

CENTRAL JERSEY

Transportation Forum

PLANNED PROJECTS STATUS REPORT
WINTER 2012 EDITION



CJTF

CENTRAL JERSEY
TRANSPORTATION FORUM



The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals, and the public with a common vision of making a great region even greater. Shaping the way we live, work, and play, DVRPC builds consensus on improving

transportation, promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.



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

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

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Executive Summary

The *Planned Projects Status Report* has regularly provided information on programmed transportation projects in Central Jersey for over 10 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) 2012–2015 TIPs for DVRPC and NJTPA include 21 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 \$266 million of road and bridge funds over the TIP years. The report also includes information on six transit projects listed in the TIPs, although many of these cover a broader area than just that of the Central Jersey Transportation Forum (hereafter “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.

Naturally, there is more than one way to categorize projects. Bridges, for example, could also be considered roadway improvement projects. In this report, bridges are considered as a separate category because they are evaluated according to specific functional and structural criteria. Roadway, bridge, and transit improvements account for more than half of Central Jersey’s TIP projects. Projects that improve safety and/or operations, or that rehabilitate roadways are the next most common type of projects, with three each.

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. 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. The current edition includes a new map with details about the timing and phasing of capital projects on and around US 1. 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 10 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. Some features that have been added over the last few years are:

- 🌀 new map featuring timing and phasing of capital projects in the Route 1 corridor;
- 🌀 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;
- 🌀 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 12, “Transportation Improvement Programs—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

City of Trenton

East Windsor Township

Ewing Township

Hamilton Township

Hightstown Borough

Hopewell Borough

Hopewell Township

Lawrence Township

Pennington Borough

Princeton Borough

Princeton Township

Robbinsville Township

West Windsor Township

Middlesex County

City of New Brunswick

Cranbury Township

Jamesburg Borough

Monroe Township

North Brunswick Township

Plainsboro Township

South Brunswick Township

Somerset County

Franklin Township

Hillsborough Township

Millstone Borough

Montgomery Township

Rocky Hill Borough

The Forum successfully shifted in 2011 to become more action oriented and to have greater municipal/county leadership. This included adopting a formal voting structure and bylaws, electing municipal Co-Chairs, and developing an action team. At the same time, the Forum was expanded to include five additional municipalities that were studied as part of the NJDOT Route 1 Regional Growth Strategy (Rt1RGS) effort. These municipalities are **highlighted in green** in the list on the previous page. For this report, the TIP projects in these municipalities have not been included in the totals for the Forum area, in order to allow comparison to the *Spring 2011 Planned Projects Status Report*. In future editions, projects in these municipalities will be included in the totals.

Transportation and Land Use

The communities in Central Jersey are diverse. As population increases and other demographics change, land use decisions become more complex. 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. For example, the University Medical Center at Princeton Relocation project is under construction and a new shuttle service serving the development, the Route 655 bus, will begin operation in May 2012. 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 new commuter parking lot with about 650 additional parking spaces at the train station could begin as soon as spring 2012. The North Brunswick Transit Village, located at the former Johnson & Johnson site on US 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 May 2011 to December 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 (NJ 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).¹ If the information online is insufficient, please contact the project's sponsor, NJDOT, or the capital programming staff of DVRPC or NJTPA.² 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 December 2011.

The Capital Programs of the FY 2012–2015 TIPs for DVRPC and NJTPA include 21 projects directly in the Central Jersey region.³ 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 \$266 million of road and bridge funds over the TIP years. For comparison, the *Spring 2011 Planned Projects Status Report* included 23 projects accounting for 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 six 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 in Table 1, roadway, bridge and transit improvements account for more than half of Central Jersey's TIP projects. Projects that improve safety and/or operations, or that rehabilitate roadways, are the next most common type of projects, with three each.

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

² 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).

³ See the paragraph at the top of page four regarding the inclusion of additional municipalities in the Forum region.

Table 1: Types of Projects

| General Type | Number of Projects |
|--|--------------------|
| Bridges | 6 |
| Main Street/Bicycle and Pedestrian Facilities | 2 |
| Safety/Operations | 3 |
| Roadway Improvement | 6 |
| Roadway Rehabilitation | 3 |
| Transit | 6 |
| Other—drainage, scenic byway, wetland preservation, etc. | 1 |
| Total | 27 |

Source: Fiscal Years 2012–2015 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.

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

| Project Name | DBNUM | General Type |
|--|---------|-----------------------------------|
| CR 571, Princeton–Hightstown Road Improvements | HP01010 | Bicycle and Pedestrian Facilities |
| Mercer County Signal Project, CR 533 | D0702 | Safety/Operations |
| NJ 31, Pennington Circle Safety Improvements | 159A | Safety/Operations |

Source: Fiscal Years 2012–2015 Transportation Improvement Programs for New Jersey.

Note: DBNUM = New Jersey Department of Transportation Database Number. 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/engineering (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 11) or visit NJDOT’s website at 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, Cass Street/Waterfront Park, Operational Improvements | 04340 | Improvements included extending left-turn slot, striping for third travel lane, new pavement, guide rail, curb and minor drainage inlet work. Completed. |
| 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 | Intersection improvements included adding left-turn green arrows for NJ 29 southbound, relocating the NJ 29 southbound stop bar and crosswalk further south, and relocating the CR 546 westbound stop bar further east. Completed. |

Table 3: Pipeline 4 Projects (continued)

| Project Name | DBNUM | Notes |
|--|--------|---|
| NJ 32, Eastbound Park and Ride | 05324 | Signage, striping, and minor improvements to make merging easier for vehicles exiting the lot. Completed. |
| NJ 32/US 130, Friendship Road | 05323 | Small-scale intersection improvements to better accommodate traffic merging onto US 130. Completed. |
| NJ 33, Bentley Brook, Drainage Improvements | 93247 | Project to remove accumulated sediment and debris from NJ 33, Bentley Brook bridge openings on a yearly basis. Withdrawn. |
| NJ 33, Nottingham Way to Yardville-Hamilton Square Road, Short-term Improvements | 04302A | Project optimized signal timings for the following intersections: Shady Lane, Paxson Avenue, Nottingham Way, Whitehorse-Hamilton Square Road, Yardville-Hamilton Square Road. Completed. |
| NJ 91, How Lane, Intersection Improvements | 04365 | Project to address low level of service at this intersection. Completed. |
| US 1, Commerce Boulevard, Operational Improvements | 04337 | Signal timing upgrades and turning movement enhancements. Completed. |
| US 1, Franklin Corner Road/Bakers Basin Road, Interim Improvements | 027A | Minor widening of Franklin Corner Road and restriping to provide additional turning lanes. Completed. |
| 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. Completed (NJDOT confirmation pending). |
| 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. Completed (NJDOT confirmation pending). |
| 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. Completed. |

Source: Fiscal Years 2012–2015 Transportation Improvement Programs for New Jersey.

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

Fiscal Years 2012–2015 Transportation Improvement Programs

In addition to information about projects in the current TIPs, this report also tracks changes over time. Since the *Spring 2011 Planned Projects Status Report* was distributed in May 2011, **ten projects were removed** from the TIPs, **and six projects were added** for the original set of Forum municipalities tracked in earlier editions of this report. Table 4 details the six new Capital Program TIP projects totaling \$130.5 million that were added to the TIPs since the last report. Table 5 summarizes the ten projects that were removed from the TIPs. The *Spring 2011 Planned Projects Status Report* included, for the first time, a table tracking changes to the programming of capital projects in Central Jersey, such as shifts in phase, and cost increases or decreases. Table 6 tracks these changes from the *Spring 2011* edition to the current report. Table 7 summarizes changes to the SD Program for Central Jersey from the *Spring 2011* edition to the current report, according to information available in December 2011. See Table 12 for the full SD Program list.

Table 4: Capital Projects Added to the Fiscal Years 2012–2015 Transportation Improvement Programs for New Jersey

| Project Name | DBNUM | Cost (\$ millions) |
|--|-------|--------------------|
| Mercer County Signal Project, CR 533 | D0702 | 3.5 |
| US 206, Valley Road to Brown Avenue | 780A | 53.5 |
| US 206, Doctors Way to Valley Road | 780B | 40.8 |
| US 1, Various Locations from North of College Road to NJ 91 Connector, Resurfacing | 10311 | 9.9 |
| US 206, North of Arreton Road to North of Brown Avenue, Pavement | 11308 | 7.8 |
| US 130, Westfield Avenue to US 1, Pavement | 11309 | 15.0 |

Source: Fiscal Years 2012–2015 Transportation Improvement Programs for New Jersey.
 Note: DBNUM = New Jersey Department of Transportation Database Number.

Table 5: Capital Projects Removed from the Fiscal Years 2012–2015 Transportation Improvement Programs for New Jersey

| Project Name | DBNUM | Reason |
|--|--------|---|
| NJ 29, Moores Station Canal Crossing (AKA Pleasant Valley Road) | 00362F | Project transferred to Department of Environmental Protection lead per NJDOT CPC, November 2009. |
| US 130, Pedestrian Bridge, Robbinsville Township | 98535 | Project is being reevaluated. |
| Hillsborough Road and Homestead Road Bridges | 08375 | Under construction. Substantial completion expected end of 2011. |
| US 206, CSX Bridge Replacement | 94059 | Under construction; 75 percent complete. Substantial completion expected June 2012. |
| Plainsboro Traffic Calming Project | 09348 | Under construction. Substantial completion expected December 2011. |
| US 206 Bypass, Contract A, Hillsborough Road to Amwell Road (CR 514) | 779A | Under construction; 50 percent complete. Completion expected February 2013. |
| US 1, Forrestal Road to Aaron Road | 08417 | CD efforts unable to advance beyond alternatives development due to lack of funding. Study culminated in a Comparative Alternatives Analysis. |
| I-195, New Jersey Turnpike to East of Imlaystown–Hightstown Road | 09359 | Completed. |
| NJ Transit, Monmouth–Ocean–Middlesex County Passenger Rail (Earmark) | T560 | Authorized and completed. |
| NJ Transit, South Brunswick Transit System (Earmark) | T522 | Completed; fleet buses redistributed. South Brunswick park-and-ride project is still active. |

Source: Fiscal Years 2012–2015 Transportation Improvement Programs for New Jersey.
 Note: CD = Concept Development; DBNUM = New Jersey Department of Transportation Database Number; NJDOT CPC = New Jersey Department of Transportation Capital Program Committee; SD = Study and Development.

Table 6: Capital Project Updates

| Project Name | DBNUM | Status Update |
|---|--------|---|
| CR 602, Camp Meeting Avenue Bridge over West Trenton Line | 99405 | FY 2013 DES phase shifted to FY 2014, FY 2014 ROW phase to FY 2016, and FY 2015 CON phase to FY 2018. |
| CR 602, Wertsville Road Bridge (E-174) over Tributary of Back Brook | NS9906 | FY 2010 CON phase shifted to FY 2013. |

Table 6: Capital Project Updates (continued)

| Project Name | DBNUM | Status Update |
|---|---------|--|
| CR 683, Schalks Crossing Road Bridge | 00321 | FY 2011 CON phase will shift to FY 2013 in next NJTPA TIP. UTI scheduled for 2013. Total cost increased from \$4.5 million to \$8.7 million. |
| I-295, Northbound Approach to US 1 Exits, ITS Improvements | 06358 | FY 2011 DES phase shifted to FY 2013 and FY 2014 CON phase to FY 2015. Total cost increased from \$2.1 million to \$3.4 million. |
| NJ 27, Six Mile Run Bridge (3E) | 146 | FY 2011 CON phase shifted to FY 2012. |
| NJ 31, Bridge over CSX Railroad | 08355 | FY 2013 CON phase shifted to FY 2014. |
| NJ 31, Pennington Circle Safety Improvements | 159A | FY 2012 DES phase shifted to FY 2013 and FY 2014 CON phase to FY 2016. |
| US 1 Business (US 1B), Brunswick Circle to Texas Avenue | 04316 | FY 2014 CON phase shifted to FY 2013. |
| US 1, Southbound, Quaker Bridge Mall Overpass | 01330A1 | FY 2011 CON phase shifted to FY 2012. |
| US 1, South Brunswick, Drainage Improvements | 93253 | FY 2014 CON phase shifted to FY 2013. Total cost (of ROW and CON phases) reduced from \$4.4 million to \$3.6 million. |
| US 206, Crusers Brook Bridge (41) | 94060 | FY 2012 CON phase shifted to FY 2013. Total CON cost is \$8.8 million. |
| US 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) | 779 | FY 2012, 2013, and 2014 CON phases shifted to FY 2017 and 2018. Total cost reduced from \$87.6 million to \$65.4 million. CON cost for US 206 Bypass Contract B is \$64 million. |

Source: Fiscal Years 2012–2015 Transportation Improvement Programs for New Jersey.

Note: CON = Construction; DBNUM = New Jersey Department of Transportation Database Number; DES = Final Design/Engineering; FY = Fiscal Years; ITS = Intelligent Transportation Systems; ROW = Right-of-Way Acquisition; UTI = Utilities.

Table 7: Study and Development Program Updates

| Project Name | DBNUM | Status Update |
|--|-------|---|
| CR 533, Mercer County Signal Project | D0702 | Advanced to Capital Program. |
| CR 546, Washington Crossing–Pennington Road Bridge over Conrail | D9906 | Advanced to LCD. |
| CR 546, Washington Crossing–Pennington Road over Woolsey's Brook | D9907 | Advanced to LCD. |
| I-295, Rising Sun Road to US 1, ITS Improvements | 06362 | Removed from SD per NJDOT CPC. |
| NJ 31, Ewingville/Upper Ferry Road to CR 518, TDD Project (3G) | 159 | Study complete. |
| US 1, Franklin Corner Road | 027 | Removed from SD per NJDOT CPC February 16, 2011. |
| US 1, Harrison Street, Operational Improvements | 08385 | Under construction. Substantial completion anticipated by the end of 2011. |
| US 206, Cherry Valley Road Intersection Improvements | 01320 | Tier 2 screening complete. |
| US 206, Hillsborough–Montgomery Gateway | 08351 | CD in 2012. |

Sources: Fiscal Years 2012–2015 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; ITS = Intelligent Transportation Systems; LCD = Local Concept Development; NJDOT CPC = New Jersey Department of Transportation Capital Program Committee; SD = Study and Development.

