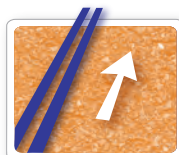




CENTRAL JERSEY

Transportation Forum

PLANNED PROJECTS STATUS REPORT
FALL 2013 EDITION



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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 11 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 report is an important resource for local planners and decision-makers, providing context to inform decisions about investments in transportation infrastructure and land development projects.

The Capital Programs of the fiscal years (FY) 2014–2017 TIPs for DVRPC and NJTPA include 22 projects directly in the Central Jersey region. Detailed information, including project descriptions and programmed funding, is provided in this report for each of these projects. **These projects represent an investment of approximately \$356 million of road and bridge funds over the TIP years.** The report also includes information on six transit projects, 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.

Roadway improvement, bridge, and transit projects are the most common types among Central Jersey’s TIP projects, with six in each category. Projects that improve safety and/or operations, or that rehabilitate roadways, are the next most common, with three each. Closely following with two each are projects that improve bicycle and pedestrian facilities, and projects to improve drainage or flooding problems. Improving east–west access in the region is one of the Forum’s top priorities. When bridge and transit projects are removed from the total number, projects that address east–west access represent just under one-third of the projects in Central Jersey. Bridge projects are not included because the improvement of regional access is generally not their primary goal. Transit projects are also not included, but all of them contain components that improve east–west access.

This report also provides information about land development projects proposed or recently completed by public or private entities in Central Jersey. 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 collaborative, thoughtful approach to development decisions. **The projects listed as completed or currently under construction in this report will add over 435,000 square feet of commercial space (including retail and office); over 1.4 million square feet of new medical and hospital development; over 4.1 million square feet of warehouse space; over 375,000 square feet of educational facilities; and nearly 5,200 housing units.**

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 and US 206.

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 11 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:

- ▶ maps to track timing and phasing of capital projects in the US 1 and US 206 corridors;
- ▶ tables, text, and maps to track major land development projects in Central Jersey, including projects that have been proposed, are being planned, are under construction, or were recently completed by public or private entities;
- ▶ tables explaining additions, deletions, and changes to programmed transportation projects since the previous edition; and
- ▶ analysis of what this full set of projects means.

The municipalities currently included in the Forum¹ are:

Mercer County

City of Trenton*
 East Windsor Township*
 Ewing Township
 Hamilton Township
 Hightstown Borough
 Hopewell Borough
 Hopewell Township
 Lawrence Township*
 Pennington Borough
 Princeton*
 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 a municipal chairperson, developing two action teams, and expanding the Forum to include five additional municipalities that were studied as part of the NJDOT Route 1 Regional Growth Strategy (Rt1RGS) effort. The municipalities that are voting members are marked with an asterisk (*). Mercer, Middlesex, and Somerset Counties are also voting members of the Forum.

¹East Amwell Township in Hunterdon County was an original member of the Forum but is now inactive.

NJDOT led the Rt1RGS Study to develop an integrated development and transportation vision for future economic growth and prosperity. That study resulted in an implementation agenda. The Forum created the Rt1RGS Action Team to help implement the vision and agenda. The Action Team developed a Road Show presentation about why smart growth matters to Forum municipalities and has presented the Road Show to mayors and governing bodies of voting member municipalities, encouraging the officials to take action. To date, each municipality that has received the road show presentation subsequently voted to adopt the Model Resolution of Support and Engagement that was developed for the Rt1RGS effort and modified by the Rt1RGS Action Team. This resolution has been updated to include both the broad US 1 and US 206 corridors. The resolution is flexible and can be tailored to meet the needs of the municipality that is adopting it.

