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## CENTRAL JERSEY TRANSPORTATION FORUM

### PLANNED PROJECTS STATUS REPORT

SPRING 2011 EDITION  
PRINTED AUGUST 2011



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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.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website ([www.dvrpc.org](http://www.dvrpc.org)) may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. For more information, please call (215) 238-2871.



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# Executive Summary

The *Planned Projects Status Report* has regularly provided information on programmed transportation projects in Central Jersey for over nine 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 23 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 \$562 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 nearly one-quarter of Central Jersey's TIP projects, making them the most common project type by a slim margin. Projects to improve transit are the second most common type, followed by projects that focus on major roadway improvements.

This report also provides information about land 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 traffic on 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 nine years. It has covered projects that are listed in TIPs for DVRPC and NJTPA, as well as projects funded through other sources.

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:

- as of this edition, an updated description of NJDOT's project delivery process;
- timely features such as a summary of transportation projects in Central Jersey funded by the American Recovery and Reinvestment Act of 2009 (ARRA);
- major land 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—Study and Development"; and
- major transportation projects not in a TIP invited for inclusion.

The municipalities currently 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. 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 levels. 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 land 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.

Even with the current economic recession, a number of large development projects have continued to advance. 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. After a court settlement with the redeveloper, the Princeton Junction Train Station Redevelopment Area Plan is moving forward. Construction of a surface lot with about 500 additional parking spaces at the train station is expected to begin by the end of this year. The North Brunswick Transit Village, located at the former Johnson & Johnson site on Route 1 between North Aaron Road and Commerce Boulevard, has had a zoning overlay approved. The first phase of construction is expected to be built within a few years. Chapter 3 includes details on these projects, as well as a number of smaller, but still important development projects.

Information was assembled from local newspapers, various websites, and local officials. Full references or copies of the articles are available upon request.

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 March 2010 to April 2011.

## 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 project, please see the website of the appropriate metropolitan planning organization (MPO).<sup>1</sup> If the information online is insufficient, please contact the project's sponsor, NJDOT, or the capital programming staff of DVRPC or NJTPA.<sup>2</sup> Being listed in a TIP is a required step for a project to receive federal funds, but is not a guarantee of funding. This report covers projects from the TIPs in effect as of April 2011.

The Capital Programs of the FY 2010–2013 TIPs for DVRPC and NJTPA include 23 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 \$562 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 Central Jersey. The New Jersey Turnpike widening project is also not included in this sum, as it does not receive federal funds.

Tables 1 and 2 illustrate how these projects distribute overall transportation investments and opportunities across categories and action plan areas. Developing an overview of the types of investments underway in the region helps to set individual projects in a broader context. Table 1 sorts projects 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 improve transit are the second most common type, followed by projects that focus on major roadway improvements.

**Table 1: Types of Projects**

General Type	Number of Projects
Bicyclist and Pedestrian Facilities	3
Bridges	8
Intersection/Safety	5
Roadway Improvement	6
Transit	7
Other—drainage, scenic byway, wetland preservation, etc.	1
<b>Total</b>	<b>30</b>

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

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.

<sup>1</sup> DVRPC: <http://www.dvrpc.org/TIP>; NJTPA: <http://www.njtpa.org/Project/TIP/Default.aspx>.

<sup>2</sup> 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).

**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 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 solutions where appropriate. For more information, see “NJDOT Project Delivery Process” (page 10) or visit NJDOT's website at [www.state.nj.us/transportation](http://www.state.nj.us/transportation). Table 3 lists Pipeline 4 projects for the Central Jersey area. To obtain more details about a project, visit NJDOT's website, or contact NJDOT, the project's sponsor, or the capital programming staff of DVRPC or NJTPA (see footnote 2 on page 5).

**Table 3: Pipeline 4 Projects**

Project Name	DBNUM	Notes
NJ 29, Scenic Byway Improvements, Signage	00362L1	Project to remove and/or consolidate roadway signage along NJ 29 and CR 546.
NJ 29, Washington Crossing Road, Operational Improvements (CR 546)	04341	Under construction
NJ 32, Eastbound Park and Ride	05324	Signage, striping, and minor improvements to make merging easier for vehicles exiting the lot.
NJ 32/US 130, Friendship Road	05323	Small-scale intersection improvements to better accommodate traffic merging onto US 130 in both directions.
NJ 33, Bentley Brook, Drainage Improvements	93247	
US 1, Franklin Corner Road/Bakers Basin Road, Interim Improvements	027A	Minor widening of Franklin Corner Road and restriping to provide additional turning lanes.
US 1, Franklin Corner Road/Bakers Basin Road, Pedestrian Improvements	04372	Construction of sidewalks between selected mileposts.
US 130, Georges Road (CR 679)	05326	Project to add opposing left-turn lanes in the median of US 130.
US 130, South River/Cranbury Road (CR 535)	05325	Minor intersection improvements to better accommodate turns in both directions from US 130 onto CR 535.
US 130/NJ 133, East Windsor Pedestrian Improvements	00359	Improvements to pedestrian and bicycle facilities in the vicinity of the Hightstown Bypass.
US 130, Old Trenton Road	05322	Project to convert the existing southbound shoulder into a right-turn lane.

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

In addition to information about projects in the current TIPs, this report also tracks changes over time. Since the Winter 2010 edition of the *Planned Projects Status Report* was distributed in March 2010, the normal TIP update cycle for New Jersey has been in flux due to larger budgetary issues. No projects in the Forum area were completed and removed from the TIPs since the last report. Only one project was added, though many progressed toward completion. Several projects that were transitioning from Study and Development to Capital Projects have now completed that transition. Table 4 provides details about one new Capital Program TIP project totaling \$15 million that was added since the last report. This project, located in Robbinsville Township near Exit 7A of the New Jersey Turnpike, has already achieved substantial completion. Table 5 summarizes updates to Capital Projects and Table 6 summarizes updates to the Study and Development Program for Central Jersey, all according to information available in April 2011.

**Table 4: Capital Projects Added to the FY 2010–2013 TIPs for New Jersey**

Project Name	DBNUM	Cost (\$ millions)
I-195, NJ Turnpike to East of Imlaystown-Hightstown Road	09359	15.0

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

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

**Table 5: Capital Project Updates**

Project Name	DBNUM	Status Update
CR 602, Camp Meeting Avenue Bridge over West Trenton Line	99405	FY 2012 DES phase shifted to FY 2013, FY 2013 ROW phase to FY 2014, and FY 2014 CON phase to FY 2015.
Hillsborough Road and Homestead Road Bridges	08375	FY 2010 CON phase shifted to FY 2011.
I-295, Northbound Approach to US 1 Exits, ITS Improvements	06358	Graduated to Capital Projects from SD Program.
NJ 27, Six Mile Run Bridge (3E)	146	FY 2010 CON phase shifted to FY 2011. Funding source shifted from BRIDGE to STATE.
NJ 31, Bridge over CSX Railroad	08355	Graduated to Capital Projects. FY 2011 ROW phase shifted to FY 2012. Total cost reduced from \$9 million to \$6.22 million.
NJ 31, Pennington Circle Safety Improvements	159A	FY 2011 DES phase shifted to FY 2012, FY 2012 ROW phase to FY 2014, FY 2014 CON phase to 2016. Total cost reduced from \$13.5 million to \$5.4 million.
US 1 Business, Brunswick Circle to Texas Avenue	04316	FY 2010 DES phase shifted to FY 2011, FY 2010 ROW phase to FY 2012, and FY 2012 CON phase to FY 2014. Total cost increased from \$4.8 million to \$5.44 million.
US 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements	08385	Graduated to Capital Projects. FY 2010 DES phase shifted to FY 2011, FY 2011 ROW phase shifted to FY 2012, FY 2012 CON phase shifted to FY 2014. Total cost increased from \$12.4 million to \$14.45 million.
US 1, South Brunswick, Drainage Improvements	93253	Graduated to Capital Projects. Funding source shifted from NHS and STATE to HPP20. Total cost reduced from \$8.3 million to \$5.4 million.
US 206, Crusers Brook Bridge	94060	FY 2011 CON phase shifted to FY 2012.

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

Note: BRIDGE = Federal Bridge Program; CON = Construction; DBNUM = New Jersey Department of Transportation Database Number; DES = Final Design/Engineering; FY = Fiscal Years; HPP20 = High Priority Project (receiving special federal funding from congressional earmarks provided under SAFETEA-LU); NHS = National Highway System; ROW = Right-of-Way Acquisition; SD = Study and Development; STATE = State Transportation Funds.

**Table 6: Study and Development Program Updates**

Project Name	DBNUM	Status Update
CR 533, Mercer County Signal Project	D0702	Advanced from LPD to FD.
US 1, Franklin Corner Road	027	Advanced from CD to FA.
US 1, Harrison Street, Operational Improvements	08385	Advanced from Problem Statement to PD. Advertised for bids March 2011. Completion anticipated by the end of 2011.
US 206, Cherry Valley Road Intersection Improvements	01320	Advanced from CD to FA.
US 206, Ewing Street, Safety Improvements	04356	Advanced from Problem Statement to FA.

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; FD = Final Design; FY = Fiscal Years; LPD = Local Preliminary Design; PD = Preliminary Design.

## Tier 2 Projects

In an effort to address the reality that transportation 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. Projects selected for Tier 2 status are those that cannot be funded based on current 10-year revenue estimates. If additional state or federal funds become available, these projects could be funded within a further refinement of NJDOT's STIP.

In the FY 2010–2013 TIPs, several projects in Central Jersey are on the Tier 2 list and are therefore not funded. 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. Anyone who wishes to participate in the TIP development process may contact DVRPC, NJTPA, or NJDOT (see Footnote 2 on page 5). Table 7 summarizes projects in Central Jersey that are on the Tier 2 list in the FY 2010–2013 TIPs. In addition, the US 1, Forrestal Road to Aaron Road project (DBNUM 08417) is funded in the FY 2011 Study and Development Program for Concept Development, but early indications are that future phases will be 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	Interim improvement proposals are being evaluated by NJDOT. Future funding opportunities are unknown as of this time.
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 provided approximately \$32 million in additional highway funds to the counties in the Forum area. New Jersey Transit and the Delaware River Port Authority/Port Authority Transit Corporation (PATCO) also received a combined \$75 million for transit projects. While the transit funds were spread across the state, programs in the Forum area that will benefit from increased funding include the New Jersey Transit 5311 Program, which provides funding for rural public transportation programs. This program received \$4.7 million in additional funds from ARRA. Table 8 summarizes highway projects funded by ARRA for the four counties with municipalities in the Forum area.