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 2012–2015 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 8 summarizes projects in Central Jersey that are on the Tier 2 list in the FY 2012–2015 TIPs. The US 1, Penns Neck Improvements, and Vaughn Drive Connector projects are listed as Tier 2 unfunded projects. In addition, the US 1, Forrestal Road to Aaron Road project (DBNUM 08417) is funded in the FY 2012 SD Program for Concept Development, but future phases are on the Tier 2 list.

Table 8: Tier 2 Projects in the Forum Area

| Project Name | DBNUM | Cost (\$ millions) | Notes |
|---|--------|--------------------|--|
| NJ 27, Renaissance 2000, Bennetts Lane to Somerset Street | 97079 | 10.2 | Future funding opportunities are unknown at this time. |
| NJ 33, Realignment, Hamilton and Robbinsville Townships | 99368A | 27.2 | Future funding opportunities are unknown at this time. |
| 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 | 31.5 | 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. |

Source: Fiscal Years 2012–2015 Transportation Improvement Programs for New Jersey.

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

As mentioned on page 4, the Forum recently expanded to include five additional municipalities that were studied as part of the NJDOT Rt1RGS effort. These include the City of Trenton, Ewing Township and Hamilton Township in Mercer County, and the City of New Brunswick and North Brunswick Township in Middlesex County. Table 9 lists seven Capital Program TIP projects in these municipalities totaling \$74.6 million of road and bridge funds over the TIP years. Maps, full descriptions, and financial information for these projects are included in Chapter 2 of this report.

Table 9: Projects in Expanded Forum Municipalities

| Project Name | DBNUM | Cost (\$ millions) |
|--|---------|--------------------|
| NJ 18, Bridge over US 1 | FS09644 | 20.7 |
| NJ 29, Drainage Improvements | 07319 | 3.0 |
| NJ 29, Bank Stabilization, Ewing and Delaware Townships | 11402 | 2.8 |
| Robert Wood Johnson University Hospital Parking Facility | 08449 | 1.4 |
| US 206, South Broad Street Bridge over Assunpink Creek | L064 | 7.8 |
| US 206, Whitehorse Circle (CR 533, 524) | 95040 | 3.1 |
| Trenton Amtrak Bridges | 99362 | 34.6 |

Source: Fiscal Years 2012–2015 Transportation Improvement Programs for New Jersey.

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

NJDOT 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 (DES) and Construction (CON). A generalized description of NJDOT's Project Delivery Process is presented below.⁴

Problem Screening (PS)

The 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).⁵ The sources of the problem statement may include NJDOT Management Systems, Planning Studies, an MPO, 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 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 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 NJDOT's pipelines the project will enter.

NJDOT has developed four different pipelines that a project can follow:

⁴ This process is undergoing revision and may be subject to change.

⁵ NJDOT divisions are undergoing reorganization and may be subject to change.

- ✎ 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 DES then onto CON.
- ✎ Pipeline 2 is for moderate projects that will move into the Scope Development stage, a combination of CD and PE, then onto DES 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 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, DES, and CON.

Preliminary Engineering (PE)

The 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 both property acquisition cost estimates and an overall project cost estimate.

Final Design (DES)

The DES 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 objectives of the DES Phase are to produce the project’s construction contract documents for use in soliciting bids from prospective contractors, and to advance the project to the CON Phase. This requires the continuation and completion of environmental and engineering tasks initiated in the PE Phase. The DES Phase is completed when the project is authorized for construction, which initiates the CON Phase of project delivery. An important objective during the DES 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 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 DES 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 “NJDOT 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 is provided in Table 10.

Table 10: Range of Phases and Abbreviations

| Phase | Full Name |
|-------|---|
| CAP | Capital Asset Construction |
| CD | Concept Development |
| CON | Construction |
| DES | Final Design/Engineering |
| EC | Engineering and Construction |
| ERC | Engineering, Right-of-Way Acquisition, and Construction |
| LCD | Local Concept Development |
| PE | Preliminary Engineering |
| PLS | Planning Study |
| ROW | Right-of-Way Acquisition |
| SD | Study and Development |
| SWI | Statewide Investment |
| UTI | Utilities |

Source: Fiscal Years 2012–2015 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 11 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 11: Funding Sources and Abbreviations

| Abbreviation | Funding Source | Type |
|--------------|---|-----------------|
| BR BOND DISC | State Bridge Discretionary Funding | Highway |
| BRIDGE | Federal Bridge Program | Highway |
| BRIDGE-OFF | Federal Bridge Program (bridges not on federal aid roads) | Highway |
| CMAQ | Congestion Mitigation and Air Quality Improvement Program | Highway/Transit |
| COPS | State Certificates of Participation | Transit |
| DEMO | Special Funding from Congressional Earmarks | Highway |
| DEP-BOND | Special Bond Funding from Department of Environmental Protection | Highway |
| DRPA | Delaware River Port Authority Funds | Transit |
| FED OTHER | Federal Non-transportation Funds | Transit |
| FERRY | Federal Ferry Funds | Highway |
| FREEDOM | FTA 5317 Formula Program—New Freedom | Transit |
| FTA | Federal Transit Administration | Highway |
| HPP20 | High Priority Project (receiving special federal funding from congressional earmarks) | Highway |
| HSIP | Highway Safety Improvement Program | Highway |
| I-MAINT | Interstate Maintenance | Highway |
| MIN GAR | Minimum Guarantee Funds (TEA-21) | Highway |
| NHS | National Highway System | Highway |
| OTHER | Other | Transit |
| PL | Metropolitan Planning Funds—FHWAPL; Metropolitan Planning Funds—FTA | Highway/Transit |
| SEC 5307 | FTA Urban Area Formula Program | Transit |
| SEC 5309 | FTA Capital Assistance Program | Transit |
| SEC 5310 | Elderly and Persons with Disabilities Program | Transit |
| SEC 5311 | Rural | Transit |
| SEC 5340-G | FTA 5340 Formula Program—Growing States | Transit |
| SPR | Planning and Research | Highway |
| SPR-FTA | FTA—Planning and Research | Transit |
| STATE | State Transportation Funds | Highway/Transit |
| STP | Surface Transportation Program | Highway |
| STP-STU | STP—Urban Allocation | Highway |
| STP-SY | STP—Hazard Elimination | Highway |
| STP-TE | STP—Transportation Enhancement Program | Highway |

Source: Fiscal Years 2012–2015 Transportation Improvement Programs for New Jersey.

Note: FHWAPL = Federal Highway Administration Public Law; 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 2012–2015 TIP database. All of these descriptions are available online at www.dvrpc.org/TIP (DVRPC projects) and www.njtpa.org/Project/TIP/Default.aspx (NJTPA projects).

For the Index of Projects, see Table 14.

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 2012–2015 TIP for New Jersey | CON | 2013 | STP-STU | 0.8 |
| | | | | | Total: 0.8 |

Note: CON = Construction; 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 2012–2015 TIP for New Jersey | PE | 2013 | BRIDGE | 0.5 |
| NJTPA | FY 2012–2015 TIP for New Jersey | DES | 2014 | BRIDGE | 2.0 |
| NJTPA | FY 2012–2015 TIP for New Jersey | ROW | 2016 | BRIDGE | 2.0 |
| NJTPA | FY 2012–2015 TIP for New Jersey | CON | 2018 | BRIDGE | 8.3 |
| | | | | | Total: 12.8 |

Note: BRIDGE = Federal Bridge Program; CON = Construction; DES = Final Design/Engineering; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; PE = Preliminary Engineering; ROW = Right-of-Way Acquisition; 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 2012–2015 TIP for New Jersey | CON | 2013 | STP-NJ | 3.4 |
| | | | | | Total: 3.4 |

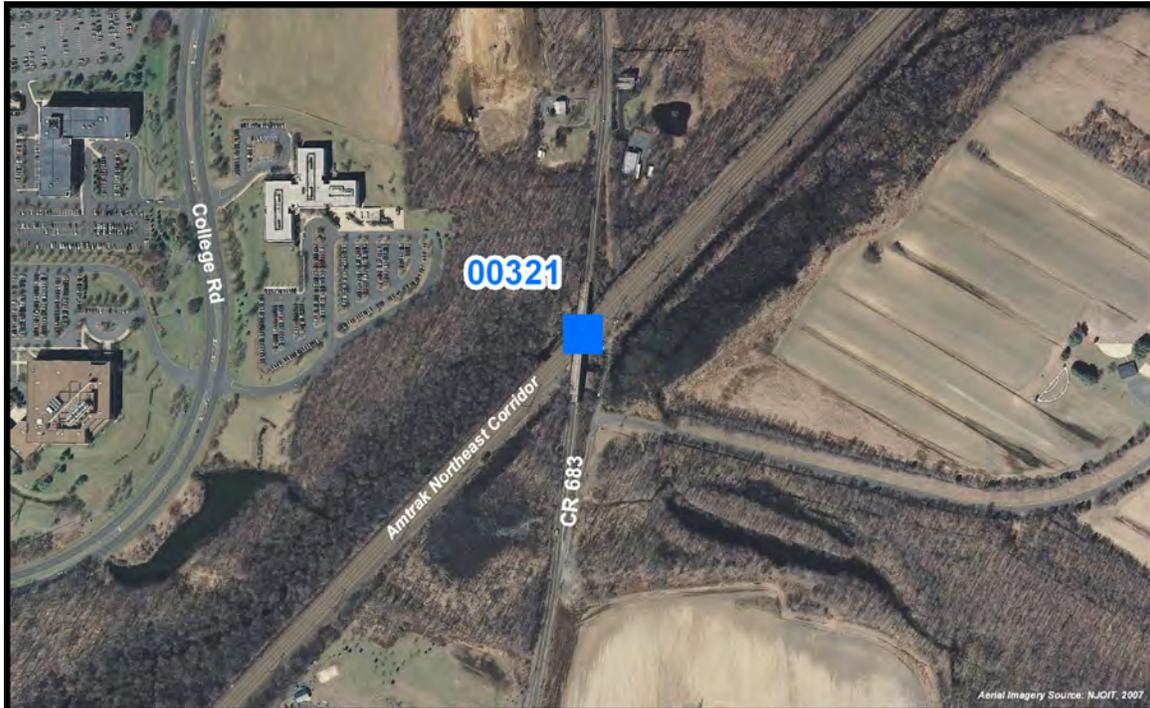
Note: CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; STP-NJ = Surface Transportation Program—New Jersey; TIP = Transportation Improvement Program.

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 2012–2015 TIP for New Jersey | CON | 2012 | STP-NJ | 8.7 |
| | | | | | Total: 8.7 |

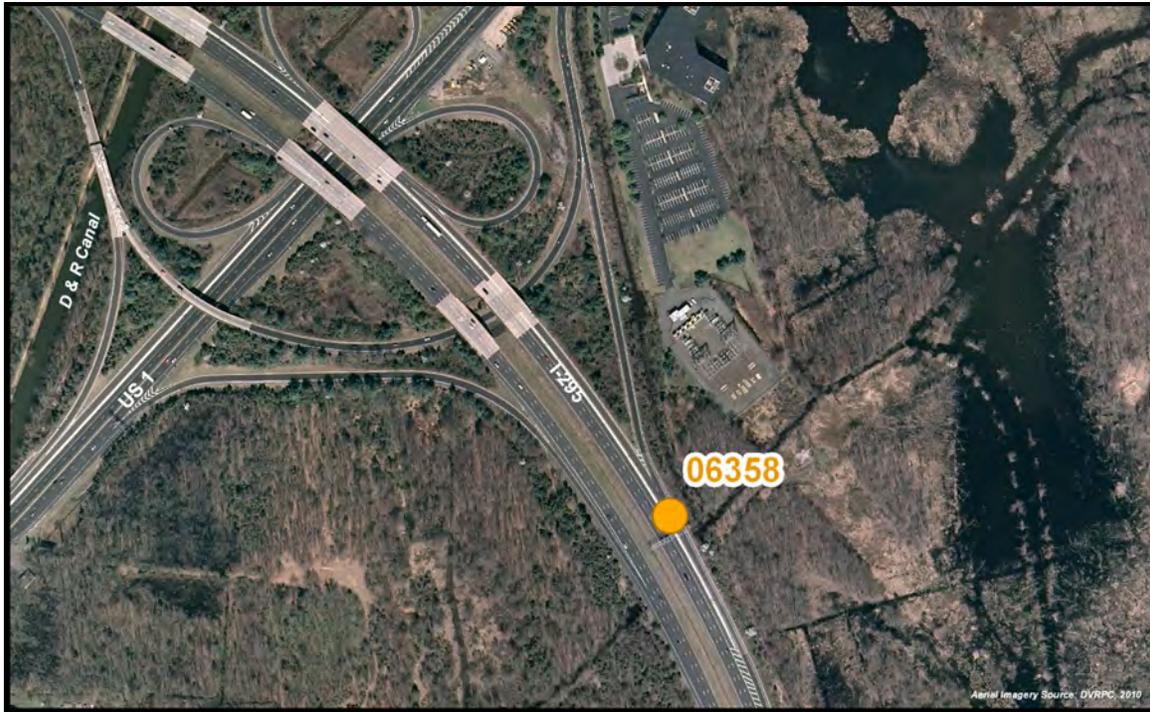
Note: CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; STP-NJ = Surface Transportation Program—New Jersey; TIP = Transportation Improvement Program.