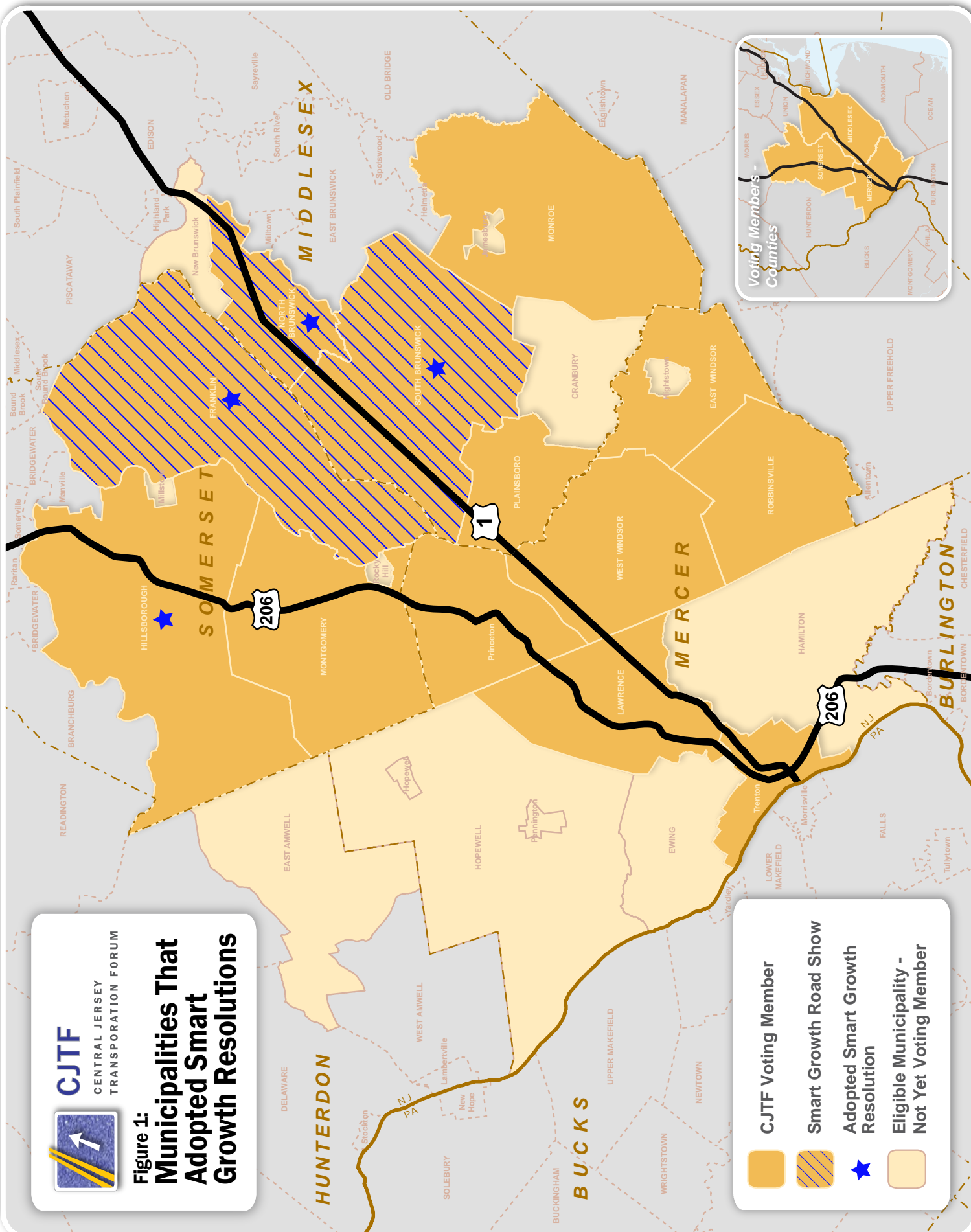
Figure 1 illustrates the Forum area, the voting members, the municipalities that have had the Smart Growth Road Show, and the municipalities that have adopted smart growth resolutions.



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Figure 1:
Municipalities That
Adopted Smart
Growth Resolutions

- CJTF Voting Member
- Smart Growth Road Show
- Adopted Smart Growth Resolution
- Eligible Municipality - Not Yet Voting Member



Transportation and Land Use

The communities in Central Jersey are diverse. As population increases and other demographics change, land use decisions become more complex. With limited funds for projects to expand the transportation network, it is more important than ever to develop land strategically. 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 multidisciplinary 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 Central Jersey. 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.

Although the economy is still recovering from the recession of the late 2000s, a number of large development projects have continued to advance. The University Medical Center at Princeton (UMCP) Relocation project, which included the construction of a medical campus on 160 acres in Plainsboro Township, has been completed. Several million dollars in transportation improvements were completed for the project, including a new shuttle service serving the development, the Route 655 bus, which began operation in May 2012. The design also incorporated access and amenities for the Route 1 BRT. Princeton University has several projects under construction that, when completed, will add over 400 housing units and 400,000 square feet of new classroom and research facilities. There are three large projects under construction in South Brunswick Township that will add over 700 residential units upon full build-out. In Franklin Township, nine new housing projects are under construction and have been at least partially completed. These projects will add over 900 new housing units when completed. The North Brunswick Transit Village is submitting revised plans and the InterCap Holdings portion of the Princeton Junction Train Station redevelopment in West Windsor Township is poised to move forward. Chapter 3 includes details on these projects as well as a number of smaller but still important development projects.