**Table 8: Highway Projects Funded by ARRA**

County	Project Name	DBNUM	Funding (\$ millions)	Notes
Hunterdon	CR 512/517, Resurfacing, Hunterdon County	FSN09474A	1.796	Funding obligated. Project completed.
Hunterdon	CR 623/625, Resurfacing, Hunterdon County	FSN09474B	1.924	Funding obligated. Project completed.
Mercer	Pedestrian countdown replacements	FSD09691	0.425	This project combines DBNUMs FSD09499 (Pedestrian Count Down Replacements) and FSD09500 (Push Button Replacements). Funding obligated. Project completed.
Mercer	Mercer County Pavement Surface Restoration Program	FSD09502	3.948	Includes DBNUMs FSD09503, FSD09504, FSD09505, FSD09506, FSD09507, FSD09508, FSD09509, FSD09510, FSD09512, FSD09514, FSD09515, and FSD09516. Funding obligated. Project completed.
Mercer	I-195, NJ Turnpike to East of Imlaystown-Hightstown Road	09359	15.0	Achieved substantial completion on 10/14/10.
Mercer	US 1 Resurfacing	09309	3.475	Funding obligated. Project completed.
Middlesex	Guiderail Installation/Replacement Program	FSN09681	6.731	Funding obligated. Project completed.
Middlesex	Roadway Resurfacing Program	FSN09440	7.514	Funding obligated. Project completed.
Middlesex/Somerset	I-287, Vicinity of Stelton Road to Vicinity of Main Street	07307	40.0	Active construction project. Substantial completion anticipated in May 2011.
Somerset	Roadway Resurfacing Program	FSN09416	5.649	Funding obligated. Project completed.

Sources: <http://www.dvrpc.org/transportation/stimulus/PressRelease-List.pdf>;  
<http://www.dvrpc.org/tip/njfinal/2010/merc10f.pdf>; <http://www.state.nj.us/transportation/capital/obligation/pdf/dvrpc.pdf>;  
[http://www.njtpa.org/Involved/Cal/Documents/StimulusModsAmends\\_NJTPA\\_NJDOT\\_NJT\\_Projects.pdf](http://www.njtpa.org/Involved/Cal/Documents/StimulusModsAmends_NJTPA_NJDOT_NJT_Projects.pdf);  
<http://www.state.nj.us/transportation/capital/obligation/pdf/njtpa.pdf>;  
<http://www.njtpa.org/project/TIP/documents/SummaryTablesforARRAprojects.pdf>.  
 Note: ARRA = American Reinvestment and Recovery Act; DBNUM = New Jersey Department of Transportation Database Number.

# New Jersey Department of Transportation

## Project Delivery Process

The NJDOT Project Delivery Process takes a selected transportation deficiency through the steps of Problem Screening (PS), initial Concept Development (CD), Preliminary Engineering (PE), Final Design (FD) and Construction (CON). A generalized description of NJDOT's project delivery process is presented below.

### Problem Screening (PS)

The Problem Screening (PS) Phase is the entrance gate into the pipeline for any potential project. The purpose is to investigate a potential transportation deficiency identified through a problem statement submitted to the Division of Capital Investment Strategies (CIS). The sources of the problem statement may include NJDOT Management Systems, Planning Studies, a Metropolitan Planning Organization, or internal and external stakeholders. This phase may involve a Tier 1 and Tier 2 Screening, Bridge Deck Replacement Screening, or a Pavement Resurfacing Screening and Review and Approval by the Capital Program Screening Committee (CPSC) and the Capital Program Committee (CPC).

The major objective of the PS Phase is to effectively, efficiently, and consistently screen perceived transportation problems. Once the Division of Project Development (DPD) prepares a recommendation, the Division of CIS places the problem statement and recommendation on the CPSC agenda for discussion and recommendation to the CPC. The CPSC evaluates the recommendations developed during the various screening processes and makes a determination and recommendation for actions by the CPC. The CPC makes a determination that includes the project scope as well as the pipeline path to be followed. When applicable, the CPC can recommend that a problem statement be terminated or recycled to the problem statements file, where it will be kept as a resource for potentially re-identifying problem statements for future consideration in the Study and Development (SD) Program.

### Tier 1 and 2 Screening and Pipeline Assignment

Prior to review by NJDOT CPC, the problem statement goes through a screening process as described above to identify the level of effort that will be required to proceed to construction. 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:

- ✎ 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 PE before they can move into FD then onto CON.
- ✎ Pipeline 2 is for moderate projects which will move into the Scope Development stage, a combination of CD and PE, then onto FD followed by CON.
- ✎ Pipeline 3 is for simple projects that can move right into CON with any necessary PE work done at the same time.
- ✎ Pipeline 4 is for operations projects that can go directly to maintenance and operations.

### Concept Development (CD, LCD)

The Concept Development (CD) or Local Concept Development (LCD) phase involves the drafting of a well-defined and well-justified Purpose and Need Statement. CD Phase elements include, but are not limited to: data collection, coordination with NJDOT Subject Matter



Experts/local stakeholders, development of a reasonable number of prudent and feasible conceptual alternatives and investigation of all aspects of a project.

A primary task of stakeholders, as the project team, is to develop conceptual alternatives. Stakeholders are also responsible for identifying possible fatal flaws and selecting the Preliminary Preferred Alternative (PPA) based on the Purpose and Need Statement. These alternatives and the PPA are analyzed in “planning level detail”. The CD Phase provides the required information to determine whether or not the study can be advanced to the next phase of the Project Delivery Process and to procure a designer to take the potential project through PE, FD, and CON.

### **Preliminary Engineering (PE)**

The Preliminary Engineering (PE) Phase involves performing engineering tasks and technical environmental studies to obtain formal community consensus of the study and to secure the approval of the environmental document from the Federal Highway Administration (FHWA). A number of activities are simultaneously set in motion based on the PPA, such as community involvement (meetings with affected property, business owners), agency consultation, environmental documentation, design-level mapping, and design services.

The tasks conducted during this phase are based on the complexity of the PPA and consist of, among other things: development of design level base plans; development of geometric design elements that sufficiently clarify environmental impacts and right of way impacts; utility discovery and verification; geotechnical studies (soil borings and analysis) for foundation and pavement design; preliminary drainage work; access impact evaluation; and the development of property acquisition cost estimates and an overall project cost estimate.

### **Final Design (FD)**

The Final Design (FD) Phase includes the continued advancement and completion of tasks initiated during the PE Phase, such as roadway design, bridge design, right of way and access engineering, utility engineering, environmental permits and clearances, and community outreach. The completion of those tasks involves various internal and external project stakeholders. Efforts with the public and local officials are guided by a project-specific public involvement action plan.

The objective of the FD Phase is to produce the project’s construction contract documents for use in soliciting bids from prospective contractors, and advancing the project to the CON Phase. This requires the continuation and completion of environmental and engineering tasks initiated in the PE Phase. The FD Phase is completed when the project is authorized for construction, which initiates the CON Phase of project delivery. An important objective during the FD Phase is to maintain the project’s scope, as defined by the products completed during the CD and PE Phases. Maintenance of the project’s budget and schedule are also important objectives.

### **Construction (CON)**

The Construction (CON) Phase of the project formally begins after construction plans, specifications, and estimates are submitted and authorization is granted. The CON Phase includes the work required to advertise and award the contract, set up construction management systems and processes, mobilize for construction, execute and control the actual construction, complete contract work, and close out the project. This phase culminates when all construction work is completed and the resulting asset is accepted by FHWA (if using Federal funds) and NJDOT Operations.

The primary objectives of the CON Phase are to execute a contract and build the project asset utilizing the contract documents developed during the FD Phase. The project should be delivered within the approved schedule, within the authorized budget, and with minimal changes. Projects are to be completed in accordance with quality standards described in contract documents. Ultimately the work is to be accomplished without safety incident or negative environmental impact and with minimal traffic impact.

## Detailed Phase List for NJDOT Projects

The section “New Jersey Department of Transportation Project Delivery 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 funding 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**

<b>HIGHWAY</b>	
<b>Abbreviation</b>	<b>Funding Source</b>
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
<b>TRANSIT</b>	
<b>Abbreviation</b>	<b>Funding Source</b>
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 53.

*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 West Trenton Line

Route: CR 602

Section: Camp Meeting Avenue Bridge  
over West Trenton Line

DBNUM: 99405



County: Somerset

Municipalities: Montgomery Twp.

Sponsor: NJDOT

This project will address the proposed replacement of this "orphan" 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	2013	BRIDGE	2.0
NJTPA	FY 2010–2013 TIP for New Jersey	ROW	2014	STATE	2.0
NJTPA	FY 2010–2013 TIP for New Jersey	CON	2015	STATE	8.3
					Total: 12.3

*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.