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

Route: I-295

Section: Northbound Approach to US 1 Exits,
ITS 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 northbound 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 2012–2015 TIP for New Jersey | PE | 2012 | I-MAINT | 0.5 |
| DVRPC | FY 2012–2015 TIP for New Jersey | DES | 2013 | I-MAINT | 0.5 |
| DVRPC | FY 2012–2015 TIP for New Jersey | CON | 2015 | I-MAINT | 2.9 |
| | | | | | Total: 3.9 |

Note: CON = Construction; DES = Final Design/Engineering; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; I-MAINT = Interstate Maintenance; MPO = Metropolitan Planning Organization; PE = Preliminary Engineering; TIP = Transportation Improvement Program.

NJ 18, Bridge over US 1

Route: NJ 18

Section: Bridge over US 1

DBNUM: FS09644



County: Middlesex;

Municipalities: New Brunswick City

Sponsor: NJDOT

The project includes widening of the NJ 18 northbound structure by one lane to create an acceleration/deceleration lane for the ramps to and from US 1. This widening will then allow the existing lane to be used as a third through lane on NJ 18 northbound which will eliminate a merge conflict between NJ 18 northbound traffic and New Jersey Turnpike traffic, eliminating backups on NJ 18 northbound and the New Jersey Turnpike. The project will also modify Ramp D from NJ 18 northbound to US 1 southbound and replace the entire NJ 18 northbound/southbound superstructure utilizing precast superstructure units.

This project is programmed in the following TIP:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|---------------------------------|-------|------|-------------|--------------------|
| NJTPA | FY 2012–2015 TIP for New Jersey | DES | 2012 | NHS | 0.7 |
| NJTPA | FY 2012–2015 TIP for New Jersey | CON | 2014 | BRIDGE | 10.0 |
| NJTPA | FY 2012–2015 TIP for New Jersey | CON | 2014 | NHS | 10.0 |
| | | | | | Total: 20.7 |

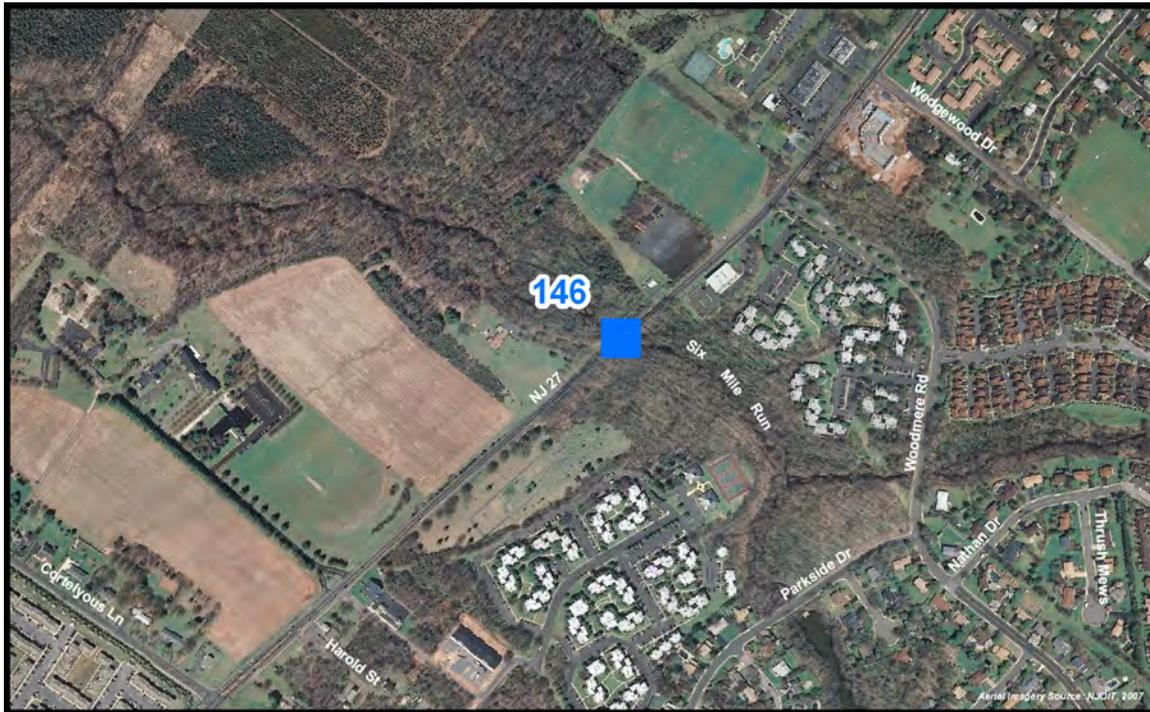
Note: BRIDGE = Federal Bridge Program; CON = Construction; DES = Final Design/Engineering; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHS = National Highway System; NJTPA = North Jersey Transportation Planning Authority; TIP = Transportation Improvement Program.

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 2012–2015 TIP for New Jersey | CON | 2012 | BRIDGE | 5.6 |
| | | | | | Total: 5.6 |

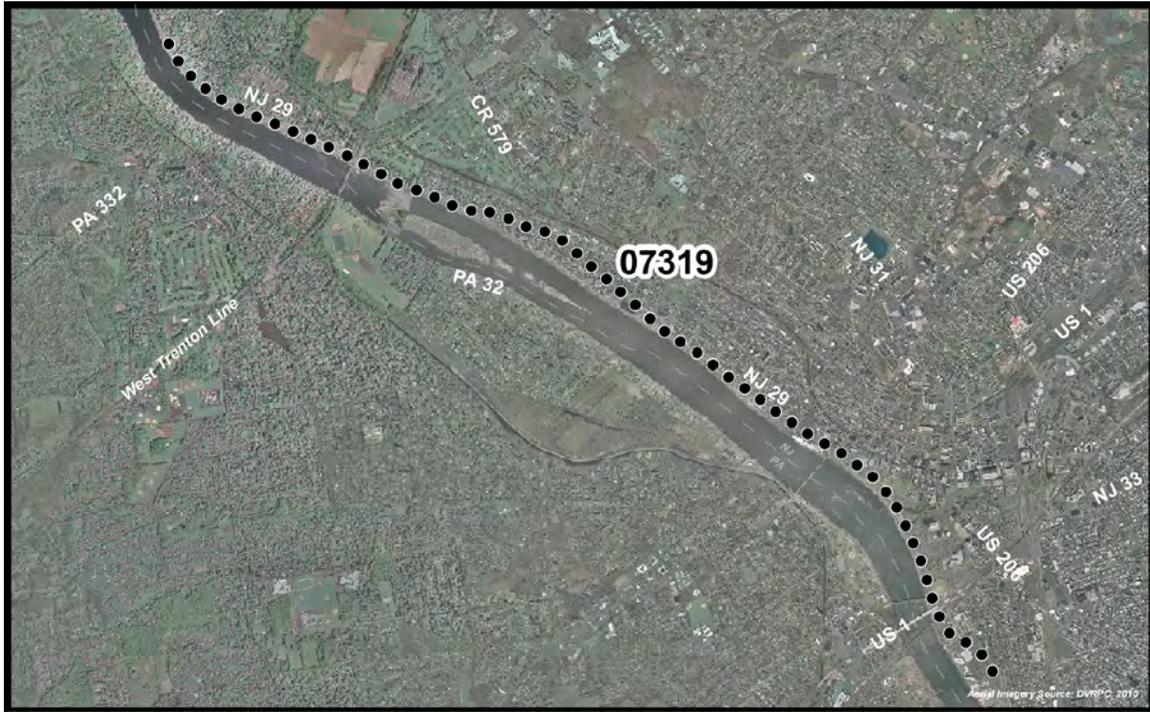
Note: CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; BRIDGE = Federal Bridge Program; TIP = Transportation Improvement Program.

NJ 29, Drainage Improvements

Route: NJ 29

Section: Drainage Improvements

DBNUM: 07319



County: Mercer

Municipalities: Trenton City; Ewing Twp.

Sponsor: NJDOT

Flooding and drainage problems have been reported along NJ 29 from mileposts 2.94 to 4.34, which is the southern section of the project, and 5.45 to 6.74, which is the northern section of the project. Property owners, municipal officials, and state officials have complained about flooding to the NJDOT and requested assistance in mitigating the floods affecting the areas. Residents of the “Island” neighborhood, which lies just west of the northern section of NJ 29, have identified NJ 29 as a specific cause of frequent flooding of that neighborhood. Based on available information, it is perceived that NJ 29, storm sewer systems, and the Delaware River are the primary causes of the flooding.

This project is programmed in the following TIP:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|---------------------------------|-------|------|-------------|--------------------|
| DVRPC | FY 2012–2015 TIP for New Jersey | PE | 2012 | STP | 0.4 |
| DVRPC | FY 2012–2015 TIP for New Jersey | DES | 2013 | STP | 0.5 |
| DVRPC | FY 2012–2015 TIP for New Jersey | ROW | 2014 | STP | 0.1 |
| DVRPC | FY 2012–2015 TIP for New Jersey | CON | 2017 | STP | 2.4 |
| | | | | | Total: 3.4 |

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

NJ 29, Bank Stabilization, Ewing and Delaware Twps.

Route: NJ 29

Section: Bank Stabilization, Ewing
and Delaware Twps.

DBNUM: 11402



County: Mercer;
Hunterdon

Municipalities: Ewing Twp.;
Delaware Twp.

Sponsor: NJDOT

In 2007 NJDOT made emergency repairs at two locations along NJ 29 to maintain the stability and integrity of the roadway after two episodes of rain and heavy flooding. Severe erosion had undermined both the roadway and shoulder. As a temporary repair, NJDOT installed rock-filled gabion baskets in the margin of the Delaware and Raritan Canal at both locations. A permanent solution is needed to stabilize the slope and address drainage issues in a manner that is compatible with the historic nature and use of the area.

This project is programmed in the following TIP:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------------|---------------------------------|-------|------|-------------|--------------------|
| DVRPC/NJTPA | FY 2012–2015 TIP for New Jersey | PE | 2012 | STATE | 0.3 |
| DVRPC/NJTPA | FY 2012–2015 TIP for New Jersey | DES | 2013 | STATE | 0.6 |
| DVRPC/NJTPA | FY 2012–2015 TIP for New Jersey | ROW | 2013 | STATE | 0.1 |
| DVRPC/NJTPA | FY 2012–2015 TIP for New Jersey | CON | 2014 | STATE | 2.1 |
| | | | | | Total: 3.1 |

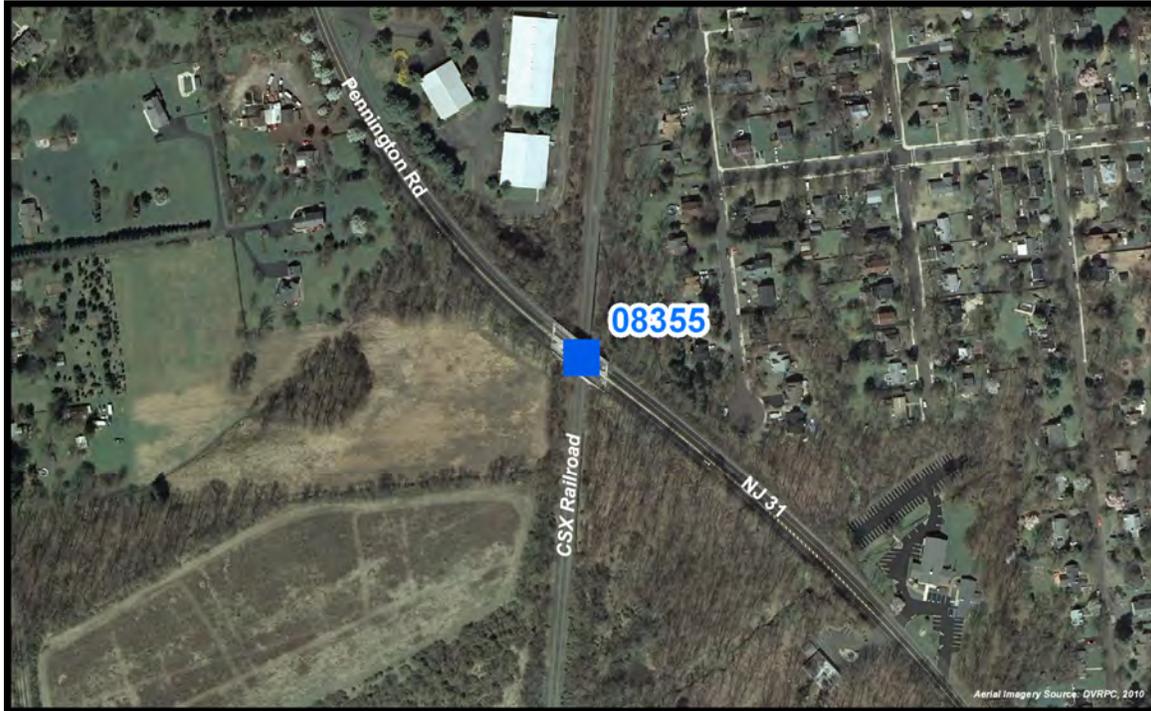
Note: CON = Construction; DES = Final Design/Engineering; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; PE = Preliminary Engineering; ROW = Right-of-Way Acquisition; TIP = Transportation 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 replace or 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 2012–2015 TIP for New Jersey | ROW | 2012 | BRIDGE | 0.2 |
| DVRPC | FY 2012–2015 TIP for New Jersey | CON | 2014 | BRIDGE | 5.5 |
| | | | | | Total: 5.7 |

Note: BRIDGE = Federal Bridge Program; CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; ROW = Right-of-Way Acquisition; 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. The circle will be modified with safety and operational improvements.