Information was assembled primarily from e-mail and phone communications with county and local planners, and municipal staff and officials. Additional information was gathered from online versions of local newspapers such as the *Princeton Packet* and the *Times of Trenton*, as well as various websites, including those for each Forum municipality. The summary included in this report covers activity from January 2012 to August 2013.

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).² If the information online is insufficient, please contact the project's sponsor, NJDOT, or the capital programming staff of DVRPC or NJTPA.³ 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 August 2013.

The Capital Programs of the FY 2014–2017 TIPs for DVRPC and NJTPA include 22 projects directly in the Central Jersey region. Detailed information, including project descriptions and programmed funding, is provided for each of these projects in Chapter 2. These projects represent an investment of approximately \$356 million of road and bridge funds over the TIP years. For comparison, the *Winter 2012 Planned Projects Status Report* included 28 projects representing about \$338 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 improvement, bridge, and transit projects are the most common types among Central Jersey's TIP projects, with six in each category. Projects that improve safety and/or operations, or that rehabilitate roadways, are the next most common, with three each. Closely following with two each are projects that improve bicycle and pedestrian facilities, and projects to improve drainage or flooding problems.

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

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

³DVRPC: Contact Elizabeth Schoonmaker, Manager, Office of Capital Programs (215-238-2938); NJTPA: Contact Martin Hoffer, Director, Capital Programming/Project Development (973-639-8405); NJDOT: Contact Project Planning and Development (609-530-8076).

Table 1: Types of Projects (continued)

General Type	Number of Projects
Other—drainage, scenic byway, wetland preservation, etc.	2
Total	22

Source: Fiscal Years 2014–2017 Transportation Improvement Programs for New Jersey.

In 2004, the Forum adopted an updated action plan in which improving east–west access in the region was one of its two top priorities, along with improving access to transit and alternative modes. 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. Transit projects are also not included, but all of them contain components that improve east–west access. When bridge and transit projects are removed from the total number, projects that address east–west access represent just under one third of the remaining projects in Central Jersey. Two of the three projects addressing east–west access are operations improvements. The third will improve multimodal access along a key east–west route.

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

Project Name	DBNUM	General Type
CR 533, Mercer County Signal Project	D0702	Safety/Operations
CR 571, Princeton–Hightstown Road Improvements	D0701	Main Street/Bicycle and Pedestrian Facilities
NJ 31, Pennington Circle Safety Improvements	159A	Safety/Operations

Source: Fiscal Years 2014–2017 Transportation Improvement Programs for New Jersey.

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

FY 2014–2017 TIPs

Capital Project Summary

In addition to information about projects in the current TIPs, this report also tracks changes over time. Since the *Winter 2012 Planned Projects Status Report* was distributed in January 2012, **eleven projects were removed** from the TIPs, **and five projects were added**. Table 3 details the five new Capital Program TIP projects totaling \$33.8 million that were added to the TIPs since the last report. Table 4 summarizes the eleven projects that were removed from the TIPs. Table 5 tracks changes to project programming from the *Winter 2012* edition to the current report, such as shifts in phase and cost increases or decreases. Table 6 summarizes changes to the SD Program for Central Jersey, all according to information available in August 2013.

Table 3: Capital Projects Added to the Fiscal Years 2014–2017 Transportation Improvement Programs for New Jersey

Project Name	DBNUM	Cost (\$ millions)
NJ 27, Carter’s Brook and Ten Mile Run Tributary Culvert Replacement	10380	3.3
NJ 29, Cass Street to Calhoun Street, Drainage	07319B	4.3
NJ 27, Riverside Drive West to Vliet Road (resurfacing)	13326	2.8
US 130, Main Street to US 1 (resurfacing and reconstruction)	11309A	13.4
US 206 Bypass, Contract C	779B	10.0

Source: Fiscal Years 2014–2017 Transportation Improvement Programs for New Jersey.

