 acres in Plainsboro Township, is currently under construction. The project includes nearly 300,000 square feet of office and research space, over 400 age-restricted housing units, and a 32-acre park. Construction is expected to be completed in late 2011. The Capital Health Systems Relocation to Hopewell Township has advanced from planning to construction, with completion also expected in 2011. The Princeton Junction Train Station Redevelopment Area Plan was formally adopted by West Windsor Township in March 2009, paving the way for the project to move forward.

Princeton Township and Princeton Borough have a number of projects in development, including several that are new to this report. Princeton University began construction of a new 263,000-square-foot Chemistry Building on Washington Road, with completion expected in 2010. A new 240,000-square-foot Neuroscience/Psychology Building, also on Washington Road, has been approved and is expected to be completed in 2012. The University is planning a number of other projects, including the mixed use University Center for the Creative and Performing Arts, which will include retail and transit facilities. The Hulfish North development in Princeton Borough is under construction, with completion of the 100 housing units, including 17 townhomes and 83 apartment units, expected in 2011. Also in Princeton Borough, the Spring and Tulane Streets mixed use development is under construction, with completion of 53 apartments with ground-floor retail expected in 2010. The Bunn Drive Office Building development in Princeton Township is also under construction, with 35,000 square feet of commercial office space expected to be completed in 2010.

South Brunswick is another township with a great deal of development in the works. Specifically, there is an enormous amount of approved warehouse development in the pipeline, as well as significant office and housing development. Eleven separate proposals have been approved, totaling over 6.6 million square feet of warehouse space. However, only one building has been constructed so far. These developments are almost all concentrated in the area between US 130 and the New Jersey Turnpike in South Brunswick. It is clear that there will be significant impacts on the transportation network when these warehouses are built. In addition, South Brunswick Township has over 575,000 square feet of office space approved for development. Four large housing developments are currently under construction, which will result in 559 adult community residential units, 72 single-family homes, and over 200 additional adult community units upon full build-out.

In Lawrence Township, construction of the Heritage Village mixed use development has been completed. The residential component is fully leased, while the commercial space is still seeking tenants. The Quakerbridge Mall expansion project has received phase one approvals, but the project is on hold indefinitely.

Taken together, the projects listed as completed or currently under construction in the accompanying spreadsheet would add over 1.3 million square feet of commercial space (including retail and office), over one million square feet of new medical and hospital development, and over 2,100 housing units, including over 300 affordable units. If all the

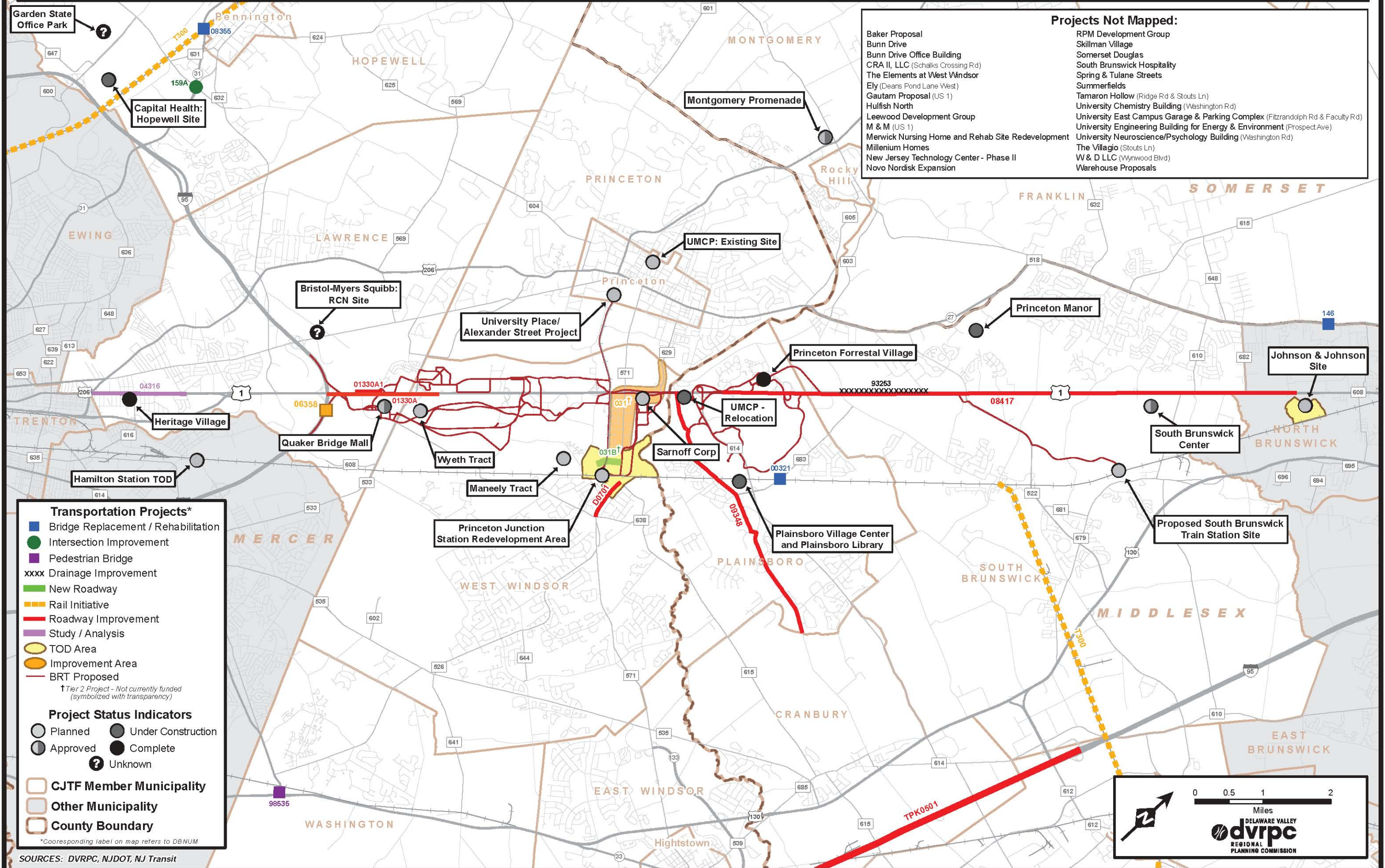
developments shown in the accompanying spreadsheet go forward as planned (using lower estimates where a range was given), the Forum communities are likely to experience the transportation and land use impacts of over seven million square feet of commercial space (including two million square feet of retail and five million square feet of office space), two hotels, two new medical buildings and one new medical campus, and nearly 7,000 residential housing units, including over 600 affordable units. The transportation and land use impacts of these development projects are significant and deserve attention by local and county officials and pertinent transportation agencies and organizations.