The project is programmed in the TIP as follows:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|---------------------------------|-------|------|-------------|--------------------|
| DVRPC | FY 2012–2015 TIP for New Jersey | PE | 2012 | HSIP | 0.5 |
| DVRPC | FY 2012–2015 TIP for New Jersey | DES | 2013 | HSIP | 0.8 |
| DVRPC | FY 2012–2015 TIP for New Jersey | ROW | 2014 | HSIP | 1.0 |
| DVRPC | FY 2012–2015 TIP for New Jersey | CON | 2016 | HSIP | 3.6 |
| | | | | | Total: 5.9 |

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

Princeton Township Roadway Improvements

Route: N/A Section: Princeton Township Roadway Improvements DBNUM: HP01010

County: Mercer Municipalities: Princeton Twp. Sponsor: Princeton Twp.

This project will provide for roadway improvements in Princeton.

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 2012–2015 TIP for New Jersey | CON | 2012 | DEMO | 0.5 |
| | | | | | Total: 0.5 |

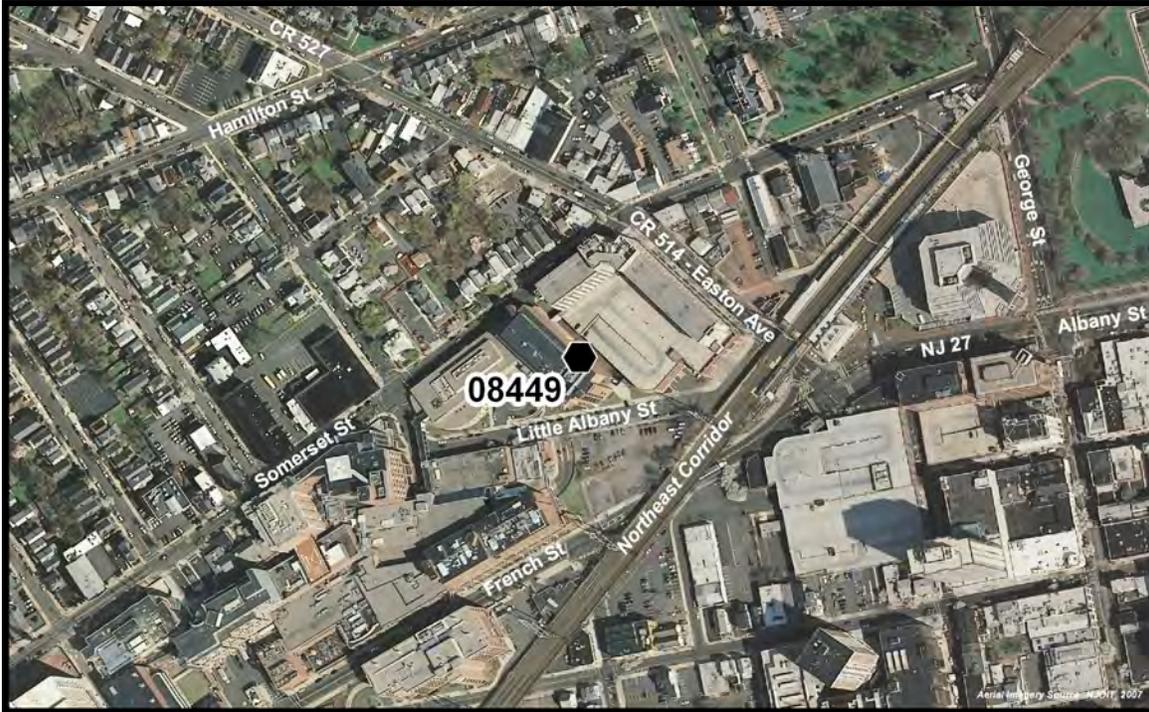
Note: CON = Construction; DEMO = Special Funding from Congressional Earmarks; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; TIP = Transportation Improvement Program.

Robert Wood Johnson University Hospital Parking Facility

Route: N/A

Section: Robert Wood Johnson University
Hospital Parking Facility

DBNUM: 08449



County: Middlesex

Municipalities: New Brunswick City

Sponsor: To be determined

This project provides for construction of a parking facility at the Robert Wood Johnson University Hospital and University of Medicine and Dentistry, New Jersey, with access to the inter-modal train station.

The following special federal appropriation was allocated to this project: FY05 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users/High Priority Project (SAFETEA-LU/HPP) \$1,600,000. Bill line #3529, ID# NJ 235.

This project is programmed in the following TIP:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|---------------------------------|-------|------|-------------|--------------------|
| NJTPA | FY 2012–2015 TIP for New Jersey | ERC | 2012 | HPP20 | 1.4 |
| | | | | | Total: 1.4 |

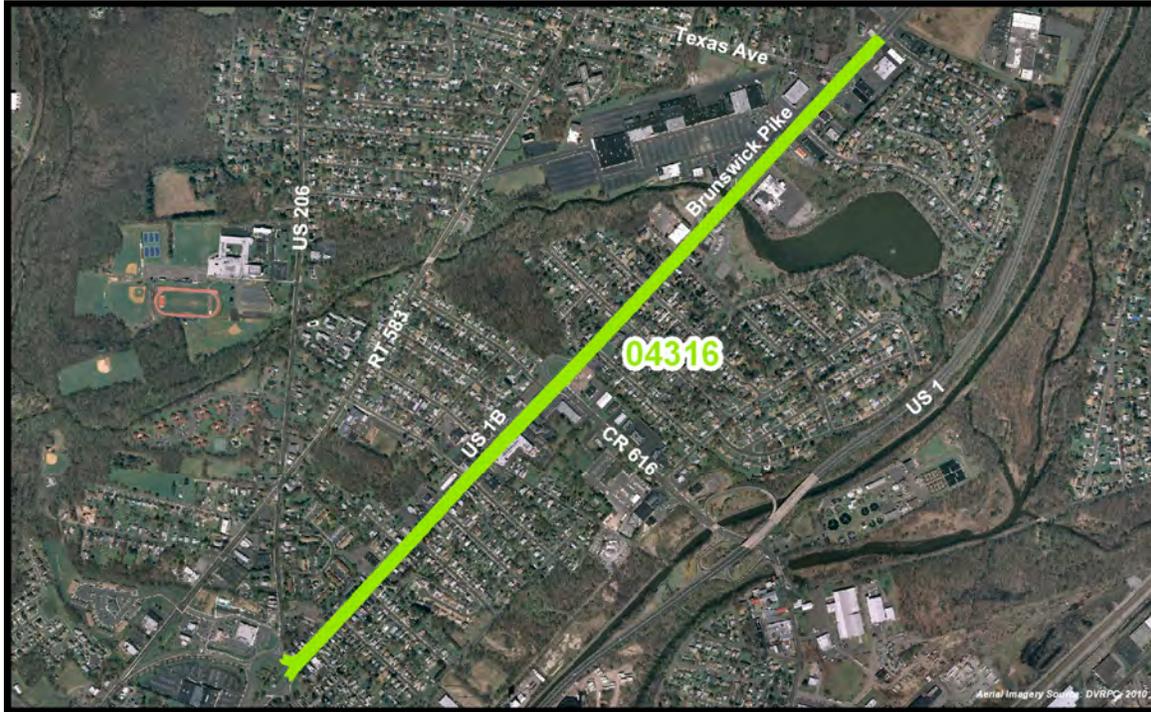
Note: ERC = Final Design/Engineering, Right-of-Way Acquisition, and Construction; FY = Fiscal Years; HPP20 = High Priority Project (receiving special federal funding from congressional earmarks provided under SAFETEA-LU); MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; TIP = Transportation Improvement Program.

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 local community redevelopment project on US 1 Business that proposes a pedestrian-friendly urban streetscape for business development. The Township supports enhancing the visual aesthetics along this corridor as well as improving vehicular and pedestrian circulation.

The project is programmed in the TIP as follows:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|---------------------------------|-------|------|-------------|--------------------|
| DVRPC | FY 2012–2015 TIP for New Jersey | ROW | 2012 | STP-TE | 0.03 |
| DVRPC | FY 2012–2015 TIP for New Jersey | CON | 2013 | STP-TE | 4.30 |
| | | | | | Total: 4.33 |

Note: CON = Construction; 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 project resulted from a Congestion Management Study. Critical concerns are safety/efficiency in the separation of through and local traffic. Widening of US 1 southbound to three through lanes with a two-lane Collector Distributor road is proposed. Driveway access revisions are also included to minimize conflicts.

Operational and safety improvements are proposed in the southbound direction. Critical concerns include the safety/efficiency in the separation of the through and local traffic, safety of the weaving and merge operations on the Collector Distributor roadway, density of roadside driveways and associated vehicle conflicts, and inadequate or lacking acceleration/deceleration lanes at the Quaker Bridge Mall ramps.

The project is programmed in the TIP as follows:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|---------------------------------|-------|------|-------------|--------------------|
| DVRPC | FY 2012–2015 TIP for New Jersey | ROW | 2012 | NHS | 3.5 |
| DVRPC | FY 2012–2015 TIP for New Jersey | UTI | 2013 | NHS | 1.3 |
| DVRPC | FY 2012–2015 TIP for New Jersey | CON | 2014 | NHS | 7.7 |
| | | | | | Total: 12.5 |

Note: CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHS = National Highway System; ROW = Right-of-Way Acquisition; TIP = Transportation Improvement Program; UTI = Utilities.

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 2012–2015 TIP for New Jersey | UTI | 2012 | STATE | 1.5 |
| DVRPC | FY 2012–2015 TIP for New Jersey | CON | 2012 | OTHER | 3.2 |
| | | | | | Total: 4.7 |

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

US 1, Various Locations from North of College Road to NJ 91 Connector, Resurfacing

Route: US 1

Section: Various Locations from North of
College Road to NJ 91 Connector, Resurfacing

DBNUM: 10311



County: Middlesex

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

Sponsor: NJDOT

This is a pavement rehabilitation project covering various locations in Middlesex County, including northbound mileposts 14.4–15.9, 17.0–19.8; and southbound mileposts 13.9–15.0, 22.2–22.9.

This project is listed as Pavement Rehabilitation Rank #3 and is #23 on the 2008 Pavement Projects List.

This project is programmed in the following TIP:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|---------------------------------|-------|------|-------------|--------------------|
| NJTPA | FY 2012–2015 TIP for New Jersey | CON | 2013 | NHS | 9.9 |
| | | | | | Total: 9.9 |

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 1, South Brunswick, Drainage Improvements

Route: US 1

Section: South Brunswick, Drainage
Improvements

DBNUM: 93253



County: Middlesex

Municipalities: South Brunswick Twp.

Sponsor: NJDOT

The project consists of the construction of storm drainage facilities, milling, and resurfacing roadways where specified to insure positive flow of stormwater and mitigate ponding areas.

The following special federal appropriations were allocated to this project: FY06 SAFETEA-LU, \$2,500,000 (available 10 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). Also see DBNUM 08417.

The project is programmed in the TIP as follows:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|---------------------------------|-------|------|-------------|--------------------|
| NJTPA | FY 2012–2015 TIP for New Jersey | ROW | 2012 | HPP20 | 0.6 |
| NJTPA | FY 2012–2015 TIP for New Jersey | CON | 2013 | HPP20 | 3.0 |
| | | | | | Total: 3.6 |

Note: CON = Construction; 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, Westfield Avenue to US 1, Pavement

Route: US 130

Section: Westfield Avenue to US 1, Pavement

DBNUM: 11309



County: Mercer

Municipalities: East Windsor Twp.;
Cranbury Twp.;
South Brunswick Twp.;
North Brunswick Twp.

Sponsor: NJDOT

This is a pavement resurfacing project covering northbound mileposts 67.8–72.6, 75.5–83.5; and southbound mileposts 67.8–74.3; 76.3–78.8, 80.3–83.5.

This project is programmed in the following TIP:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------------|---------------------------------|-------|------|-------------|--------------------|
| DVRPC/NJTPA | FY 2012–2015 TIP for New Jersey | CON | 2015 | NHS | 15.0 |
| | | | | | Total: 15.0 |

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

US 206, South Broad Street Bridge over Assunpink Creek

Route: US 206

Section: South Broad Street Bridge over Assunpink Creek

DBNUM: L064



County: Mercer

Municipalities: Trenton City

Sponsor: NJDOT

This project provides for the removal of the two existing arch extensions to the original stone arch bridge. The original arch will then be widened to the downstream side with a modern structure. The new structure will carry all vehicular traffic as the traffic pattern will be shifted slightly downstream. The area above the original center arch will no longer carry vehicular traffic, but will be used as a pedestrian walkway. Context Sensitive Design techniques will be used to assimilate the new structure into this historic area.

This project is programmed in the following TIP:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|---------------------------------|-------|------|-------------|--------------------|
| DVRPC | FY 2012–2015 TIP for New Jersey | DES | 2012 | NHS | 0.9 |
| DVRPC | FY 2012–2015 TIP for New Jersey | CON | 2014 | NHS | 6.9 |
| | | | | | Total: 7.8 |

Note: CON = Construction; DES = Final Design/Engineering; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHS = National Highway System; TIP = Transportation Improvement Program.

US 206, North of Arreton Road to North of Brown Avenue, Pavement

Route: US 206

Section: US 206, North of Arreton Road
to North of Brown Avenue, Pavement

DBNUM: 11308



County: Mercer;
Somerset

Municipalities: Princeton Twp.;
Montgomery Twp.;
Hillsborough Twp.

Sponsor: NJDOT

This is a pavement resurfacing project covering US 206, from North of Arreton to North of Brown. northbound and southbound mileposts 56.7–66.4.