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

Table 4: Capital Projects Removed from the Fiscal Years 2014–2017 Transportation Improvement Programs for New Jersey

Project Name	DBNUM	Reason
CR 602, Wertsville Road Bridge (E-174) over Tributary of Back Brook	NS9906	Construction authorization anticipated in FY 2014.
Mercer County Signal Project, CR 533	D0702	Design was approximately 60 percent completed using original TIP funds. Project currently on hold as additional funding is sought for extra work not anticipated in the original scope.
NJ 27, Six Mile Run Bridge (3E)	146	Due to D&R Canal permit requirements, construction has been delayed as porous pavement design on the shoulders of the bridge is considered.
NJ 29, Bank Stabilization, Ewing and Delaware Townships	11402	Contract awarded. Substantial completion expected September 2014.
NJ 29, Drainage Improvements	07319	Replaced with breakout project; see DBNUM 07319B.
Princeton Township Roadway Improvements	HP01010	Congressional earmark funds. No specific viable project has been identified. Project still listed in the New Jersey Statewide Transportation Improvement Program (STIP) earmark project list.
Robert Wood Johnson University Hospital Parking Facility	08449	Under construction. Expected completion unknown.
US 1, South Brunswick, Drainage Improvements	93253	Under construction. Substantial completion expected April 2014.
US 1, Southbound, Quaker Bridge Mall Overpass	01330A1	Completed.
US 1, Various Locations from North of College Road to NJ 91 Connector, Resurfacing	10311	Completed.
US 206, North of Arreton Road to North of Brown Avenue, Pavement	11308	Contract awarded. Substantial completion expected January 2014.

Source: Fiscal Years 2014–2017 Transportation Improvement Programs for New Jersey.

Note: DBNUM = New Jersey Department of Transportation Database Number; FY = Fiscal Year; ROW = Right of Way Acquisition.

Table 5: Capital Project Updates

Project Name	DBNUM	Status Update
CR 571, Princeton–Hightstown Road Improvements	D0701	FY 2013 CON phase shifted to FY 2015. FY 2014 DES phase added. Additional CON phases added for FY 2016 and FY 2017. Total cost increased from \$0.8 million to \$10.7 million.
CR 602, Camp Meeting Avenue Bridge over West Trenton Line	99405	FY 2013 PE phase shifted to FY 2014, FY 2014 DES phase shifted to FY 2016, FY 2016 ROW phase shifted to FY 2017, and FY 2018 CON phase shifted to FY 2019. Total cost decreased from \$12.8 million to \$6.9 million.
CR 683, Schalks Crossing Road Bridge	00321	FY 2012 CON phase shifted to FY 2016. Total cost increased from \$8.7 million to \$10 million.
I-295, Northbound Approach to US 1 Exits, ITS Improvements	06358	FY 2015 CON phase shifted to FY 2017. CON cost decreased from \$2.9 million to \$1.4 million.

Table 5: Capital Project Updates (continued)

Project Name	DBNUM	Status Update
NJ 18, Bridge over US 1	FS09644	Additional CON phase added for FY 2015. Total cost of CON increased from \$20 million to \$24.8 million.
NJ 31, Bridge over CSX Railroad	08355	FY 2012 ROW phase shifted to FY 2014 and FY 2014 CON phase shifted to FY 2016. Total cost increased from \$5.7 million to \$7.2 million.
NJ 31, Pennington Circle Safety Improvements	159A	FY 2016 CON phase shifted to FY 2014. CON cost decreased from \$3.6 million to \$1 million.
Trenton Amtrak Bridges	99362	FY 2012 DES shifted to FY 2014, FY 2013 ROW shifted to FY 2015, FY 2014 CON shifted to FY 2017, and FY 2015 CON shifted to FY 2018. Additional CON phase added for FY 2019. Total cost increased from \$34.6 million to \$54.5 million.
US 1 Business (US 1B), Brunswick Circle to Texas Avenue	04316	FY 2013 CON phase shifted to FY 2015.
US 1, Southbound, Nassau Park Boulevard to Quaker Bridge Mall Overpass	01330A	FY 2012 ROW phase shifted to FY 2014 and FY 2014 CON phase to FY 2016. CON phase cost increased from \$7.7 million to \$10.7 million.
US 130, Westfield Avenue to Main Street	11309	FY 2015 CON phase shifted to FY 2016.
US 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A)	779	FY 2017 CON phase cost increased from \$28.4 million to \$31.5 million. FY 2018 CON phase cost increased from \$25 million to \$26.8 million.
US 206, Crusers Brook Bridge (41)	94060	FY 2013 CON phase shifted to FY 2015.
US 206, Doctors Way to Valley Road	780B	FY 2016 DES phase shifted to FY 2017 and FY 2020 CON phase shifted to FY 2019. CON cost decreased from \$38.5 million to \$38 million.
US 206, South Broad Street Bridge over Assunpink Creek	L064	FY 2012 DES phase shifted to FY 2014 and FY 2014 CON phase shifted to FY 2015. Total cost increased from \$7.8 million to \$8.5 million.
US 206, Valley Road to Brown Avenue	780A	FY 2014 DES phase shifted to 2017 and FY 2019 CON phase shifted to FY 2020. Additional CON phase added for FY 2021.
US 206, Whitehorse Circle (CR 533, 524)	95040	FY 2012 PE phase shifted to FY 2014, FY 2013 DES phase shifted to FY 2015, FY 2014 ROW phase shifted to FY 2016, and FY 2016 CON phase shifted to FY 2018. Total cost increased from \$3.6 million to \$4.1 million.