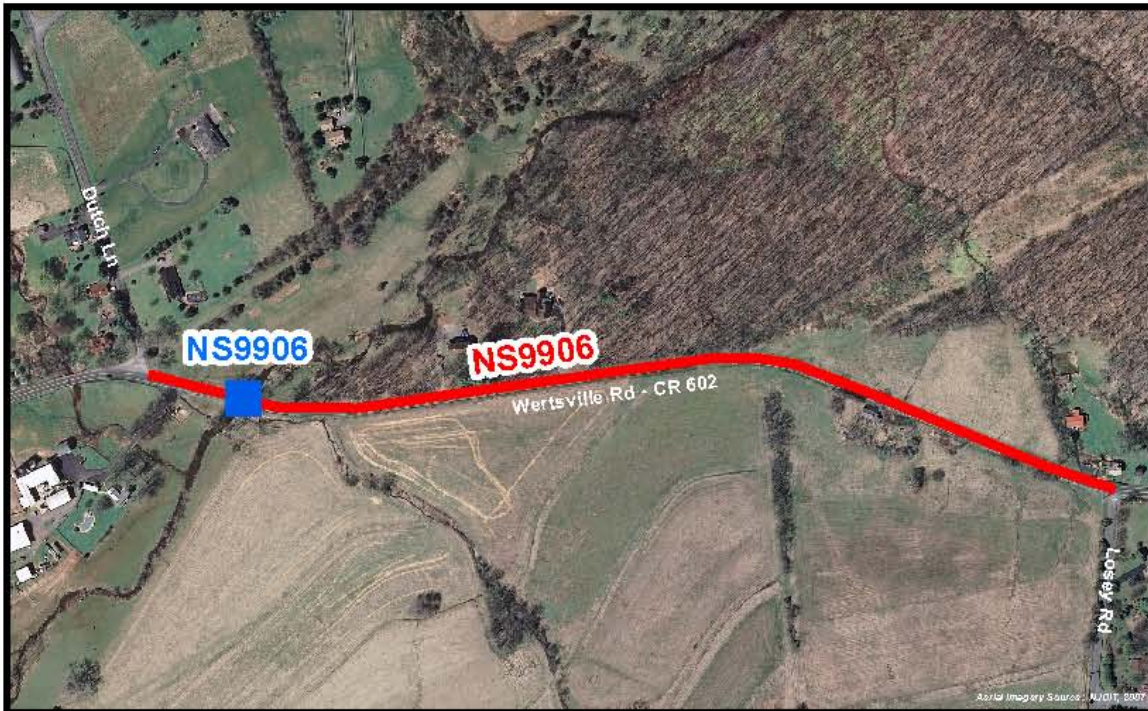


# CR 602, Wertsville Road Bridge (E-174) over Tributary of Back Brook

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

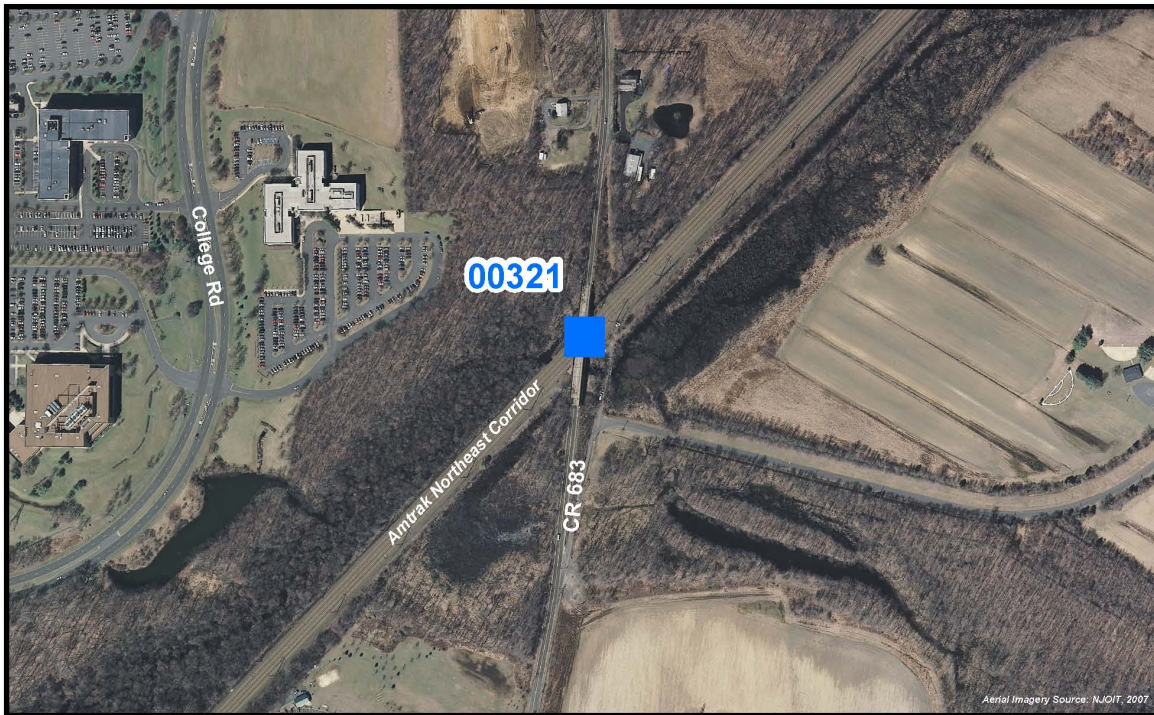
Note: CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; STP-NJ = Surface Transportation Program—New Jersey; TIP = Transportation Improvement Program.

## 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	4.5
					Total: 4.5

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-195, NJ Turnpike to East of Imlaystown-Hightstown Road<sup>3</sup>

Route: I-195

Section: NJ Turnpike to East of Imlaystown-Hightstown Road

DBNUM: 09359



County: Mercer; Monmouth

Municipalities: Robbinsville Twp.  
Upper Freehold Twp.

Sponsor: NJDOT

Mill 3" Pave 5", Guiderail, Drainage (Inlet & Manhole Extension Frames/Reconstruction).  
Resurface Bridge Decks.

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	ARRA-DOT	2.5
NJTPA	FY 2010-2013 TIP for New Jersey	CON	2010	ARRA-DOT	12.5
					Total: 15.0

Note: ARRA-DOT = American Recovery and Reinvestment Act-Department of Transportation; CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; TIP = Transportation Improvement Program.

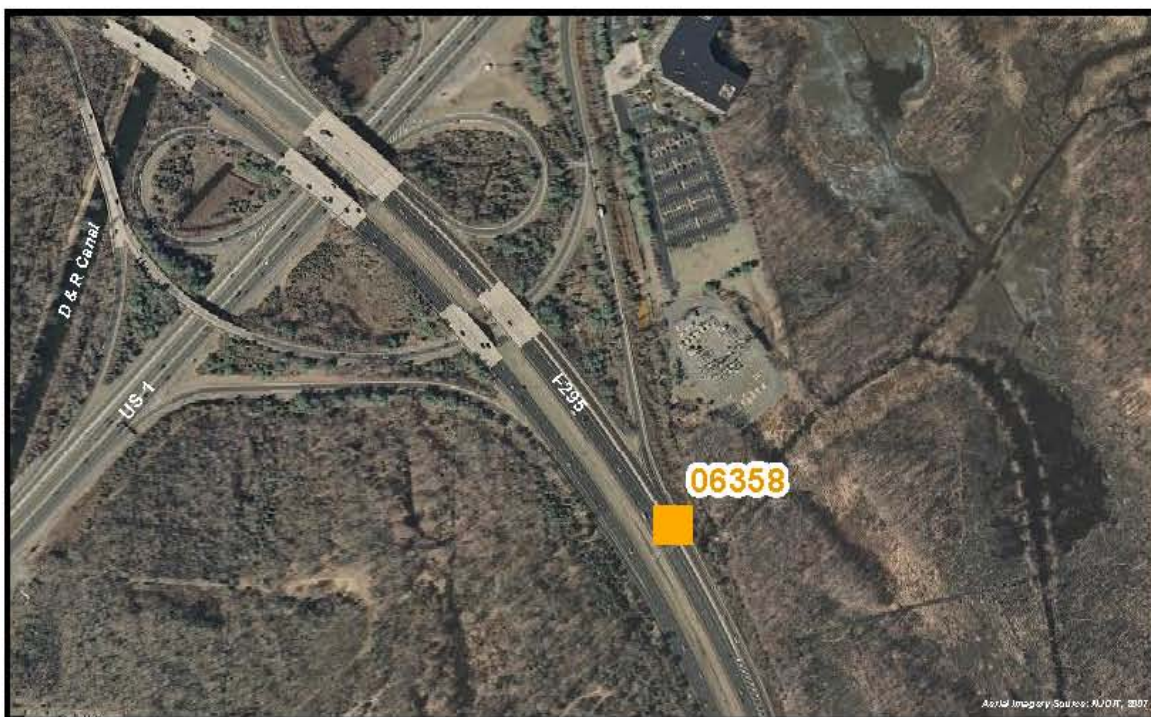
<sup>3</sup> This project achieved substantial completion on 10/14/10.

## 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
					Total: 2.1

Note: CON = Construction; 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.

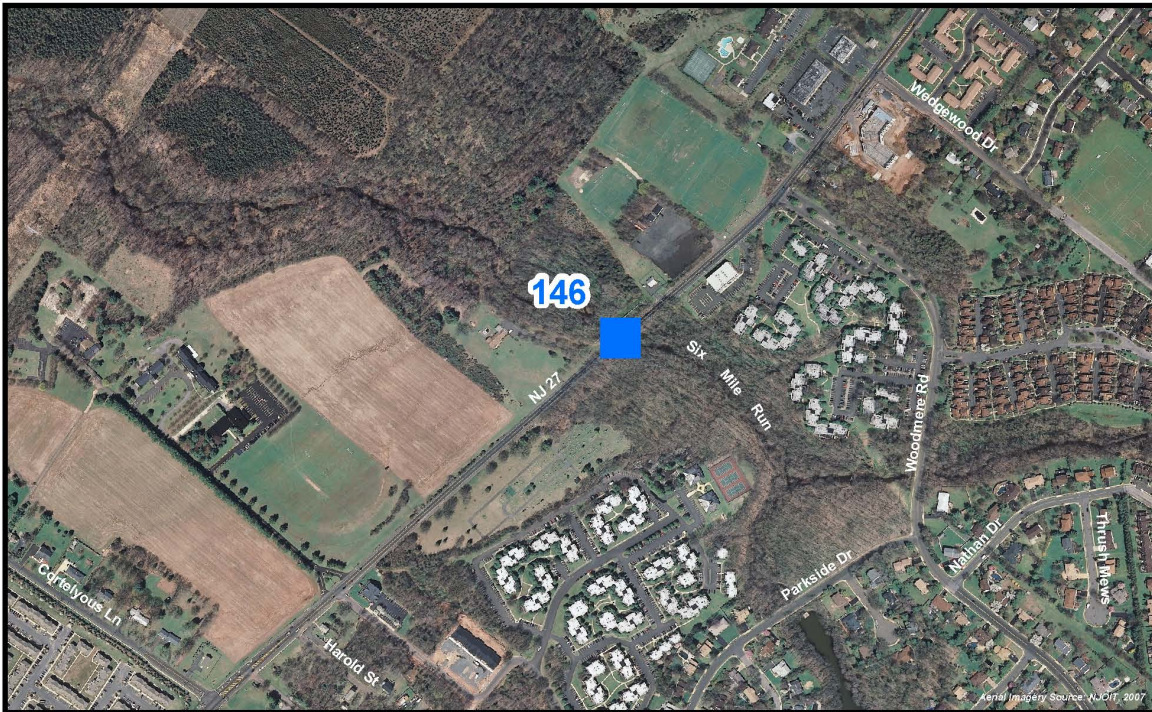


## NJ 27, Six Mile Run Bridge (3E)

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	2011	STATE	5.5
					Total: 5.5