This project is programmed in the following TIP:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------------|---------------------------------|-------|------|-------------|--------------------|
| DVRPC/NJTPA | FY 2012–2015 TIP for New Jersey | CON | 2014 | NHS | 7.8 |
| | | | | | Total: 7.8 |

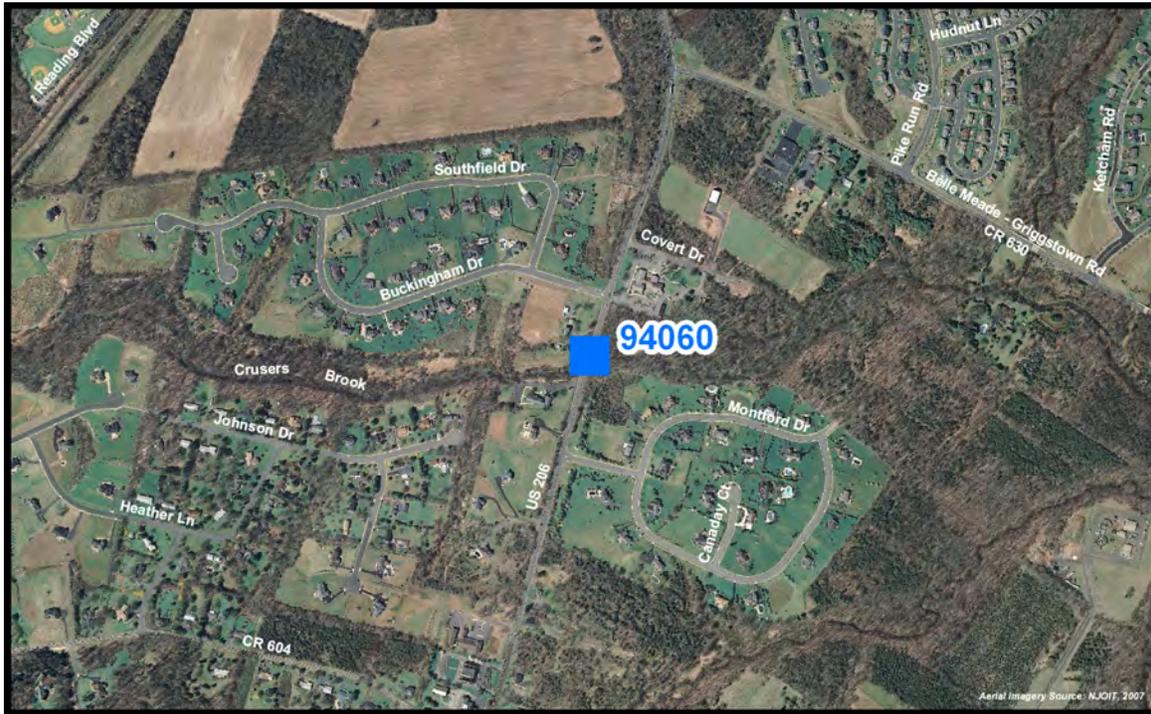
Note: CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHS = National Highway System; NJTPA = North Jersey Transportation Planning Authority; TIP = Transportation Improvement Program.

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 2012–2015 TIP for New Jersey | CON | 2013 | BRIDGE | 6.5 |
| | | | | | Total: 6.5 |

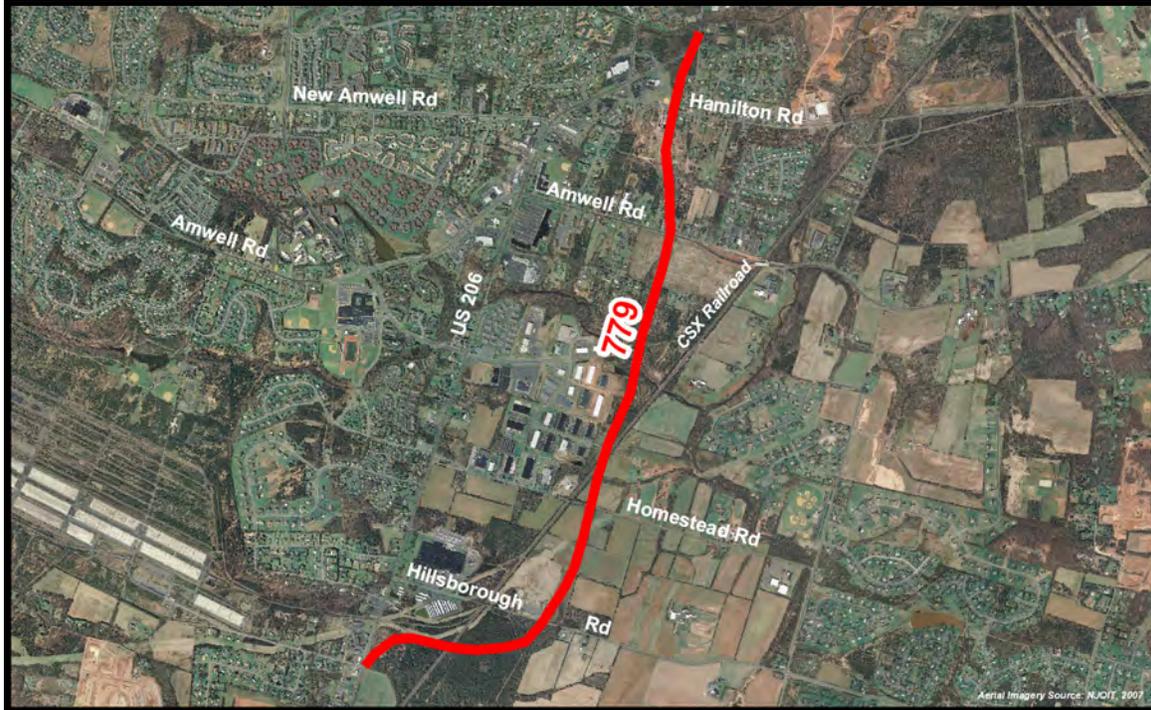
Note: BRIDGE = Federal Bridge Program; CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; TIP = Transportation Improvement Program.

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



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 \$53,400,000.

The project is programmed in the TIP as follows:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|---------------------------------|-------|------|-------------|--------------------|
| NJTPA | FY 2012–2015 TIP for New Jersey | DES | 2012 | STATE | 2.0 |
| NJTPA | FY 2012–2015 TIP for New Jersey | UTI | 2013 | STATE | 10.0 |
| NJTPA | FY 2012–2015 TIP for New Jersey | CON | 2017 | STATE | 28.4 |
| NJTPA | FY 2012–2015 TIP for New Jersey | CON | 2018 | STATE | 25.0 |
| | | | | | Total: 65.4 |

Note: CON = Construction; DES = Final Design/Engineering; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; STATE = State Transportation Funds; TIP = Transportation Improvement Program; UTI= Utilities.

US 206, Valley Road to Brown Avenue

Route: US 206

Section: Valley Road to Brown Avenue

DBNUM: 780A



County: Somerset

Municipalities: Hillsborough Twp.

Sponsor: NJDOT

Widening from two lanes to a four lane dualization from Valley Road to Brown Avenue, including the relocation of two signals with jughandles and the replacement of the Norfolk Southern Railroad Bridge and two culverts. This is the northern section of the US 206, Section 15N project.

This project is programmed in the following TIP:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|---------------------------------|-------|------|-------------|--------------------|
| NJTPA | FY 2012–2015 TIP for New Jersey | DES | 2014 | NHS | 2.5 |
| NJTPA | FY 2012–2015 TIP for New Jersey | CON | 2019 | NHS | 51.0 |
| | | | | | Total: 53.5 |

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

US 206, Doctors Way to Valley Road

Route: US 206

Section: Doctors Way to Valley Road

DBNUM: 780B



County: Somerset

Municipalities: Hillsborough Twp.

Sponsor: NJDOT

Widening from two lanes to a four-lane dualization from Doctors Way to Valley Road, including the revision of three existing traffic signals and the replacement of the bridge over Royce Brook. This is the southern section of the US 206, Section 15N project.

This project is programmed in the following TIP:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|---------------------------------|-------|------|-------------|--------------------|
| NJTPA | FY 2012–2015 TIP for New Jersey | DES | 2016 | NHS | 2.3 |
| NJTPA | FY 2012–2015 TIP for New Jersey | CON | 2020 | NHS | 38.5 |
| | | | | | Total: 40.8 |

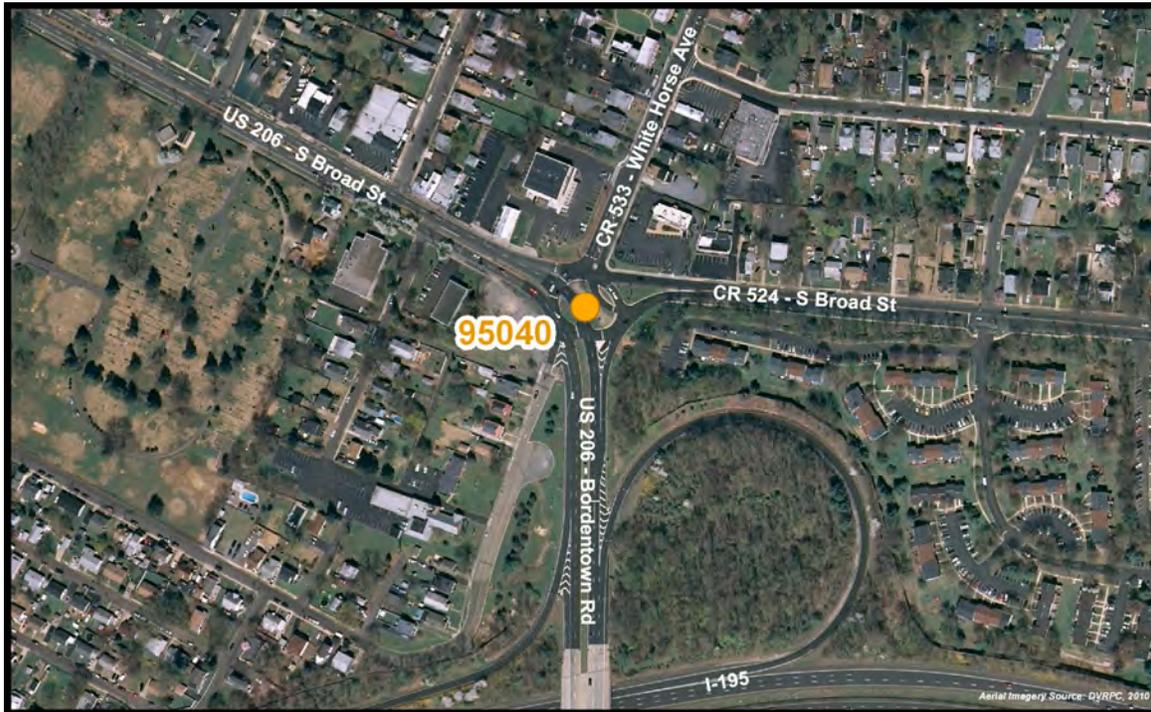
Note: CON = Construction; DES = Final Design/Engineering; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHS = National Highway System; NJTPA = North Jersey Transportation Planning Authority; TIP = Transportation Improvement Program.

US 206, Whitehorse Circle (CR 533, 524)

Route: US 206

Section: Whitehorse Circle

DBNUM: 95040



County: Mercer

Municipalities: Hamilton Twp.

Sponsor: NJDOT

This project will address safety and operational issues in the vicinity of the US 206 Whitehorse Circle.

This project is programmed in the following TIP:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|---------------------------------|-------|------|-------------|--------------------|
| DVRPC | FY 2012–2015 TIP for New Jersey | PE | 2012 | HSIP | 0.5 |
| DVRPC | FY 2012–2015 TIP for New Jersey | DES | 2013 | HSIP | 0.5 |
| DVRPC | FY 2012–2015 TIP for New Jersey | ROW | 2014 | HSIP | 0.5 |
| DVRPC | FY 2012–2015 TIP for New Jersey | CON | 2016 | HSIP | 2.1 |
| | | | | | Total: 3.6 |

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; PE = Preliminary Engineering; ROW = Right-of-Way Acquisition; TIP = Transportation Improvement Program.

Mercer County Signal Project, CR 533

Route: CR 533

Section: Mercer County Signal Project, CR 533

DBNUM: D0702



County: Mercer

Municipalities: Hamilton Twp.;
West Windsor Twp.

Sponsor: Mercer

This project will include the development of operations plans and signal timing plans in an effort to improve traffic signal coordination for 21 existing signalized intersections on CR 533 in Mercer County from the Whitehorse Circle to Nassau Park Boulevard. The plans will address the management of traffic under both peak-period conditions as well as off-peak conditions and will be consistent with the Delaware Valley Regional ITS Architecture.

This project is programmed in the following TIP:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|---------------------------------|-------|------|-------------|--------------------|
| DVRPC | FY 2012–2015 TIP for New Jersey | CON | 2013 | STP-STU | 3.5 |
| | | | | | Total: 3.5 |

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

Trenton Amtrak Bridges

Route: N/A

Section: Trenton Amtrak Bridges

DBNUM: 99362



County: Mercer

Municipalities: Trenton City

Sponsor: NJDOT

This project will rehabilitate the Chestnut Avenue, Monmouth Street, and East State Street orphan bridges over Amtrak. The bridges will be rehabilitated on the existing alignment and will maintain the same cross section. Minor curb, sidewalk, and repaving within the existing curblines will be done at the bridge approaches. Profile changes are limited to minimize impact to utilities, lighting, drainage, and right of way.

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 \$32,000,000.