Relevant Studies and Policy Documents

- 📄 NJDOT Route 1 Regional Growth Strategy (See <http://policy.rutgers.edu/vtc/rgs/>)
- 📄 NJDOT Long-Range Plan (See <http://www.state.nj.us/transportation/works/njchoices/>)
- 📄 DVRPC Long-Range Plan (DVRPC Publication # 09047C)
- 📄 NJTPA Long-Range Plan (See <http://www.njtpa.org/plan/LRP2035/default.aspx>)
- 📄 Advancing Inter-Modal Freight Opportunities Within Central Somerset County (Contact the Somerset County Planning Division for copies; see <http://www.co.somerset.nj.us/planweb/pbmapspub.htm>)
- 📄 Bucks-Mercer Transit Needs and Concept Development (DVRPC Publication # 09042)
- 📄 Mercer Crossings Transportation Study (DVRPC Publication #07039)
- 📄 New Jersey State Plan/Cross Acceptance (See <http://www.state.nj.us/dca/divisions/osg/plan/>; <http://www.state.nj.us/dca/divisions/osg/plan/ca.html>)
- 📄 New Jersey Transit Mercer County Bus Survey Results (DVRPC Publication # 09052)
- 📄 NJDOT Exit 8A Study (See <http://www.tcnj.edu/~mluc/transportation/documents/Exit8A07.19.072ndPrinting.pdf>)
- 📄 CR 571 Corridor Study (DVRPC Publication #07037)
- 📄 NJDOT Route 206 Visioning Study (Contact NJDOT at <http://www.state.nj.us/transportation/> for more information)
- 📄 Princeton Campus Plan (See <http://www.princeton.edu/campusplan/>)

CENTRAL JERSEY TRANSPORTATION FORUM

Figure 2: Development & Transportation Projects on US 1



Overview of Public and Private Development Projects on US 1

This list covers major development projects that will affect transportation in the US 1 corridor as of March 2010.