Source: Fiscal Years 2014–2017 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; PE = Preliminary Engineering; ROW = Right-of-Way Acquisition.

TIPs—SD

The SD process is how NJDOT currently performs the early phases of project development and assessment. See “NJDOT Project Delivery Process” (page 13) for more information. Table 6 lists

SD projects as of August 2013. Note that Table 6 does not include problem statements, only current SD projects.

Table 6: Study and Development Program Updates

Project Name	DBNUM	Status Update
NJ 29, Assunpink and Pond Run Flooding Study	07319A	CD in 2014. Study on the effects of flooding similar to Hurricane Irene.
NJ 29, Cass Street to Calhoun Street, Drainage	07319B	No longer listed in the SD program; advanced to Capital Program.
US 1, Forrestal Road to Aaron Road	08417	CD in 2014. Moved off Capital Program due to funding issues. Results of the comparative alternatives study report have been submitted. NJDOT CPC will consider advancing breakout projects at Ridge Road, New Road, and Deans/Henderson Road through CD.
US 1, Harrison Street, Operational Improvements	08385	Completed.
US 206, Hillsborough–Montgomery Gateway	08351	CD in 2014. Study of US 206 between the NJ 31, Bridge over CSX Railroad project and the US 206 Bypass. Hillsborough and Montgomery Townships are interested in creating gateways to their communities.

Sources: Fiscal Years 2014–2017 Transportation Improvement Programs for New Jersey; www.njtpa.org/project/NOTIS/Default.aspx.

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.

Pipeline 4 Projects

NJDOT has developed four pipelines that a project can follow as it moves toward construction (CON). Pipeline 4 projects are of a nature that can advance from problem statements directly, or with modest final design/engineering (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 solutions where appropriate. For more information, see “NJDOT Project Delivery Process” (page 13) or visit NJDOT’s website at www.state.nj.us/transportation. Table 7 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 7).

Table 7: Pipeline 4 Projects

Project Name	DBNUM	Notes
NJ 26, How Lane, Intersection Improvements	04366	Under construction.
NJ 29, Scenic Byway Improvements, Signage	00362L1	Project to remove and/or consolidate roadway signage along NJ 29 and CR 546.
US 1, Diamond Grinding	07342	NJDOT was asked to investigate a complaint of numerous accidents in this area of New Brunswick, roughly between NJ 18 and CR 514. It is proposed to diamond grind the concrete pavement to improve skid resistance.
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.

Table 7: Pipeline 4 Projects (continued)

Project Name	DBNUM	Notes
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.
US 130/NJ 133, East Windsor Pedestrian Improvements	00359	Improvements to pedestrian and bicycle facilities in the vicinity of the Hightstown Bypass.
Route 206, Eggerts Crossing Road Pedestrian Improvements	10399	Project to install curbing and a handicap ramp to improve safety and enhance accessibility to the existing sidewalk network.

Source: Fiscal Years 2014–2017 Transportation Improvement Programs for New Jersey.