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

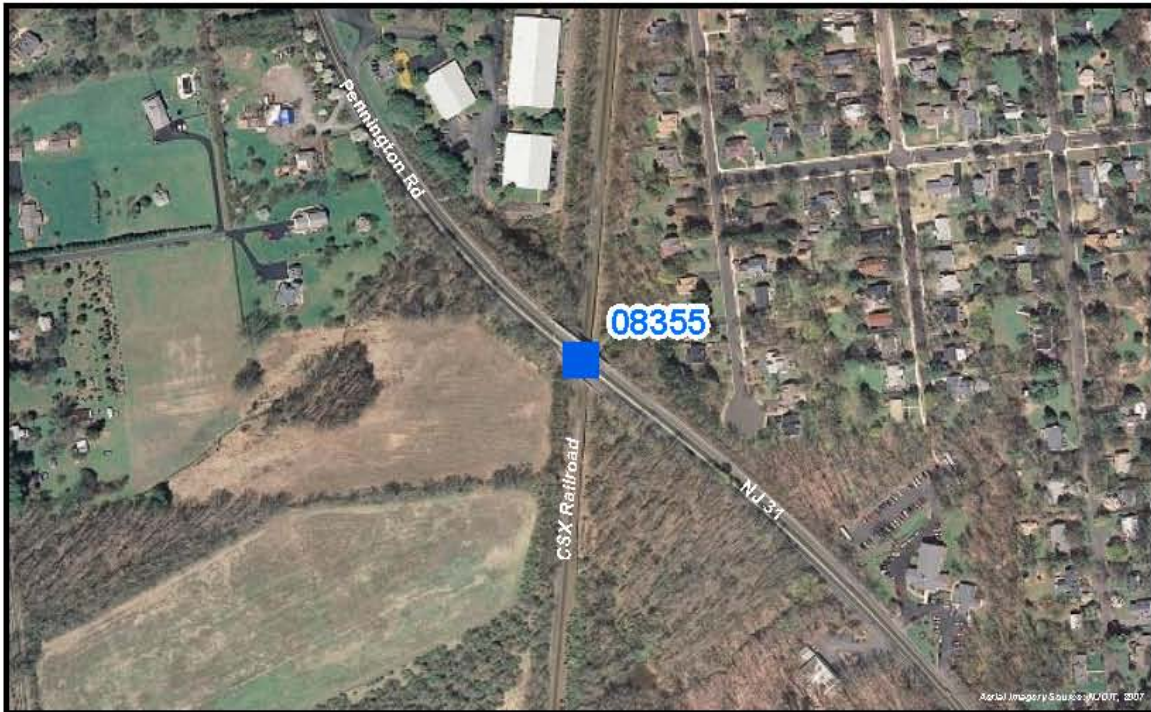


## NJ 31, Bridge over CSX Railroad

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	0.5
DVRPC	FY 2010–2013 TIP for New Jersey	ROW	2012	STATE	0.2
DVRPC	FY 2010–2013 TIP for New Jersey	CON	2013	STATE	5.5
					Total: 6.2

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	2012	HSIP	0.8
DVRPC	FY 2010–2013 TIP for New Jersey	ROW	2014	HSIP	1.0
DVRPC	FY 2010–2013 TIP for New Jersey	CON	2014	HSIP	3.6
					Total: 5.4

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.



## Princeton Township Roadway Improvements

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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	0.5
					Total: 0.5

*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 Route 1 Regional Growth Strategy (Rt1RGS). 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 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. The project is funded in the FY 2011 SD Program for CD. Early indications are that future phases will be placed on the Tier 2 unfunded list of projects in the next TIP update.

*Sources:* Gary Leach, Project Engineer, NJDOT (2/23/09); Thomas Wospil, NJDOT (10/15/10).

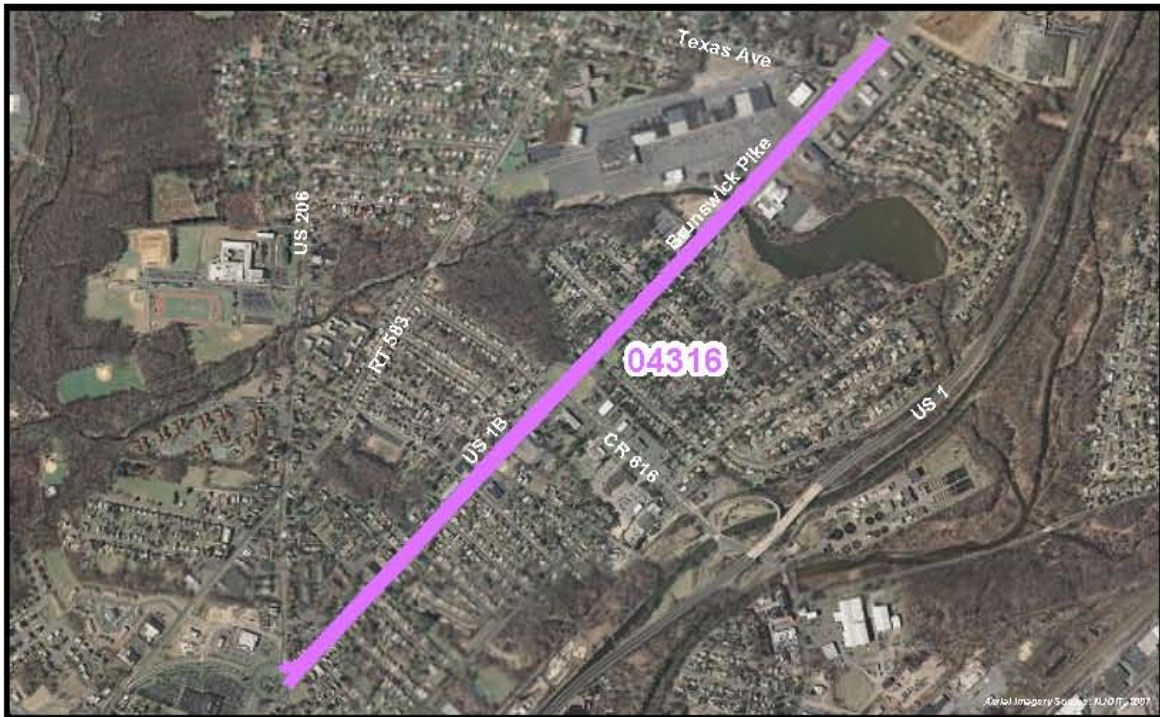


## US 1 Business (US 1B), Brunswick Circle to Texas Avenue

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 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	2011	STP-TE	0.6
DVRPC	FY 2010–2013 TIP for New Jersey	ROW	2012	STP-TE	0.3
DVRPC	FY 2010–2013 TIP for New Jersey	CON	2014	STP-TE	4.5
					Total: 5.4

Note: CON = Construction; 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 soon, to 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	2011	HSIP	1.3
DVRPC	FY 2010-2013 TIP for New Jersey	ROW	2012	HSIP	3.5
DVRPC	FY 2010-2013 TIP for New Jersey	CON	2014	HSIP	9.7
					Total: 14.5

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.



## 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 the 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. Drainage Management System (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	HPP20	1.0
NJTPA	FY 2010-2013 TIP for New Jersey	ROW	2012	HPP20	0.6
NJTPA	FY 2010-2013 TIP for New Jersey	CON	2014	HPP20	3.8
					Total: 5.4

Note: CON = Construction; DES = Final Design/Engineering; FY = Fiscal Years; HPP20 = High Priority Project (receiving special federal funding from congressional earmarks provided under SAFETEA-LU); MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; ROW = Right-of-Way Acquisition; 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	2.3
					Total: 2.3

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.

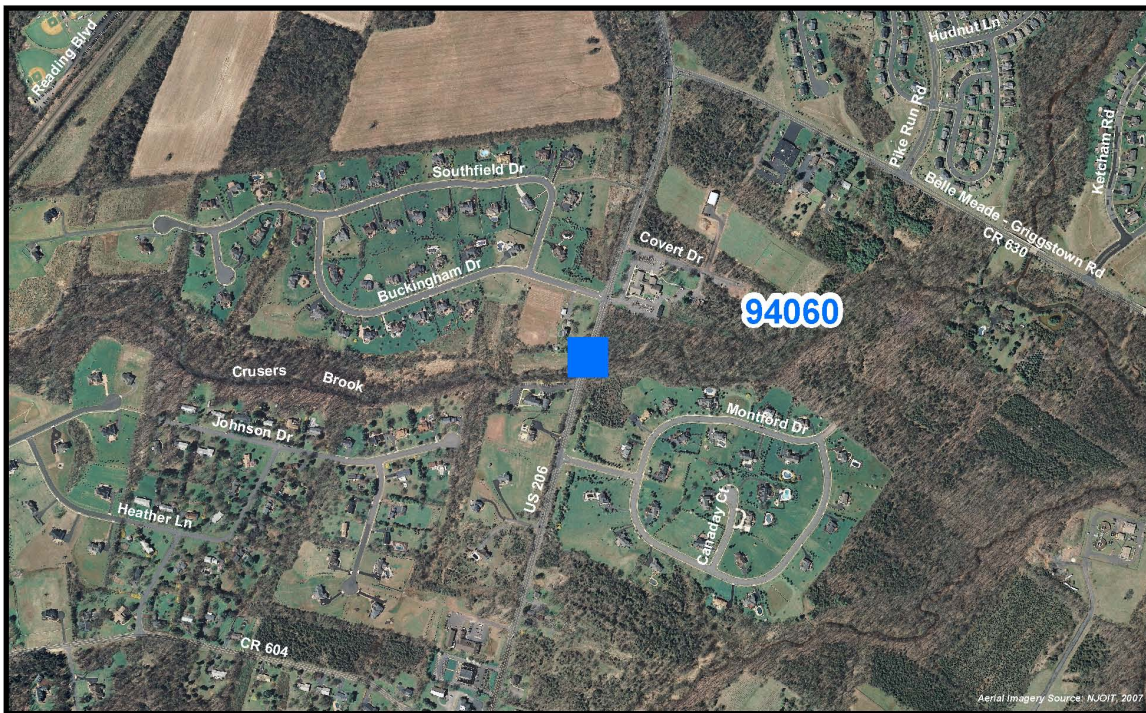


## US 206, Crusers Brook Bridge (41)

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	CON	2012	NHS	7.8
					Total: 7.8