Table 14: Summary of Major Development Projects

Name	Municipality	Type	Land Use	Size	Status	Year Complete
RPM Development Group	Franklin	Mixed Use Development	Mixed Use	25,000 sq ft retail 160 units of affordable housing	Under Construction	Unknown
Leewood Development Group	Franklin	Mixed Use Development	Mixed Use	212 units 106 affordable units 40 condos under construction in Phase 1	Under Construction	Unknown
Somerset Douglas	Franklin	Housing	Mixed Use	114 units	Under Construction	2010 (Phase 1 expected date)
Summerfields	Franklin	Mixed Use Development	Mixed Use	900 units Mix of single-family, townhomes, and apartments Small (25,000 sq ft) retail component	General Development Plan Approved	Phased construction over next 10 years
Hamilton Station Transit Oriented Development	Hamilton	Transit Oriented Development	Mixed Use	300 residential units 125,000 sq ft retail, 200,000 sq ft office 200 room hotel	Repealed Pending Study	Unknown
Capital Health Systems Relocation: Hopewell Site	Hopewell	Medical	Community Service	165 acres, 656,000 sq ft hospital 6-story medical office building	Under Construction	2011 (expected date)
Garden State Office Park	Hopewell	Office Development	Mixed (Commercial)	440 Acre Site: 1,000,000 sq ft office on 200 acres 60 acres of single-family units on 6 acre lots 170 acres of preserved open space	Unknown	Unknown
Bristol-Myers Squibb: RCN Corporation Site	Lawrence	Research Facility/Office	Office	134.5 acres	Unknown	Unknown
Heritage Village	Lawrence	Mixed Use Development	Mixed (Residential)	79,103 sq ft on 2.38 acres 64 affordable senior apartments 7,300 sq ft retail	Construction Completed	2009
Quaker Bridge Mall Expansion	Lawrence	Retail Expansion	Commercial	Final site will be 1.75 million sq ft, a 59% increase New expansion 650,000 sq ft, over 100 new units Multi-deck parking with 72,000 new parking stalls	Phase 1 Approvals	On hold
Skillman Village	Montgomery	Park/Municipal Use	Park/Municipal Use	250 acres	Cleanup Complete, Development in Planning	Unknown
Montgomery Promenade	Montgomery	Mostly Retail; some Residential and Office	Mixed (Commercial)	50 acres 325,000 sq ft	Approved	Unknown
Johnson & Johnson site	North Brunswick	Transit Oriented Development	Office Mixed Use	212 acres 53 buildings for retail, office, civic, residential, transit 2,000 to 5,000 housing units 550,000 sq ft retail and commercial	Planning	Unknown
New Jersey Technology Center — Phase II	North Brunswick	Research Facility	Office	Unknown	Unknown	Unknown
Plainsboro Village Center	Plainsboro	Mixed Use Development	Mixed Use (Commercial & Civic)	17 acres 11 single-family homes, 12 townhouses, 8 rental apartments 110,000 sq ft commercial/retail/office space New 34,000 sq ft library .5 acre Village Green	Under Construction	2010 (expected date)
Princeton Forrestal	Plainsboro	Mixed Use Development	Commercial	45 acre site 882,000 sq ft of office, retail 294 room hotel	Construction Completed	2009
UMCP: Relocation	Plainsboro	Medical	Community Service	160 acres 360,000 sq ft medical facilities 270,000 sq ft office and research space 440 units age-restricted housing, 32-acre park	Under Construction	late 2011
Novo Nordisk expansion	Plainsboro	Research Facility	Commercial	Addition of 400 workers. No data on the physcial expansion.	Planning	Unknown

Table 14: Summary of Major Development Projects (continued)