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

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 2014–2017 TIPs, several projects in Central Jersey remain 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 7). Table 8 summarizes projects in Central Jersey that are on the Tier 2 list in the FY 2014–2017 TIPs. The US 1, Penns Neck Improvements, and Vaughn Drive Connector projects are listed as Tier 2 unfunded projects. The NJ 27, Renaissance 2000, Bennetts Lane to Somerset Street project (DBNUM 97079) was listed as a Tier 2 project in the last edition of this report. However, the NJDOT Capital Program Committee voted to withdraw the project on May 16, 2012.

Table 8: Tier 2 Projects in the Forum Area

Project Name	DBNUM	Cost (\$ millions)	Notes
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	An at-grade concept has been shared with the municipalities for comment. 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 2014–2017 Transportation Improvement Programs for New Jersey.

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

Other Projects of Note

The Transit Village Program (DBNUM 01316) is a statewide program that provides dedicated funding to local governments that have applied for and been approved into the Transit Village

Program. Projects that may be funded under this program include bike paths, sidewalks, streetscaping, and signage. State funding for the Transit Village Program was eliminated in the FY 2012 capital plan. In May 2011, Forum members voted to take action by sending a letter to NJDOT Commissioner James Simpson, requesting that funding be restored to the Transit Village Program. In the FY 2014 capital plan, the program is once again funded with \$1 million per year in dedicated state funding. Efforts like the Transit Village Program support the linkage between transportation and land development planning that is critical for the long-term viability of the Central Jersey region.

All of NJDOT's statewide programs, such as safety and maintenance activities, are assumed to benefit the communities of Central Jersey and are generally not covered in this report. Sometimes, however, statewide programs contain elements designed to address specific problem locations, even if these elements are not listed as discrete projects in the TIP. Currently, there are two signal retiming projects in Central Jersey that are projected for advertisement in the fall of 2013. These projects would install two Active Traffic Signal Systems: one along US 1 beginning in Lawrence Township and concluding in North Brunswick Township, and another along US 130 beginning in East Windsor Township and concluding in South Brunswick Township. Adaptive systems provide linked traffic signal coordination that is responsive to traffic conditions. Using detectors, a centralized computer will periodically sample traffic flow and determine the most appropriate timing plan and signal phasing. NJDOT has optimized over 200 signals statewide since 2011, and in general, these projects have reduced travel times by 5 to 15 percent per vehicle during the peak period. In addition, these relatively low-cost projects have been found to return 4 to 56 dollars in benefits for every dollar invested.

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.

Problem Screening (PS)

The PS Phase is the entrance gate into the pipeline for any potential project. The purpose is to investigate a transportation deficiency identified through a problem statement submitted to the Division of Capital Investment Planning and Grant Administration (CIPGA). 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 Capital Program Management prepares a recommendation, the Division of CIPGA 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 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 reidentifying 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:

- ▶ 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). Activities include 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. An important objective during the DES Phase is to maintain the project's scope, budget, and schedule, as defined by the products completed during the CD and PE Phases.

Construction (CON)

The CON Phase of the project formally begins after construction plans, specifications, and estimates are submitted and authorization is granted. It 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.

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 more detailed range of phases and their abbreviations is provided in Table 9.

Table 9: Range of Phases and Abbreviations

Phase	Full Name
CAP	Capital Asset Construction
CD	Concept Development
CON	Construction
DES	Final Design/Engineering
EC	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 2014–2017 Transportation Improvement Programs for New Jersey.

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

Transportation Funding Sources

Table 10 defines certain funding terms used in the TIPs. These are federal funding sources unless otherwise noted. The list below is not intended to be a comprehensive list of all federal funding sources. A broader range of funding sources covering transportation and land use projects is in the *Municipal Resource Guide* (Publication #12003) available from DVRPC.