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

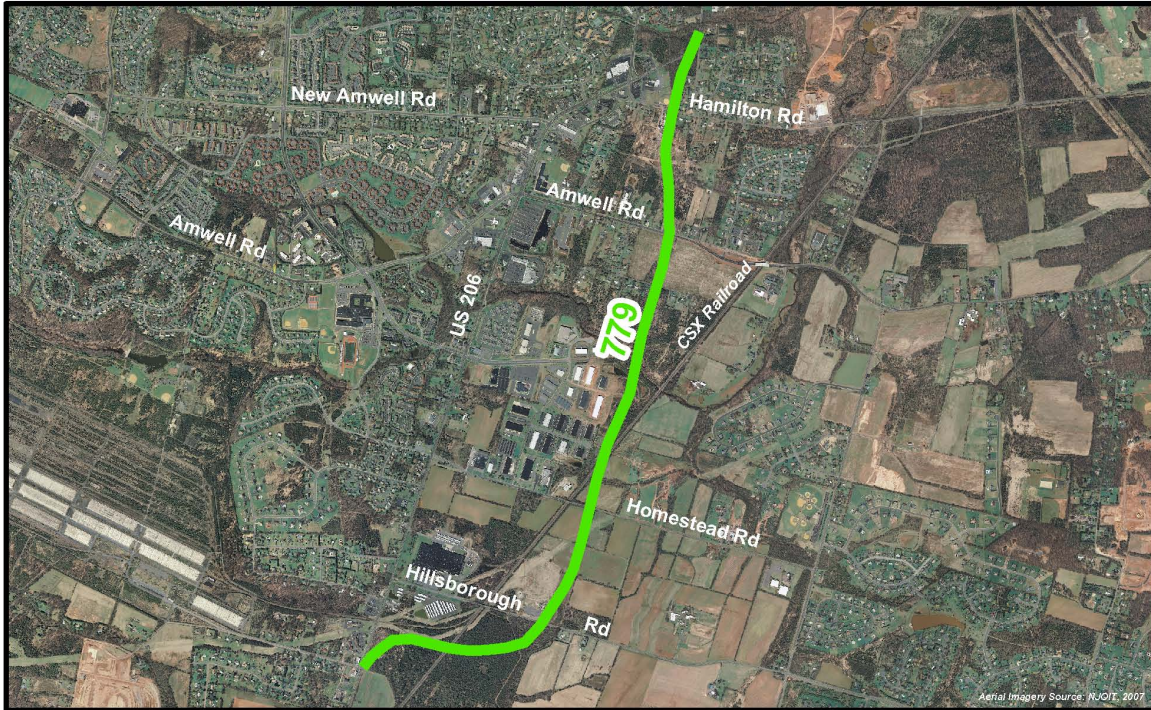


US 206 Bypass, Mountain View Road to  
Old Somerville Road (Sections 14A & 15A)

Route: US 206

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

DBNUM: 779<sup>4</sup>



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.

Construction is currently underway on this project.

<sup>4</sup> 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	33.8
NJTPA	FY 2010-2013 TIP for New Jersey	CON	2014	STATE	33.8
					Total: 87.6

*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 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: 779A<sup>5</sup>



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.

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	40.2
NJTPA	FY 2010-2013 TIP for New Jersey	CON	2012	STATE	20.4
					Total: 60.6

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

<sup>5</sup> See also 779. This project is under construction. Substantial completion is anticipated by the end of 2012.

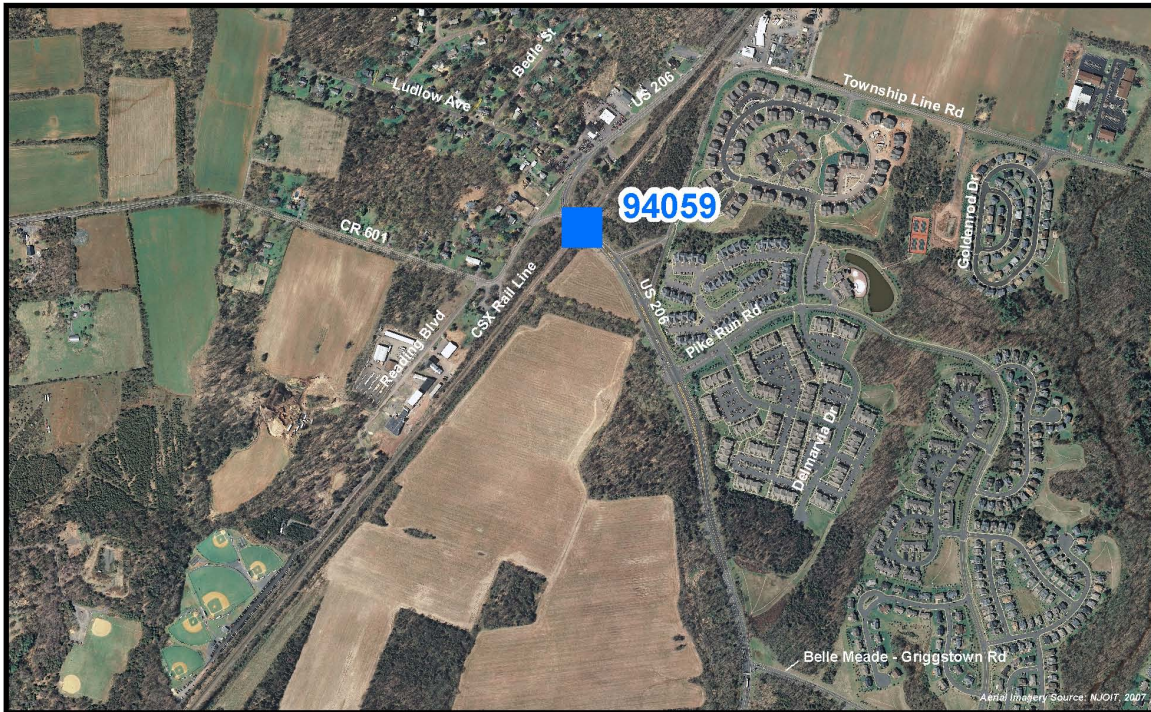


## US 206, CSX Bridge Replacement<sup>6</sup>

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	19.1
					Total: 19.1

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

<sup>6</sup> This project is currently under construction. Substantial completion anticipated by the end of 2011.

## 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	2010	STATE	3.2
					Total: 3.2

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	0.7
					Total: 0.7

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 provided by NJTA.

For the Index of Projects, see page 53.

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.

Construction began in the summer of 2009 and is expected to be completed in 2013.

Source: NJTA (2/23/11).

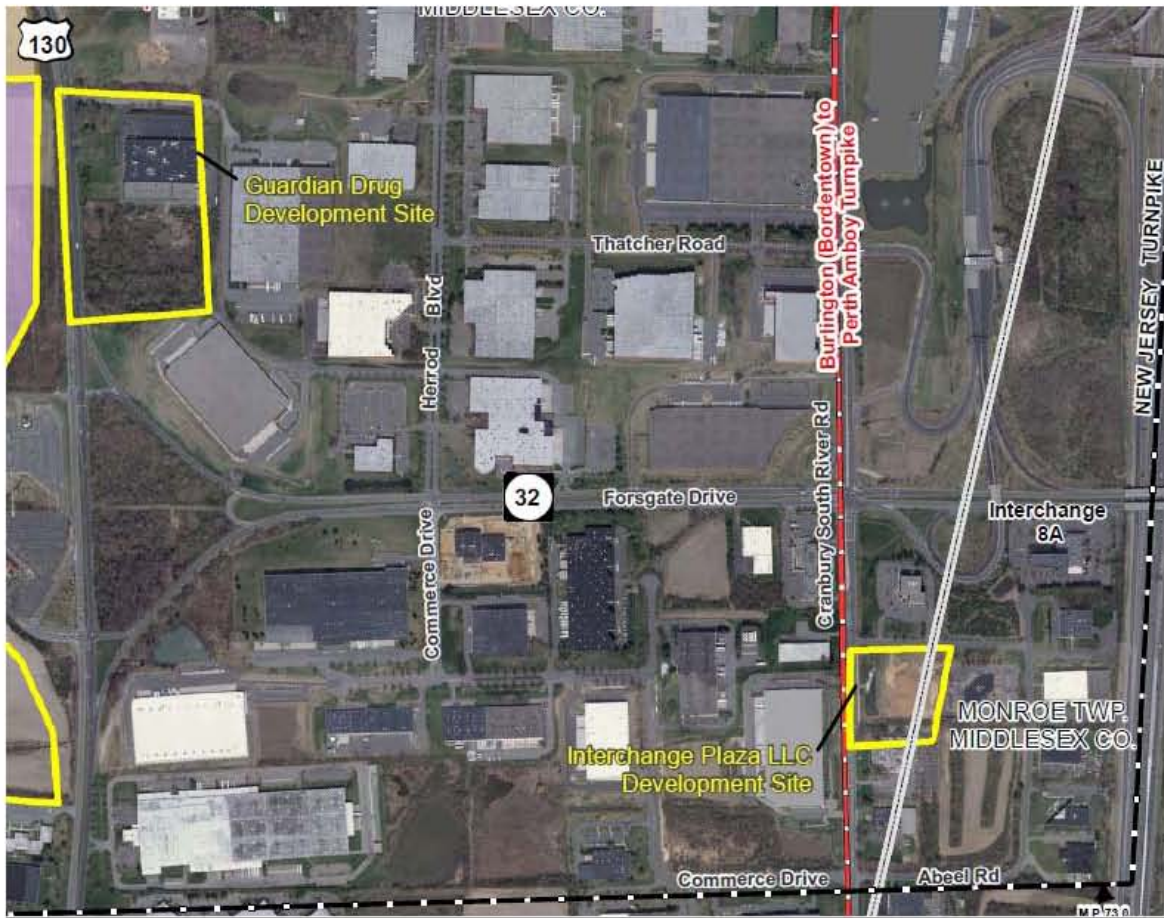


## Turnpike Interchange 8A to Route 130 Connection

Route: NJTPK

Section: Interchange 8A to  
Route 130 Connection

DBNUM: N/A



Source: NJTA

County: Middlesex

Municipalities: Various

Sponsor: NJTA

The New Jersey Turnpike Authority has proposed improvements to New Jersey Turnpike Interchange 8A, located at the boundary between Monroe and South Brunswick townships, as well as the connection between the interchange and US Route 130 along the existing NJ Route 32 alignment. One of the major transportation issues in the vicinity of Interchange 8A is the intersection of NJ Route 32 and County Route 535 (i.e., Cranbury – South River Road). The proposed project is the result of an identified need to reduce congestion in the project corridor. As a result of recent and projected future growth of warehousing and housing in the area served by Interchange 8A, congestion on NJ 32 has worsened in recent years and is projected to worsen in the future. The anticipated construction cost is \$60 million. The construction of the project will be performed under two contracts. The first will make improvements to State Route 32 and US Route 130 and the second will construct new turnpike ramp connections to the Interchange 8A toll plaza. Construction of the first contract is scheduled to commence in early 2013, followed by the second contract in 2014.