Name	Municipality	Type	Land Use	Size	Status	Year Complete
UMCP: Existing Site	Princeton Borough	Mixed Use Development	Mixed Use	12 acres Up to 280 residential units Retail/Office capped at 6%	Planning	Unknown
University Chemistry Building - Washington Road	Princeton Township	Classrooms and Research	Educational	263,000 sq ft	Under Construction	2010
University East Campus Garage and Parking Complex — FitzRandolph and Faculty Road	Princeton Township	Parking	Educational	1,364 cars	Planning	Unknown
University Neuroscience/Psychology Building — Washington Road	Princeton Township	Classrooms and Research	Educational	240,000 sq ft	Approved	2012
University Engineering Building (Energy and Environment) — Prospect Avenue	Princeton Borough	Classrooms	Educational	Unknown	Planning	Unknown
University Place/Alexander Street	Princeton Borough and Township	Mixed Use Development	Mixed Use	University Center for the Creative and Performing Arts Retail and transit facilities	Planning	Unknown
Hulfish North	Princeton Borough	Multi-family Housing	Residential	4.4 acres 100 housing units 17 town homes, 83 apartments	Under Construction	2011
Merwick Nursing Home and Rehab site redevelopment	Princeton Borough	Single and Multi-family Housing	Residential	Up to 125 town homes and apartment units for Princeton University faculty and staff	Planning	Unknown
Spring & Tulane Streets	Princeton Borough	Mixed Use Development	Mixed (Retail & Residential)	Ground-floor retail, 53 apartments, 10 affordable units	Under Construction	2010
Bunn Drive Office Building	Princeton Township	Office Development	Commercial	35,000 sq ft	Under Construction	2010
Bunn Drive	Princeton Township	Age-Restricted Housing	Residential	20 acres 145 age restricted units, 12 affordable units	Planning	Unknown
Warehouse Proposals (11 separate)	South Brunswick	Warehouses	Industrial	PPF Industries — 160,500 sq ft office/warehouse Aurbindo Pharma — 210,000 sq ft warehouse Industrial Dev. Inc. — 481,730 sq ft warehouse Triple Net Inv. — 583,376 sq ft office/warehouse Ideal Warehouse — 112,547 sq ft warehouse FREIT — 582,235 sq ft warehouse IDI — 1,200,000 sq ft warehouse Heller SBIP, LLC — 2,687,416 sq ft warehouse (4 buildings) Higgins Development — 360,700 sq ft warehouse Kudos Holding — 174,550 sq ft warehouse Triple Net Inv. II — 63,000 sq ft warehouse	Planning (Heller SBIP – one building constructed)	Unknown
CRA II, LLC (Schalks Crossing Road)	South Brunswick	Office Development	Office Building	3 buildings, 185,000 sq ft office space	Approved	Unknown
South Brunswick Center	South Brunswick	Office Development	Office Building	254,000 sq ft office space	Approved	Unknown
South Brunswick Hospitality	South Brunswick	Office Development	Office Building	59,000 sq ft office space	Approved	Unknown
Gautam Proposal (US 1)	South Brunswick	Commercial and Office Development	Commercial	2 acres;19,000 sq ft day care center and office building	Approved	Unknown
Baker Proposal	South Brunswick	Age-Restricted Housing	Age-Restricted Residential Communities	26 acres; 170 age restricted units and a clubhouse	Approved	Unknown
M & M (US 1)	South Brunswick	Age-Restricted Housing	Age-Restricted Residential Communities	34 acres; 133 age restricted units and a clubhouse	Approved	Unknown
Millennium Homes (Schindler Drive)	South Brunswick	Housing	Residential	204 residential units	Under Construction	Unknown
Princeton Manor (Old Road)	South Brunswick	Age-Restricted Housing	Adult Residential Community	349 adult residential community units	Under Construction	Unknown
Tamaron Hollow (Ridge Road and Stouts Lane)	South Brunswick	single-family Housing	Residential	72 single-family homes	Under Construction	Unknown
The Villagio (Stouts Lane)	South Brunswick	Age-Restricted Housing	Adult Residential Community	210 adult residential community units	Under Construction	Unknown

Table 14: Summary of Major Development Projects (continued)

Name	Municipality	Type	Land Use	Size	Status	Year Complete
Ely (Deans Pond Lane West)	South Brunswick	Office Development	Office Building	34,800 sq ft office space	Approved	Unknown
Rajan (NJ 27)	South Brunswick	Office and Retail Development	Commercial	1.5 acres; 13,500 sq ft office and retail space	Approved	Unknown
W & D LLP (Wynwood Blvd)	South Brunswick	Office Development	Office Building	1.87 acres;12,612 sq ft office space	Approved	Unknown
Princeton Junction Train Station Redevelopment Area	West Windsor	Transit Oriented Development	Mixed Use	871,909 sq ft office space 207,910 sq ft retail 200,000 sq ft hotel/conference center 487 housing units including: 311 market priced units;176 affordable housing units 950 new parking spaces for residents at the train station	Planning	Unknown
Wyeth Tract	West Windsor	Unknown	Unknown	653 acres	Planning	On hold
Sarnoff Corp.	West Windsor	Office Development	Commercial	332 acres; 18 buildings, 1.35 million sq ft office at build out	Planning	Unknown
The Elements at West Windsor	West Windsor	Active Adult single-family Housing	Residential	156 detached single-family homes on CR 535	Under Construction	Unknown
Maneely Tract	West Windsor	Multiple Use	Mixed Use	46 acres 51 townhouses, 46 apartments, 75 affordable housing units 11,000 sq ft office space, 40,000 sq ft retail 7,800 sq ft business center 3,200 sq ft fitness center	Planning	Unknown

Sources : See page 65

Note : UCMP = University Medical Center at Princeton.

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Abstract: The *Planned Projects Status Report* has provided information on transportation projects in Central Jersey for over eight years. The report covers projects listed in Transportation Improvement Programs (TIPs) for the Delaware Valley Regional Planning Commission and the North Jersey Transportation Planning Authority. It also covers other regionally important transportation projects regardless of funding. Starting in 2006, major land development projects in the vicinity of US 1 have been included to help with coordination of transportation and land use planning. The current edition also includes highway and transit projects funded by the American Recovery and Reinvestment Act of 2009. Full information and maps are provided for 22 projects in the New Jersey Department of Transportation Capital Program. An overview map of these Forum-area projects is provided, as well as a map of major development projects. The front section of the report analyzes what the full set of projects means in terms of the Forum's goals.

Bridge improvements are the most common project type in the area, accounting for more than one-quarter of Central Jersey's TIP projects. Altogether, the TIP projects represent approval to invest approximately \$580 million over fiscal years 2010 to 2013.

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