Table 10: Funding Sources and Abbreviations

Abbreviation	Funding Source	Type
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
DEMO	Special Funding from Congressional Earmarks	Highway
DRPA	Delaware River Port Authority Funds	Transit
ER	Emergency Relief Program (funding for emergency repairs in the event of a natural or manmade disaster)	Highway
FED OTHER	Federal Non-transportation Funds	Transit
FTA	Federal Transit Administration	Highway
HPP10	High Priority Project (receiving special federal funding from congressional earmarks)	Highway
HPP20	High Priority Project (receiving special federal funding from congressional earmarks)	Highway
HSIP	Highway Safety Improvement Program	Highway
NEW FREEDOM	FTA 5317 Formula Program—New Freedom	Transit
NHPP*	National Highway Performance Program	Highway
PL	Metropolitan Planning Funds	Highway
SEC 5307	FTA Urbanized Area Formula Grants Program	Transit
SEC 5309	FTA Fixed Guideway Capital Investment Grants (New Starts)	Transit
SEC 5310	FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program	Transit
SEC 5311	Rural (Non-urbanized Area Formula Program)	Transit
SEC 5340	FTA 5340 Formula Program	Transit
SPR	FHWA Statewide Planning and Research	Highway
SPR-FTA	FTA—Planning and Research	Highway
STATE (or TTF)	State Transportation Funds (or Transportation Trust Fund)	Highway/Transit
STP	Surface Transportation Program	Highway
STP-STU	STP—Urban Allocation	Highway
STP-TE	STP—Transportation Enhancement Program	Highway
TAP	Transportation Alternatives (provides set-aside funding for programs from the previous authorization, SAFETEA-LU**)	Highway

Source: Fiscal Years 2014–2017 Transportation Improvement Programs for New Jersey.

Note: FTA = Federal Transit Administration; STP = Surface Transportation Program.

*MAP-21 created NHPP to combine three programs from the previous authorization (SAFETEA-LU): the Federal Bridge Programs (BRIDGE and BRIDGE-OFF), Interstate Maintenance (MAINT), and the National Highway System (NHS).

**Includes: Transportation Enhancements (TE), Recreational Trails (REC TRAILS), and the Federal-Aid Safe Routes to School (SRTS). TAP funds may be transferred to NHPP, STP, HSIP, CMAQ or PL, or to the Federal Transit Administration for TAP-eligible projects.

Transportation Projects in Central Jersey

TIPs—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 2014–2017 TIP database. All of these descriptions are available online.

For the Index of Projects, see Table 12. For the project symbolization key, see Figure 2.

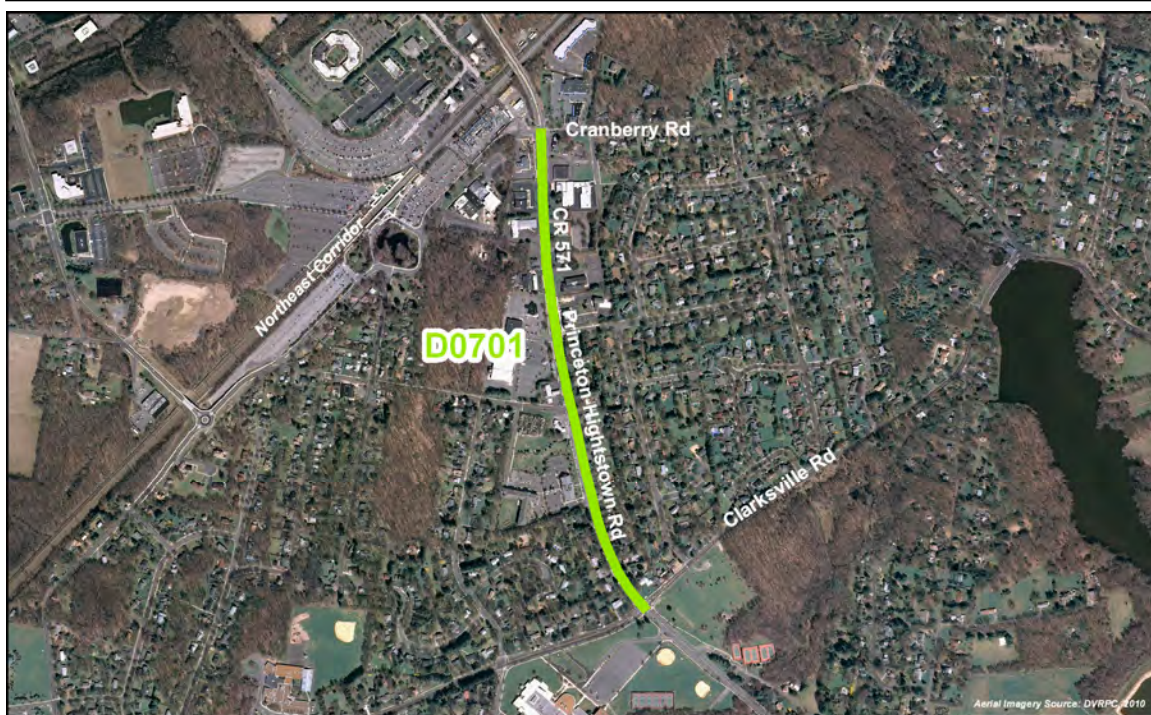
Note: DBNUM = New Jersey Department of Transportation Database Number.