This project is programmed in the following TIP:

| MPO | Plan | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|---------------------------------|-------|------|-------------|--------------------|
| DVRPC | FY 2012–2015 TIP for New Jersey | DES | 2012 | STP-STU | 2.0 |
| DVRPC | FY 2012–2015 TIP for New Jersey | ROW | 2013 | STP-STU | 0.6 |
| DVRPC | FY 2012–2015 TIP for New Jersey | CON | 2014 | STP-STU | 18.9 |
| DVRPC | FY 2012–2015 TIP for New Jersey | CON | 2015 | STP-STU | 13.1 |
| | | | | | Total: 34.6 |

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-STU = Surface Transportation Program—Urban Allocation; TIP = Transportation Improvement Program.

New Jersey Turnpike Authority Projects

New Jersey Turnpike project descriptions were provided by NJTA.

For the Index of Projects, see Table 14.

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 two of the interchanges within the project limits, namely Interchanges 7A and 8. 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 2014.

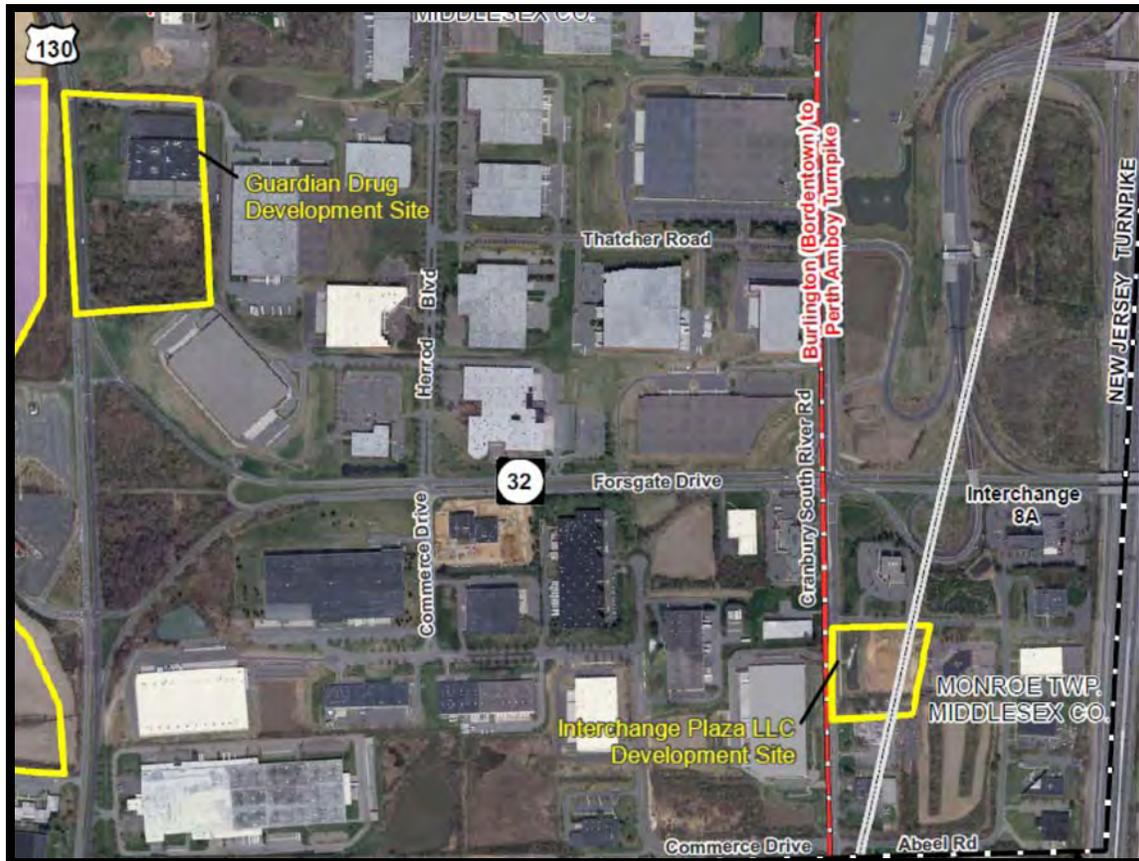
Source: NJTA (January 9, 2012).

Turnpike Interchange 8A to US 130 Connection

Route: NJTPK

Section: Interchange 8A to
US 130 Connection

DBNUM: N/A



County: Middlesex

Municipalities: Various

Sponsor: NJTA

NJTA 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 130 along the existing NJ 32 alignment. One of the major transportation issues in the vicinity of Interchange 8A is the intersection of NJ 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 NJ 32 and US 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 (January 9, 2012).

Transportation Improvement Programs—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 Table 14.

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

Northeast Corridor (NEC) Improvements

NJ Transit Project

DBNUM: T44

Funding is provided for improvements to NEC rail service, including both right-of-way and maintenance of equipment to ensure that the NEC is in a state of good repair. Also included are improvements to NEC stations including Penn Station New York. NJ Transit and AMTRAK have entered into a joint benefit agreement to manage how the joint benefit funds are spent. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

County: Various

Municipalities: Various

Sponsor: NJ Transit

Section 5310 Program

NJ Transit Project

DBNUM: T150

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

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

Match funds are provided from the state.

County: Various

Municipalities: Various

Sponsor: NJ Transit

Section 5311 Program

NJ Transit Project

DBNUM: T151

This program provides funding for rural public transportation programs. Match funds are provided from NJ Transit and local funds. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

County: Various

Municipalities: Various

Sponsor: NJ Transit

Small/Special Services Program

NJ Transit Project

DBNUM: T120

Funding is provided for NJ Transit efforts that 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 NJ Transit 10-year STIP.

County: Various

Municipalities: Various

Sponsor: NJ Transit

Source: NJ Transit (January 19, 2012).

Note: **This project was revised as of December, 2011 to include funds for the new Route 655 bus for FY 2012—2014.** This project also provides operating funds for the East Windsor to Princeton Junction shuttle (peak period only).

Study and Development

NJ Transit Project

DBNUM: T88

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

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

County: Various

Municipalities: Various

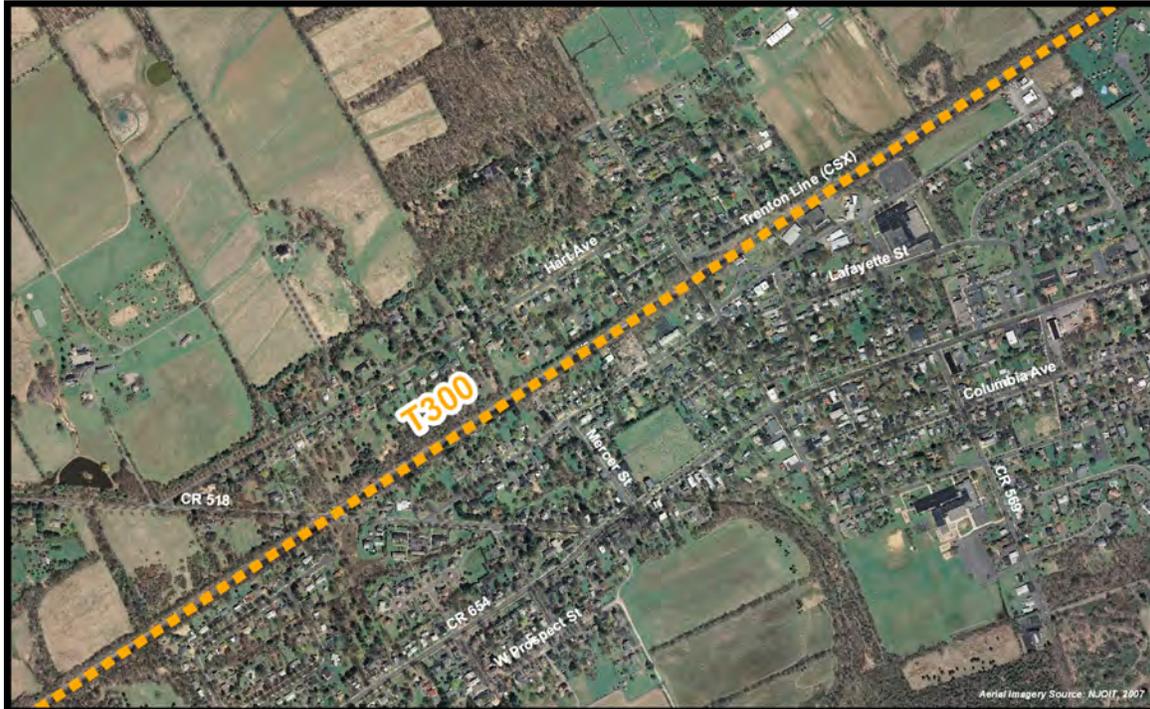
Sponsor: NJ Transit

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

Transit Rail Initiatives

NJ Transit Project

DBNUM: T300



County: Various

Municipalities: Various

Sponsor: NJ Transit

This program provides funding for transit expansion projects, including new fixed guideway, new station construction, and rolling stock acquisition. Also included are FTA 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 New York Susquehanna & Western Railway (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 NJ 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 Light Rail Transit (LRT) Capitol Extension; Second Phase of River LINE LRT/ Port Authority Transit Corporation (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.

The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to Transit Rail Initiatives can be used. The Transit Rail Initiatives project is a state-funded effort that is displayed here for informational purposes only, in order to provide a better understanding of total transportation funding. There is no federal funding allocated to the Transit Rail Initiatives project. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under federal law, but not yet funded with federal dollars.

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: NJ Transit (December 29, 2011).

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 11) for more information. Table 12 lists the range of potential SD projects as of December 2011.

Projects with the **DBNUM highlighted** in Table 12 are transitioning to the FY 2012–2015 TIPs for New Jersey, but are currently also still active in the SD Program. Full descriptions for these projects can be found in the “TIPs—Highway Projects” section. The US 1, Harrison Street, Operational Improvements project (DBNUM 08385) is no longer listed in Table 12 because it is currently under construction. The US 1, Forrestal Road to Aaron Road project (DBNUM 08417) was listed in the Capital Program in the *Spring 2011 Planned Projects Status Report* (DVRPC Publication #11040), but future phases have since been placed on the Tier 2 unfunded list, and the CD phase has been returned to SD. See Table 7 for a summary of changes to the SD Program for Central Jersey from the *Spring 2011* edition to the current report.

Table 12: Transportation Improvement Programs—Study and Development

| Project Name | Pipeline Status | DBNUM |
|--|--|--------------|
| CR 533, Mercer County Signal Project | Advanced to Capital Program | D0702 |
| CR 546, Washington Crossing–Pennington Road Bridge over Conrail | FY 2012 SD Program, LCD | D9906 |
| CR 546, Washington Crossing–Pennington Road over Woolsey’s Brook | FY 2012 SD Program, LCD | D9907 |
| I-295, Northbound Approach to US 1 Exits, ITS Improvements | FY 2012 SD Program, CD | 06358 |
| I-295, Rising Sun Road to US 1, ITS Improvements | Removed from SD per NJDOT CPC | 06362 |
| NJ 31, Ewingville/Upper Ferry Road to CR 518, TDD Project (3G) | Study complete; removed from SD per NJDOT CPC January 19, 2011 | 159 |
| NJ 33, Robbinsville Township Bypass | Tier 2 project (see Table 8) | 99368A |
| NJ 33, US 1 to US 130 Corridor Study | Study complete; see DVRPC Publication #06025 | 04302D |
| US 1, Forrestal Road to Aaron Road | FY 2012 SD Program, CD | 08417 |

Table 12: Transportation Improvement Programs—Study and Development (continued)

| Project Name | Pipeline Status | DBNUM |
|---|--|--------|
| US 1, Franklin Corner Road | Removed from SD per NJDOT CPC February 16, 2011 | 027 |
| US 1, Mercer County Congestion Management and Concept Development Study | Study complete; removed from SD per NJDOT CPC September 16, 2009 | 01330 |
| US 1, New Road Auxiliary Lane | Pipeline 3 per NJDOT CPC, October 15, 2008 | 93146A |
| US 206, Cherry Valley Road Intersection Improvements | Tier 2 screening complete; removed from SD per NJDOT CPC November 17, 2010 | 01320 |
| US 206, Hillsborough–Montgomery Gateway | FY 2012 SD Program, CD | 08351 |
| Finnegan's Lane, US 1 to US 130 | Problem Statement | 07337 |
| Rocky Brook Bikeway | Constructed | X185C |
| Transit Signal Priority, Somerset/Middlesex | Problem Statement | 9169A |
| NJ 29, Ewing Township to Lambertville, Rehabilitation | Problem Statement | 03333 |
| US 1, Southbound, Ramp at Washington Road | Problem Statement | 09687 |
| US 130, I-195 to NJ 32, ITS Improvements | Problem Statement | 06364 |
| US 130, Intersection Improvements at NJ 32 | Problem Statement, Tier 2 | 05321 |

Source: Fiscal Years 2012–2015 Transportation Improvement Programs for New Jersey.

Note: CD = Concept Development; DBNUM = New Jersey Department of Transportation Database Number; FY = Fiscal Years; ITS = Intelligent Transportation Systems; LCD = Local Concept Development; NJDOT CPC = New Jersey Department of Transportation Capital Program Committee; 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 Rt1RGS⁶ 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 13.

Table 13: 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 | Complete |
| 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 connector road from South River Road to Station Road | Not available |
| Cranbury | Dey Road–Campus Drive Connector | Not available |

⁶ 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 13: County and Local Road Projects (continued)

| Township | Project | Status |
|----------------------------|---|--------------------|
| 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 Quaker Bridge Mall expansion project | Ongoing |
| Lawrence | US 206, Lawrence, traffic flow improvements—14 intersections | Study complete |
| 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 |
| Montgomery | CR 518 improvements—Van Zandt Road to East of Spring Hill | Complete |
| Montgomery | CR 518 improvements—East of Spring Hill to Mercer County Border | Under Construction |
| 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 | Under Construction |
| Princeton Twp. | Province Line Road Extension from Rosedale Road to Cherry Valley Road | Not available |
| Princeton Twp. | Mercer County to improve deck of Province Line Road bridge over Stony Brook to allow pedestrian traffic | Under Construction |
| Princeton Twp. | Bunn Drive Extension from current terminus to proposed Princeton Bypass | Not available |
| Princeton Twp. and Borough | 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 |

Table 13: County and Local Road Projects (continued)

| Township | Project | Status |
|----------------------------------|--|--------------------|
| 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.