Source: NJTA (2/23/11).

## Transit 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 53.

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

### Monmouth-Ocean-Middlesex County Passenger Rail (Earmark)

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New Jersey Transit Project	DBNUM: T560
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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.

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County: Various	Municipalities: Various	Sponsor: New Jersey Transit
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*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

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New Jersey Transit Project	DBNUM: T150
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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.

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County: Various	Municipalities: Various	Sponsor: New Jersey Transit
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## Section 5311 Program

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New Jersey Transit Project

DBNUM: T151

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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.

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County: Various

Municipalities: Various

Sponsor: New Jersey Transit

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## Small/Special Services Program

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New Jersey Transit Project

DBNUM: T120

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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

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*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

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*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).

## Study and Development

---

New Jersey Transit Project

DBNUM: T88

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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

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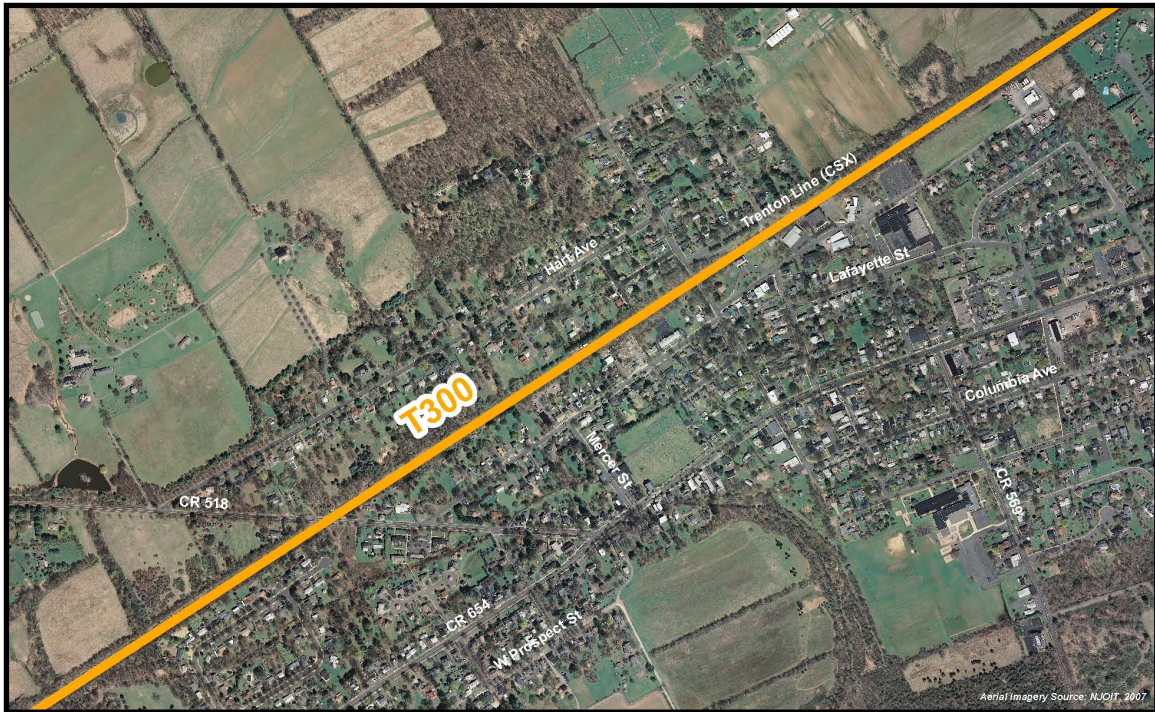
*Note:* This project includes the planning phase of project development for the US 1 BRT project.



## 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.

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—Study and Development

The SD process is how NJDOT currently performs the early phases of project development and assessment. See “NJDOT Project Delivery Process” (page 10) for more information. Table 11 lists the range of potential SD projects as of April 2011. In the Winter 2010 Planned Projects Status Reports, several projects (DBNUMs 08355, 06358, 01130A, and 93253) transitioned from the SD program to the Capital Program and were listed in both sections (Capital Program and Study and Development). For this report, they have been removed from the SD list. Full descriptions can be found in the section, “TIPs—Highway Projects.”<sup>7</sup>

**Table 11: TIPs—Study and Development**

Project Name	Pipeline Status	DBNUM
CR 533, Mercer County Signal Project	FY 2010–2011 SD Program, FD	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, Rising Sun Road to US 1, ITS Improvements	FY 2010–2011 SD Program, CD	06362
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, FA	027
US 1, Harrison Street, Operational Improvements	FY 2010–2011 SD Program, PD	08385 (Advertised for bids March 2011. Completion anticipated by the end of 2011.)
US 1, Middlesex County Operational Improvements	FY 2010–2011 SD Program, Pipeline 3 per NJDOT CPC, October 15, 2008	93146A

<sup>7</sup> In addition, the following projects (listed by DBNUM) have been deleted from the TIPs—Potential Projects (SD) table since the Winter 2010 edition: 04319, 04334, 03324, 03325, 04384, 97096, 9363, 9169, 9169D, 9169C, 9169E, 9169G, 9169H, 9293, 9299, 98462, 94084, 165, 98360, 94054, 93237, 96051, 96052, 95109, 97014, 98410, 99324, 98375, 9161, L086. These projects have either been terminated or archived by CPC, are under construction, or have been constructed. Please see the Winter 2010 Planned Projects Status Report (DVRPC Publication #10019) for more information.

**Table 11: TIPS—Study and Development (continued)**

Project Name	Pipeline Status	DBNUM
US 206, Cherry Valley Road Intersection Improvements	FY 2010–2011 SD Program, FA	01320
US 206, Ewing Street, Safety Improvements	FY 2010–2011 SD Program, FA	04356
US 206, Hillsborough-Montgomery Gateway	FY 2010–2011 SD Program, FA	08351
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 (See DVRPC Publication #06025)
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
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
Transit Signal Priority, Somerset/ Middlesex	Problem Statement	9169A
US 130, I-195 to NJ 32, ITS Improvements	Problem Statement	06364
High Point to Cape May Designated Bicycle Touring Route (Central)	Problem Statement	02358
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
US 130, Intersection Improvements at NJ 32	Problem Statement, Tier 2	05321

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; FD = Final Design; FY = Fiscal Years; ITS = Intelligent Transportation Systems; NJDOT CPC = New Jersey Department of Transportation Capital Program Committee; PD = Preliminary Design; SD = Study and Development.



## County and Local Road Projects

In addition to projects listed in the TIPs, there are also county and local projects planned or underway to improve transportation facilities in Central Jersey. The following table was summarized from documents obtained through the Route 1 Regional Growth Strategy (Rt1RGS)<sup>8</sup> effort by NJDOT, and includes recent transportation projects proposed, planned, under construction, or completed in Forum municipalities. Limited information is available for many of the projects. Anyone with more information about any of these projects is encouraged to contact DVRPC staff. Municipal and county officials also contributed to the information in Table 12.

**Table 12: County and Local Road Projects**

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	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
Hillsborough	CR 514 Improvements—Woods Road to Willow Road	DES
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	US 206, Lawrence, traffic flow improvements—14 intersections	Study complete
Lawrence, W. Windsor	Under/overpass at Nassau Park Boulevard	Not available
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

<sup>8</sup> The Rt1RGS effort was a study by NJDOT in partnership with a diverse consultant group. It examined demographics in the US 1 area including housing, population, and employment, as well as considering travel, land use, and economic indicators. The goal of the Rt1RGS effort was to advance and implement a final set of recommendations to guide smart growth objectives in the US 1 region.



**Table 12: County and Local Road Projects (continued)**

Township	Project	Status
Montgomery	CR 518 Improvements—Van Zandt Road to East of Spring Hill	Under Construction
Montgomery	CR 518 Improvements—East of Spring Hill 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
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
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, 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 Intersection Improvements	Complete
West Windsor	Alexander Road "S" Curve Reconstruction	Under Construction
West Windsor	Replacement of Mercer County Bridge over Big Bear Brook on CR 535	Complete
West Windsor	Realignment and reconstruction of Washington Road between the railroad and Little Bear Brook	Planned
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	Complete