Overview Maps

Figures 1 and 2 provide an overview of the planned projects in the Central Jersey region. Figure 1 provides a broad picture of the projects listed in Chapter 2, including the 21 projects listed in the Capital Programs of the FY 2012–2015 TIPs for DVRPC and NJTPA as well as the NJTA and NJ Transit projects that can be mapped. Note that not all projects can be mapped; only those that apply to a specific fixed location are included.

Figure 2 is a new feature for this edition of the Planned Projects Status Report and was added at the suggestion of the Forum Co-Chairs. The map provides a more focused view of the highway and transit improvement projects along the US 1 corridor, including information about the timing and phasing of the projects and whether or not they are advancing as scheduled. Note that Figure 2 also includes some highway projects covered in previous editions of this report that were recently completed as well as projects such as the US 1, Harrison Street, Operational Improvements (DBNUM 08385) that are not included in Chapter 2 of this report because they are not listed in the FY 2012–2015 TIPs. Tier 2 projects are also included. The intention of including these additional projects is to provide a clear picture of where and when highway and transit investments are scheduled for the US 1 corridor in Central Jersey.

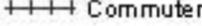
**Figure 1:
Planned Projects**

PROJECTS*

-  Bank Stabilization
-  Bridge
-  Parking
-  Safety/Operations
-  Drainage Improvement
-  Main Street Bicycle and Pedestrian Facilities
-  New Roadway
-  Rail Initiative
-  Roadway Improvement
-  Roadway Rehabilitation
-  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 and www.njtpa.org.

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

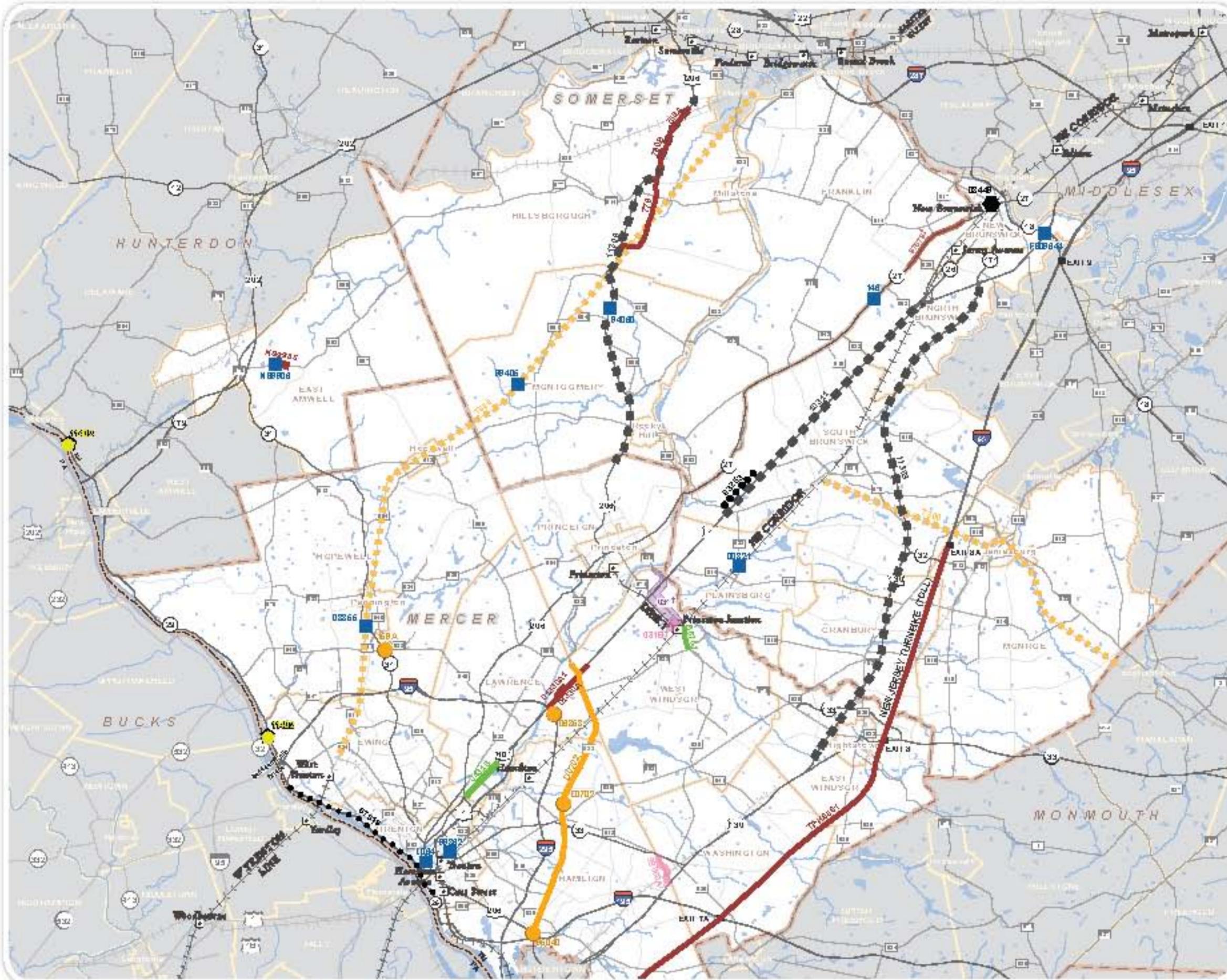
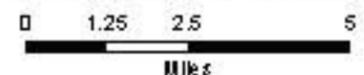


Figure 2: Timing and Status of US 1 Planned Projects*



Table 14: Index of Projects

| DBNUM | Project Name | Page |
|---------|--|------|
| | Highway TIP Projects | |
| 00321 | CR 683, Schalks Crossing Road Bridge | 19 |
| 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 (US 1B), Brunswick Circle to Texas Avenue | 29 |
| 06358 | I-295, Northbound Approach to US 1 Exits, ITS Improvements | 20 |
| 07319 | NJ 29, Drainage Improvements | 23 |
| 08355 | NJ 31, Bridge over CSX Railroad | 25 |
| 08449 | Robert Wood Johnson University Hospital Parking Facility | 28 |
| 10311 | US 1, Various Locations from North of College Road to NJ 91 Connector, Resurfacing | 32 |
| 11308 | US 206, North of Arretton Road to North of Brown Avenue, Pavement | 36 |
| 11309 | US 130, Westfield Avenue to US 1, Pavement | 34 |
| 11402 | NJ 29, Bank Stabilization, Ewing and Delaware Twps. | 24 |
| 146 | NJ 27, Six Mile Run Bridge (3E) | 22 |
| 159A | NJ 31, Pennington Circle Safety Improvements | 26 |
| 779 | US 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) | 38 |
| 780A | US 206, Valley Road to Brown Avenue | 40 |
| 780B | US 206, Doctors Way to Valley Road | 41 |
| 93253 | US 1, South Brunswick, Drainage Improvements | 33 |
| 94060 | US 206, Crusers Brook Bridge (41) | 37 |
| 95040 | US 206, Whitehorse Circle (CR 533, 524) | 42 |
| 99362 | Trenton Amtrak Bridges | 44 |
| 99405 | CR 602, Camp Meeting Avenue Bridge over West Trenton Line | 17 |
| D0701 | CR 571, Princeton–Hightstown Road Improvements | 16 |
| D0702 | Mercer County Signal Project, CR 533 | 43 |
| FS09644 | NJ 18, Bridge over US 1 | 21 |
| HP01010 | Princeton Township Roadway Improvements | 27 |
| L064 | US 206, South Broad Street Bridge over Assunpink Creek | 35 |
| NS9906 | CR 602, Wertsville Road Bridge (E-174) over Tributary of Back Brook | 18 |
| | New Jersey Turnpike Authority Projects | |
| TPK0501 | New Jersey Turnpike Widening | 45 |
| | Turnpike Interchange 8A to US 130 Connection | 46 |
| | Transit TIP Projects | |
| T44 | Northeast Corridor Improvements | 47 |
| T88 | Study and Development | 48 |
| T120 | Small/Special Services Program | 48 |
| T150 | Section 5310 Program | 47 |
| T151 | Section 5311 Program | 48 |

Table 14: Index of Projects (continued)

| DBNUM | Project Name | Page |
|-----------------------------|--------------------------|------|
| Transit TIP Projects | | |
| T300 | Transit Rail Initiatives | 49 |

Sources: Fiscal Years 2012–2015 Transportation Improvement Programs for New Jersey; New Jersey Turnpike Authority; New Jersey Transit.

Note: DBNUM = New Jersey Department of Transportation Database Number; ITS = Intelligent Transportation Systems; 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 15, which follows as an 11 × 17-inch page. Projects are also summarized in the text below and illustrated in a map in Figure 3.

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 and increase the viability of public transportation services. 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 that may benefit individual municipalities in the short term but ultimately lead to negative impacts on the regional transportation network and, in the long term, the municipality. Linking land use and transportation projects can help facilitate this interaction. **The Forum's Rt1RGS Action Team has developed a presentation about the benefits of smart growth and the importance of the land use/transportation connection. The Action Team is available to deliver the presentation to all interested municipalities.**

An earlier version of this information was distributed in the *Spring 2011 Planned Projects Status Report*. It covered the period from March 2010 to April 2011. The summary included here covers activity from May 2011 to December 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 11 Forum communities, as of December 2011, is compiled in Table 15.

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 360,000 square feet of medical facilities, including 270,000 square feet of office and research space, 440 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, the Route 655 bus, which will begin operation in May 2012. Plans to incorporate access and amenities for the Route 1 BRT have been incorporated into the redevelopment design. Skillman Village in Montgomery Township is scheduled to begin construction in 2012. The township's plans call for a park and municipal use for the 250-acre site. The Plainsboro Village Center mixed-use development is mostly 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. (See photo below.) Plans for the InterCap Holdings portion of the Princeton Junction Train Station Redevelopment in West Windsor Township have been approved. The project will construct 800 housing units on 24 acres, including at least 98 affordable units. Construction of a new commuter parking lot with about 650 additional parking spaces at the train station could begin as soon as spring 2012.



Left: The Plainsboro Village Center

Source: <http://www.sharbell.com/commercial/plainsboro-village-center>

Princeton Township and Princeton Borough have a number of active land development projects. Princeton University's new 240,000 square-foot Neuroscience/Psychology Building, on Washington Road, is under construction and is scheduled for completion in the spring of 2013. The University's 128,000 square-foot Andlinger Center for Energy and the Environment, on Prospect Avenue, is scheduled to begin construction in 2012. In addition, construction of the Hibben-Magie redevelopment project, which will add 137 units of graduate student housing, is anticipated to begin in 2012. The Hulfish North development in Princeton Borough is under construction, with completion of the 100 housing units, including 17 townhomes and 83 condominiums, expected in 2012. The 35,000 square-foot Bunn Drive Office Building in Princeton Township was completed in 2011. Planning efforts continue to develop for the University Center for the Creative and Performing Arts project, which will likely include a significant retail component in addition to transit facilities.

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. Ten separate proposals have been approved, totaling over 5.6 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 five projects totaling over 545,000 square feet of office space approved for development. The Tamaron Hollow housing project has completed construction, adding 72 single-family homes.

Three large housing developments are currently under construction, which will result in 559 adult community residential units 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 600,000 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 that 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 over the next 20 years. The Berry Street and Franklin Commons mixed-use projects are mostly completed, adding over 300 affordable housing units. The Summerfields mixed-use project is under construction and will add 900 housing units and 25,000 square feet of retail space when completed. Several other residential and mixed-use projects are also in planning or early approval stages.