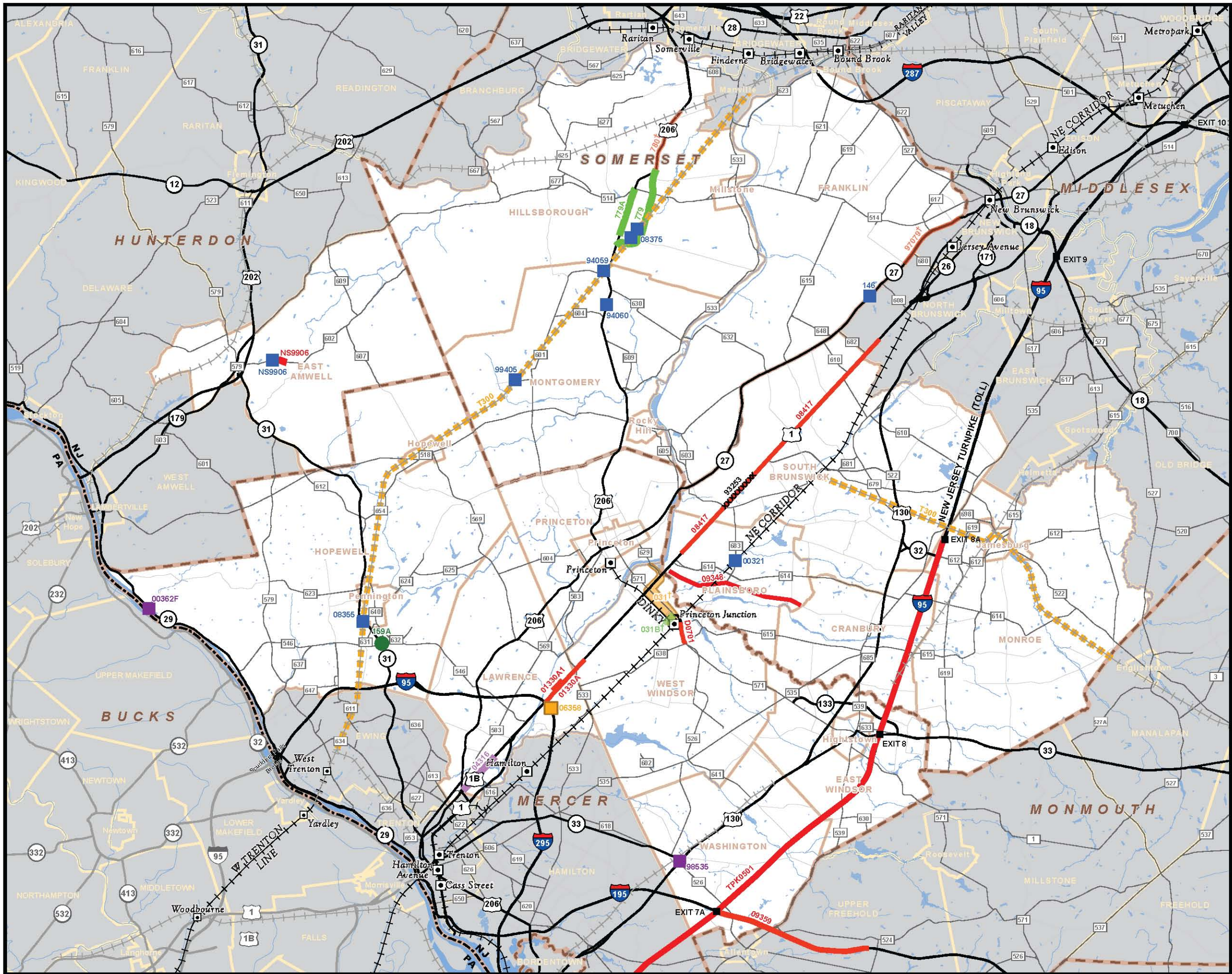
Source: Robert Williams, Voorhees Transportation Center; Updates from municipal and county engineers.

Note: BRT = Bus Rapid Transit; 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

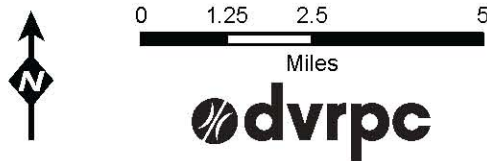
- River or Stream
- Lake

### BOUNDARIES

- State
- CJTF Member Municipality
- County
- 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](http://www.dvrpc.org) and [www.njtpa.org](http://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
	<b>Highway TIP Projects</b>	
00321	CR 683, Schalks Crossing Road Bridge	19
00362F	NJ 29, Moores Station Canal Crossing (AKA Pleasant Valley Road)	23
01330A	US 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements	30
01330A1	US 1, Southbound, Quaker Bridge Mall Overpass	31
04316	US 1 Business, Brunswick Circle to Texas Avenue	29
06358	I-295, Northbound Approach to US 1 Exits, ITS Improvements	21
08355	NJ 31, Bridge over CSX Railroad	24
08375	Hillsborough Road and Homestead Road Bridges	39
08417	US 1, Forrestal Road to Aaron Road	27
09348	Plainsboro Traffic Calming Project	40
09359	I-195, NJ Turnpike to East of Imlaystown- Hightstown Road	20
146	NJ 27, Six Mile Run Bridge (3E)	22
159A	NJ 31, Pennington Circle Safety Improvements	25
779	US 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A)	35
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93253	US 1, South Brunswick, Drainage Improvements	32
94059	US 206, CSX Bridge Replacement	38
94060	US 206, Crusers Brook Bridge (41)	34
98535	US 130, Pedestrian Bridge, Robbinsville Township	33
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	<b>New Jersey Turnpike Authority Projects</b>	
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T151	Section 5311 Program	44
T300	Transit Rail Initiatives	46
T522	South Brunswick Transit System (Earmark)	45
T560	Monmouth-Ocean-Middlesex County Passenger Rail (Earmark)	43
T88	Study and Development	45

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 land development projects proposed or recently completed by public or private entities in the vicinity of US 1. The projects are arranged by municipality in Table 14, which follows as an 11x17-inch page. Projects are also summarized in the text below and illustrated in a map in Figure 2. Some projects are occurring in communities outside of the Forum area; however, it is expected that they 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 Winter 2010 *Planned Projects Status Report*. It covered the period from April 2009 to February 2010. The summary included here covers activity from March 2010 to April 2011. 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 email and phone communications with county and local planners and officials.

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 March 2011, is compiled in Table 14.

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

Cranbury Township  
East Amwell Township  
East Windsor Township  
Hightstown Borough  
Hillsborough Township  
Hopewell Borough

Jamesburg Borough  
Millstone Borough  
Monroe Township  
Pennington Borough  
Robbinsville Township  
Rocky Hill Borough



Despite the recession, a number of the projects in the US 1 corridor continue to move forward. 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, although part of the project is now open. The project includes nearly 300,000 square feet of medical office and research space, over 400 age-restricted housing units, and a 32-acre park. Construction is expected to be completed in 2012. Several million dollars in transportation improvements have been included in the project, including a new shuttle service serving the development, which has already begun operation. Plans to incorporate access and amenities for the Route 1 BRT have been incorporated into the redevelopment design. Skillman Village in Montgomery Township is still in the planning phase but is moving forward, now that the site cleanup has been completed. The township's plans call for a park and municipal use for the 250-acre site. Construction is scheduled to begin in 2012. In Franklin Township, the RPM Development Group set of projects has continued to move forward. The Berry Street Commons portion has been completed, while the Franklin Commons and Parkside components are currently under construction. The Plainsboro Village Center mixed-use development has been completed. It includes a mix of housing, 110,000 square feet of commercial, retail, and office space, a new 34,000 square foot library, and a half-acre village green. 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. A recent court settlement with the redeveloper includes plans to build 800 housing units and at least 70,000 square feet of retail. Construction of a surface lot with about 500 additional parking spaces at the train station is expected to begin by the end of this year, contingent upon the completion of environmental remediation efforts at the site.

Princeton Township and Princeton Borough have a number of projects in development. Princeton University completed construction of a new 263,000 square-foot Chemistry Building on Washington Road. A new 240,000-square-foot Neuroscience/Psychology Building, also on Washington Road, is under construction and is expected to be completed in the spring of 2013. The Hulfish North development in Princeton Borough is under construction, with completion of the 100 housing units, including 17 townhomes, 31 condominiums, and 52 apartment units, expected in 2012. Also in Princeton Borough, the Spring and Tulane Streets mixed use development of 53 apartments with ground-floor retail has completed construction.

South Brunswick is another township with a great deal of development in the works, including an enormous amount of approved warehouse development, 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 residential units upon full build-out. In addition to these projects, several others have been approved for development.

In Lawrence Township, the Quaker Bridge Mall expansion project has received Phase One approvals, and an eight-year building plan has been put in place. The expansion will include 650,000 square feet and over 100 new retail units. There will also be a new multi-deck parking facility with 1,800 new parking stalls. When the expansion is complete, the Mall will have a total of 1.66 million square feet of retail space.

The North Brunswick Transit Village, located at the former Johnson & Johnson site on Route 1 between North Aaron Road and Commerce Boulevard, is finally moving forward. A zoning overlay approved in June 2010 would allow for 1,900 housing units and 900,000 square feet of office and commercial development, as well as a bus depot and eventually, a train station. A traffic study identified \$8 million in short-term improvements to the roadway network, and another \$80 million in improvements which would be required for full build-out, including grade-separated interchanges. The first phase of development will include about 400,000 square feet of retail, 150,000 square feet of mixed-use development, and 1,300 housing units. The zoning ordinance requires the "Main Street" block of the development to be constructed in this first phase. It also requires bus service to be implemented in the first phase. The first phase, including the associated road improvements, is expected to be completed within three years. North Brunswick officials hope to get a commitment to build the rail station component within six to eight years.

In Franklin Township, if the Princeton Research Triangle project moves forward as proposed, it would result in building over 16 million square feet of research, laboratory, and office space, as well as preserving 1,900 acres of open space. Several mixed-use housing projects are also currently under construction in the township, which will add over 1,000 housing units total.

Taken together, the projects listed as completed or currently under construction in the accompanying spreadsheet would add over 440,000 square feet of commercial space (including retail and office), over one million square feet of new medical and hospital development, over 500,000 square feet of educational facilities, over 2,900 housing units including over 200 affordable units, and would preserve about 280 acres of open space.

If all of the projects listed in the spreadsheet are considered, including those in planning and earlier stages, the Forum communities are likely to experience the transportation and land use impacts of about 6.7 million square feet of commercial space (including 2.4 million square feet of retail and 4.3 million square feet of office space), over 16 million square feet of research and laboratory space, two hotels, two new medical buildings and one new medical campus, and nearly 8,000 residential housing units, including about 700 affordable units. In addition, over 2,000 acres of open space would be preserved. 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; See [http://www.dvrpc.org/asp/pubs/publicationabstract.asp?pub\\_id=09047C](http://www.dvrpc.org/asp/pubs/publicationabstract.asp?pub_id=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; or see <http://www.co.somerset.nj.us/planweb/pbmapspub.htm>)
- 🔗 Bucks-Mercer Transit Needs and Concept Development (DVRPC Publication #09042; See [http://www.dvrpc.org/asp/pubs/publicationabstract.asp?pub\\_id=09042](http://www.dvrpc.org/asp/pubs/publicationabstract.asp?pub_id=09042))
- 🔗 Mercer Crossings Transportation Study (DVRPC Publication #07039; See [http://www.dvrpc.org/asp/pubs/publicationabstract.asp?pub\\_id=07039](http://www.dvrpc.org/asp/pubs/publicationabstract.asp?pub_id=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; See [http://www.dvrpc.org/asp/pubs/publicationabstract.asp?pub\\_id=09052](http://www.dvrpc.org/asp/pubs/publicationabstract.asp?pub_id=09052))
- ☞ NJDOT Exit 8A Study (See <http://www.tcnj.edu/~mluc/transportation/documents/Exit8A07.19.072ndPrinting.pdf>)
- ☞ CR 571 Corridor Study (DVRPC Publication #07037; See [http://www.dvrpc.org/asp/pubs/publicationabstract.asp?pub\\_id=07037](http://www.dvrpc.org/asp/pubs/publicationabstract.asp?pub_id=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/>)

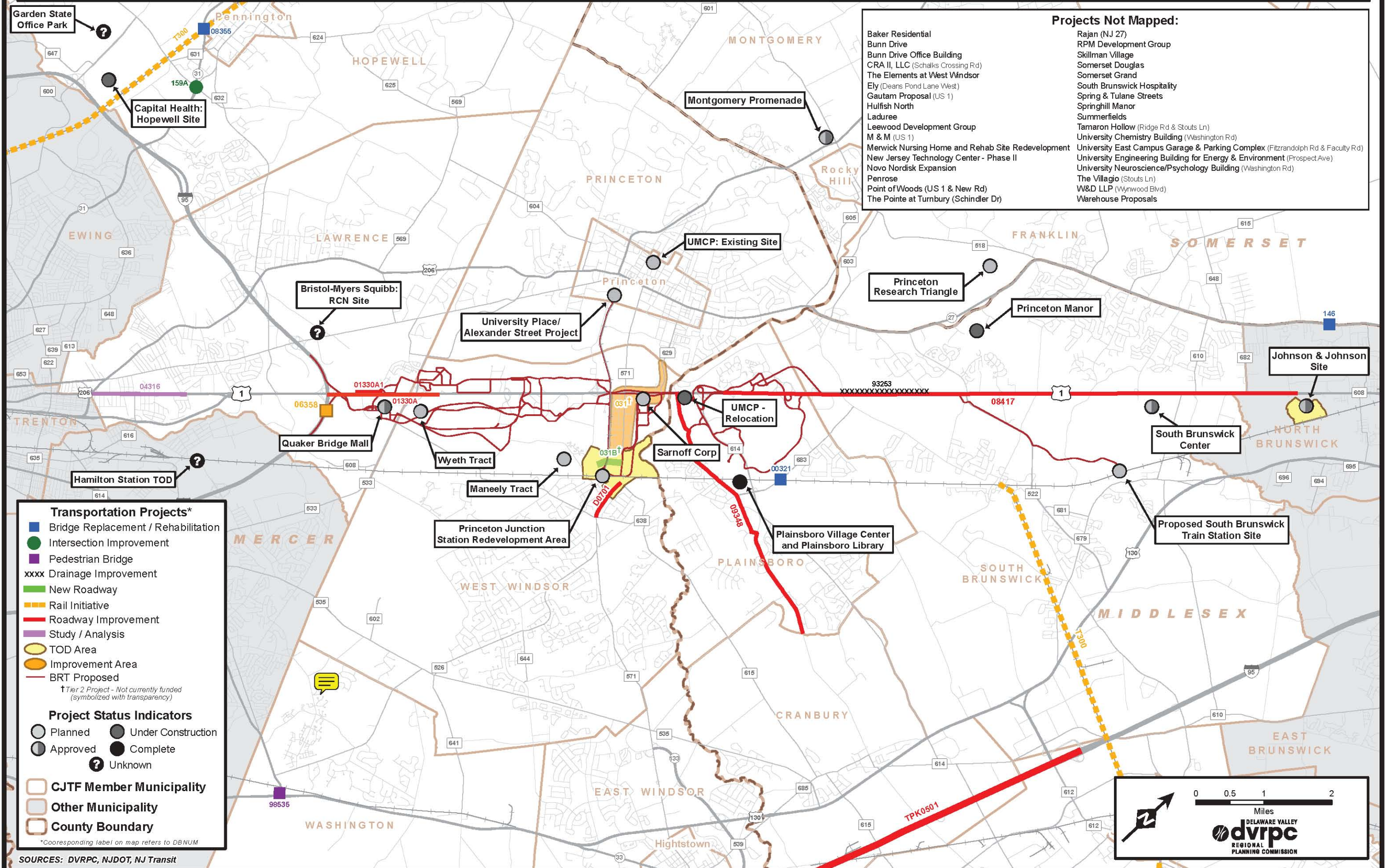






# CENTRAL JERSEY TRANSPORTATION FORUM

Figure 2: Development & Transportation Projects in the US 1 Corridor





Overview of Public and Private Development Projects in the US 1 Corridor

This list covers major development projects that will affect transportation in the US 1 corridor as of April 2011.

Table 14: Summary of Major Development Projects

Name	Municipality	Type	Land Use	Size	Status	Year Complete
RPM Development Group (Berry Street Commons, Franklin Commons, Parkside)	Franklin	Mixed Use Development	Mixed Use	Berry Street: 93 affordable units Franklin: 66 affordable units with stores at street level Parkside: 146 affordable units (apartments and 2-family houses; increase from 100 units before reconstruction)	Berry Street: Completed Franklin: Under Construction; nearly completed Parkside: Under Construction	2012 (expected date)
Laduree	Franklin	Housing	Residential	384 apartments, 58 affordable units	Site Plan approved	Unknown
Leewood Development Group	Franklin	Housing	Residential	212 units 106 affordable units 40 condos under construction in Phase 1	Phase 1 Approvals	Unknown
Pennrose	Franklin	Housing	Residential	50 affordable family apartment units	In COAH plan; Has not come up for site plan approval.	Unknown
Princeton Research Triangle	Franklin	Research Facility/Office	Office	2,167 Acre Site Over 16 million sq ft research/laboratory/office space 38,750 parking spaces 1,900 acres natural/open space	Planning; Buildout would take place over 20 years	Unknown
Somerset Douglas	Franklin	Housing	Mixed Use	114 units	Under Construction (construction suspended temporarily)	Unknown
Somerset Grand	Franklin	Housing	Residential	384 units	Planning	Unknown
Springhill Manor	Franklin	Age-Restricted Housing	Residential	127 units	In COAH plan; Has not come up for site plan approval.	Unknown
Summerfields	Franklin	Mixed Use Development	Mixed Use	900 units Mix of single-family, townhomes, and apartments Small (25,000 sq ft) retail component	Under Construction (Single-family housing component only)	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	2012 (expected date)
Garden State Office Park	Hopewell	Office Development	Mixed Use	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
Quaker Bridge Mall Expansion	Lawrence	Retail Expansion	Commercial	Final site will be 1.66 million sq ft New expansion 650,000 sq ft, over 100 new units Multi-deck parking with over 1,800 new parking stalls	Phase 1 Approvals	8-year Buildout



Table 14: Summary of Major Development Projects (continued)

Name	Municipality	Type	Land Use	Size	Status	Year Complete
Skillman Village	Montgomery	Park/Municipal Use	Park/Municipal Use	250 acres	Cleanup Complete, Development Planned to begin in 2012	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 1,900 housing units; 900,000 sq ft retail and commercial Phase 1: 1,300 housing units; 400,000 sq ft retail; 150,000 sq ft mixed-use development	Zoning Overlay Approved June 2010	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, 1/2 acre Village Green	Construction Completed	2010
University Medical Center at Princeton: 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	2012
Novo Nordisk expansion	Plainsboro	Research Facility	Commercial	Addition of 400 workers. No data on the physcial expansion.	Planning	Unknown
University Medical Center at Princeton: 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	Construction Completed	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	248,000 sq ft	Under Construction	Spring 2013
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, 31 condos, 52 apartments	Under Construction	2012
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	Under Construction	Unknown
Spring & Tulane Streets	Princeton Borough	Mixed Use Development	Mixed (Retail & Residential)	Ground-floor retail, 52 apartments, 10 affordable units	Construction Completed	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
CRA II, LLC (Schalks Crossing Road)	South Brunswick	Office Development	Office Building	3 buildings, 185,000 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
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

Table 14: Summary of Major Development Projects (continued)

Name	Municipality	Type	Land Use	Size	Status	Year Complete
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
Baker Residential	South Brunswick	Age-Restricted Housing	Age-Restricted Residential Communities	26 acres; 170 age restricted units and a clubhouse	Approved 2008	Unknown
M & M (US 1)	South Brunswick	Age-Restricted Housing	Age-Restricted Residential Communities	34 acres; 133 age restricted units and a clubhouse	Approved 2008	Unknown
The Pointe at Turnbury (Schindler Drive)	South Brunswick	Housing	Residential	204 residential units	Under Construction	Unknown
Point of Woods (US 1 and New Road)	South Brunswick	Housing	Residential	70 single-family homes	Approved	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	2011
The Villagio (Stouts Lane)	South Brunswick	Age-Restricted Housing	Adult Residential Community	210 adult residential community units	Under Construction	Unknown
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	70,000 sq ft retail (with provisions for an additional 30,000 sq ft) 800 housing units including at least 40 affordable units 500 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 55





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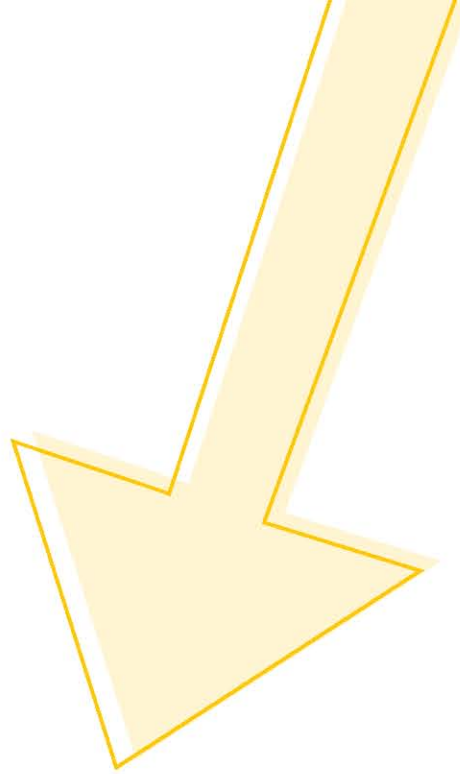
**Abstract:** The *Planned Projects Status Report* has provided information on transportation projects in Central Jersey for over nine years. The report covers projects listed in Transportation Improvement Programs (TIPs) for the Delaware Valley Regional Planning Commission and the North Jersey Transportation 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.

Full information and maps are provided for 23 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 nearly one-quarter of Central Jersey's TIP projects. Altogether, the TIP projects represent approval to invest approximately \$562 million over fiscal years 2010 to 2013.

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