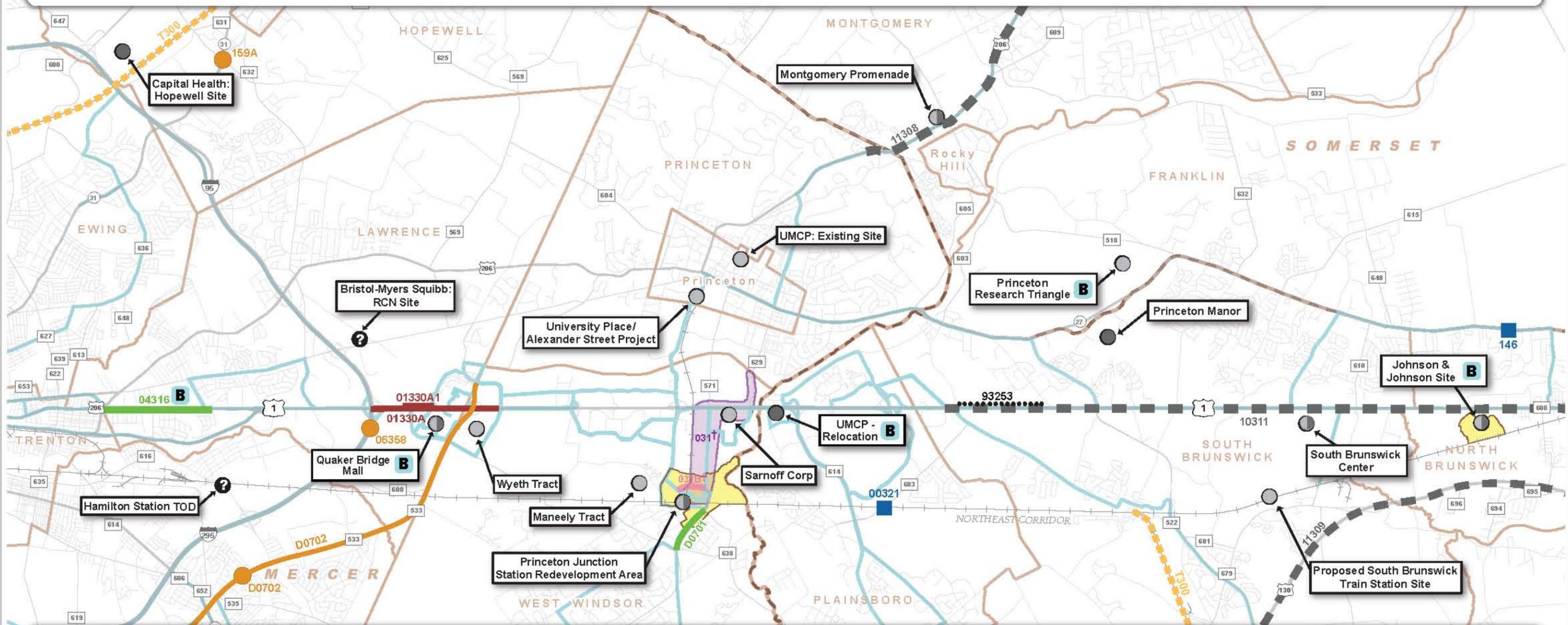
Taken together, the projects listed as completed or currently under construction in the accompanying spreadsheet would add 350,000 square feet of commercial space (including retail and office); over one million square feet of new medical and hospital development; over 375,000 square feet of educational facilities; over 2,900 housing units, including 485 affordable units and over 1,000 age-restricted 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 7.3 million square feet of commercial space (including 3.4 million square feet of retail and 3.9 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 over 8,000 residential housing units, including over 900 affordable units and nearly 1,600 age-restricted units. In addition, over 2,300 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

- 🔗 CR 571 Park-and-Ride Study (DVRPC Publication #11017, will be published in 2012; contact Greg Krykewycz at gtkrykewycz@dvrpc.org for draft)
- 🔗 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)
- 🔗 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/pbmaps/pub.htm>)
- 🔗 Bucks-Mercer Transit Needs and Concept Development (DVRPC Publication #09042; see 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)
- 🔗 Mercer County Future Bus Plan (DVRPC Publication #10035, will be published in 2012; contact Greg Krykewycz at gtkrykewycz@dvrpc.org for draft)
- 🔗 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)
- 🔗 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)
- 🔗 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/>)
- 🔗 Somerset County Circulation Plan DRAFT Update (See <http://www.co.somerset.nj.us/planweb/pdf/Draft%20Final%20Plan%20%288-16-11%29%20web-version.pdf>)
- 🔗 Sustainable Somerset Plan: The Strategic Plan for Somerset County (See <http://www.co.somerset.nj.us/planweb/sustainable/ssmeetings.htm>)

Figure 3: Development and Transportation Projects in the US 1 Corridor



| | | |
|---|--|---|
| <p>Transportation Projects*</p> <ul style="list-style-type: none"> ■ Bridge ● Safety/Operations ●●● Drainage Improvement — Main Street/Bicycle and Pedestrian Facilities — New Roadway - - - Rail Initiative — Roadway Improvement - - - Roadway Rehabilitation ○ Improvement Area † Tier 2 Project - Not Currently Funded (symbolized with transparency) | <p>Project Status Indicators</p> <ul style="list-style-type: none"> ○ Planned ● Under Construction ○ Approved ? Unknown B Planned BRT Supportive Investment — Proposed US 1 BRT Trunk or Feeder Route ○ TOD Area Municipal Boundary County Boundary | <p>Projects Not Mapped:</p> <ul style="list-style-type: none"> 2540 Route 130 Associates, L.P. Andlinger Center for Energy & the Environment (Prospect Ave) Baker Residential Bunn Drive Office Building Copperwood in Princeton (Bunn Dr) CRA II, LLC (Schalks Crossing Rd) The Elements at West Windsor Ely (Deans Pond Lane West) Garden State Office Park Gautam Proposal (US 1) Hotel Inv. Hulfish North Leewood Development Group M & M (US 1) Merwick/Stanworth Redevelopment New Jersey Technology Center - Phase II Novo Nordisk Expansion Pennrose Point of Woods (US 1 & New Rd) The Pointe at Turnbury (Schindler Dr) Princeton University Hibben-Magie Redevelopment RPM Development Group Skillman Village Somerset Douglas Somerset Grand South Brunswick Hospitality Springhill Manor Summerfields Tamaron Hollow (Ridge Rd & Stouts Ln) University East Campus Garage & Parking Complex (Fitzrandolph Rd & Faculty Rd) University Neuroscience/Psychology Building (Washington Rd) The Villaggio (Stouts Ln) W&D LLP (Wynwood Blvd) Warehouse Proposals |
|---|--|---|

SOURCES: DVRPC, NJDOT, NJ Transit

* Corresponding label on map refers to NJDOT Database Number (DBNUM)

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 December 2012.

Table 15: Summary of Major Development Projects

| Name | Municipality | Type | Land Use | Size | Status | Year Complete |
|---|--------------|---------------------------------|-------------------|---|--|---|
| Leewood Development Group | Franklin | Housing | Residential | 212 units, including 106 affordable units 40 condos under construction in Phase 1 | Phase 1 under construction; Phase 2 approved | 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 38,750 parking spaces 1,900 acres natural/open space | Planning; buildout would take place over 20 years | Unknown |
| 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 two-family houses; increase from 100 units before reconstruction) | Berry Street: completed; Franklin: completed and occupied; Parkside: two-family homes under construction; apartments completed and occupied | 2012 (expected date) |
| Somerset Douglas | Franklin | Housing | Mixed Use | 114 units | Construction suspended pending decision to rent units | Unknown |
| Somerset Grand | Franklin | Housing | Residential | 384 units, including 58 affordable units | Taken over by Avalon; construction starting soon | Unknown |
| Springhill Manor | Franklin | Age-Restricted Housing | Residential | 127 units, including 38 affordable age-restricted rental 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 Includes 180 affordable rental units, 50 age-restricted 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 six-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 | 132 acres, 1.7 million sq ft | Unknown | Unknown |

Table 15: Summary of Major Development Projects (continued)

| Name | Municipality | Type | Land Use | Size | Status | Year Complete |
|---|--------------------------------|--|---------------------|--|--|----------------------|
| Quaker Bridge Mall Expansion | Lawrence | Retail Expansion | Commercial | Final site will be 1.66 million sq ft New expansion 600,000 sq ft; over 100 new units Multi-deck parking with over 1,800 new parking stalls | Phase 1 approvals | eight-year build-out |
| Montgomery Promenade | Montgomery | Mostly Retail; some Residential and Office | Mixed (Commercial) | 50 acres 325,000 sq ft 270,000 sq ft retail; 32 age-restricted duplex townhomes | Approved | Unknown |
| Skillman Village | Montgomery | Park/Municipal Use | Park/Municipal Use | 250 acres | Cleanup complete, development planned to begin in 2012 | 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 of 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 | 50 acres, 325,000 sq ft | Construction completed | Unknown |
| Novo Nordisk Expansion | Plainsboro | Research Facility | Commercial | Addition of 400 workers Upgrading 770,000 sq ft office building | Under construction (demolition has started) | 2013 |
| 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 440 units age-restricted housing; 32-acre park | Under construction | 2012 |
| Andlinger Center for Energy and the Environment—Prospect Avenue | Princeton Borough | Classrooms | Educational | Approximately 128,000 sq ft | Construction beginning in 2012 | 2015 |
| Hulfish North | Princeton Borough | Multi-Family Housing | Residential | 4.4 acres 100 housing units 17 town homes; 83 condominiums | Under construction | 2012 |
| Merwick/Stanworth Redevelopment | Princeton Borough | Single- and Multi-Family Housing | Residential | 25 acres 200 new units for Princeton University faculty and staff | Construction beginning in 2014 | 2016 |
| 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 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 |
| Bunn Drive Office Building | Princeton Township | Office Development | Commercial | 35,000 sq ft | Construction completed | 2011 |
| Copperwood in Princeton (Bunn Drive) | Princeton Township | Age-Restricted Housing | Residential | 20 acres 153 age-restricted units, including 12 affordable units | Approved | Fall 2012 |
| Princeton University Hibben-Magie Redevelopment | Princeton Township | Housing | Residential | Increase of 137 units for graduate student housing | Construction anticipated to begin in 2012 | 2014 |
| University East Campus Garage and Parking Complex—FitzRandolph and Faculty Road | Princeton Township | Parking | Educational | 1,364 cars | Planning | Unknown |

Table 15: Summary of Major Development Projects (continued)

| Name | Municipality | Type | Land Use | Size | Status | Year Complete |
|---|--------------------|-----------------------------------|--|---|--|---------------|
| University Neuroscience/Psychology Building—Washington Road | Princeton Township | Classrooms and Research | Educational | 248,000 sq ft | Under construction | Spring 2013 |
| 2540 Route 130 Associates, L.P. | South Brunswick | Office Development | Office Building | 7 industrial lots, 91,433 sq ft office | Planning | Unknown |
| Baker Residential | South Brunswick | Age-Restricted Housing | Age-Restricted Residential Communities | 26 acres; 170 age-restricted units and a clubhouse | Approved 2008 | Unknown |
| CRA II, LLC (Schalks Crossing Road) | South Brunswick | Office Development | Office Building | 3 buildings; 185,000 sq ft office | Approved | Unknown |
| Ely (Deans Pond Lane West) | South Brunswick | Office Development | Office Building | 34,800 sq ft office | 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 | Under construction | Unknown |
| Hotel Inv. | South Brunswick | Hotel | Hotel | 86,008 sq ft hotel | Approved | Unknown |
| M & M (US 1) | South Brunswick | Age-Restricted Housing | Age-Restricted Residential Communities | 34 acres; 133 age-restricted units and a clubhouse | Approved 2008 | Unknown |
| Point of Woods (US 1 and New Road) | South Brunswick | Housing | Residential | 400 acres; 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 |
| South Brunswick Center | South Brunswick | Office Development | Office Building | 254,000 sq ft office | Approved | Unknown |
| South Brunswick Hospitality | South Brunswick | Office Development | Office Building | 59,000 sq ft office | Approved | Unknown |
| Tameron Hollow (Ridge Road and Stouts Lane) | South Brunswick | Single-Family Housing | Residential | 72 single-family homes | Construction completed | 2011 |
| The Pointe at Turnbury (Schindler Drive) | South Brunswick | Housing | Residential | 204 residential units | Under construction | Unknown |
| The Villagio (Stouts Lane) | South Brunswick | Age-Restricted Housing | Adult Residential Community | 210 adult residential community units | Under construction | Unknown |
| W & D LLP (Wynwood Blvd) | South Brunswick | Office Development | Office Building | 1.87 acres; 12,612 sq ft office | Approved | Unknown |
| Warehouse Proposals (11 separate) | South Brunswick | Warehouses | Industrial | 3500 Hadley LLC—233,544 sq ft office/warehouse Forsgate—67,908 sq ft warehouse FREIT—582,235 sq ft warehouse Heller SBIP, LLC—2,687,416 sq ft warehouse (four buildings) Ideal Warehouse—112,547 sq ft warehouse IDI—1,200,000 sq ft warehouse Industrial Dev. Inc.—481,730 sq ft warehouse JMJ 2—38,218 sq ft office/warehouse Kudos Holding—174,550 sq ft warehouse Triple Net Inv.—63,000 sq ft warehouse | Approved: 3500 Hadley LLC, Forsgate, FREIT, Ideal Warehouse, IDI, Industrial Dev. Inc., JMJ 2, Kudos Holding, Triple Net Inv. Approved/under construction: Heller SBIP LLC (one building constructed) | Unknown |

Table 15: Summary of Major Development Projects (continued)

| Name | Municipality | Type | Land Use | Size | Status | Year Complete |
|---|--------------|------------------------------------|-------------|---|--------------------------------------|---------------|
| Maneely Tract | West Windsor | Multiple Use | Mixed Use | 46 acres 51 townhouses, 46 apartments, 75 affordable housing units 11,000 sq ft office, 40,000 sq ft retail 7,800 sq ft business center 3,200 sq ft fitness center | Planning | Unknown |
| Princeton Junction Train Station Redevelopment Area | West Windsor | Transit-Oriented Development | Mixed Use | InterCap Holdings portion of redevelopment: 24.4 acres 800 housing units, including at least 98 affordable units Redevelopment plan also includes: 350 acres; 70,000 sq ft retail (with provisions for an additional 30,000 sq ft); 650 new parking spaces at the train station | Approved (InterCap Holdings portion) | Unknown |
| 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 |
| Wyeth Tract | West Windsor | Unknown | Unknown | 653 acres | Planning | On hold |

Sources: See page 61.

Note: COAH = Council on Affordable Housing; sq ft = square feet.

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Abstract: The *Planned Projects Status Report* has provided information on transportation projects in Central Jersey for over 10 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 28 projects in the New Jersey Department of Transportation Capital Program. An overview map of the Forum-area projects is provided as well as a map of major development projects. The first section of the report analyzes what the full set of projects means in terms of the Forum's goals. As a new feature, this edition of the report includes a map detailing the timing and phasing of Capital Program projects along the Route 1 corridor.

Roadway and bridge improvements account for more than half of Central Jersey's TIP projects. Projects that improve transit are the next most common type, followed by projects that focus on major roadway improvements. Altogether, the 28 projects in this report represent approval to invest approximately \$338 million over the TIP years.

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