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 2014–2017 TIP for New Jersey	DES	2014	STATE-DVRPC	0.8
DVRPC	FY 2014–2017 TIP for New Jersey	CON	2015	STP-STU	3.3
DVRPC	FY 2014–2017 TIP for New Jersey	CON	2017	STATE-DVRPC	3.3
DVRPC	FY 2014–2017 TIP for New Jersey	CON	2019	STP-STU	3.3
					Total: 10.7

Note: CON = Construction; DES = Final Design/Engineering; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; STATE = State Transportation Funds; 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 2014–2017 TIP for New Jersey	PE	2014	BRIDGE-OFF	0.5
NJTPA	FY 2014–2017 TIP for New Jersey	DES	2016	BRIDGE-OFF	0.8
NJTPA	FY 2014–2017 TIP for New Jersey	ROW	2017	BRIDGE-OFF	0.6
NJTPA	FY 2014–2017 TIP for New Jersey	CON	2019	BRIDGE-OFF	5.0
					Total: 6.9

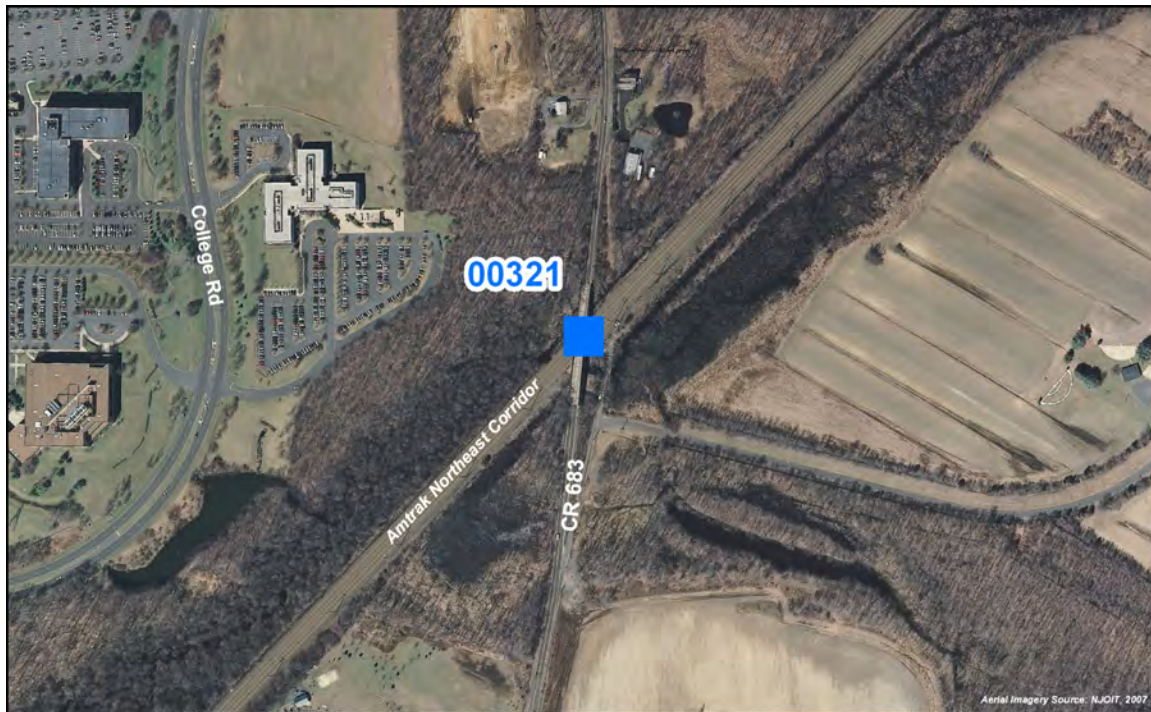
Note: BRIDGE-OFF = Federal Bridge Program; CON = Construction; DES = Final Design/Engineering; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; PE = Preliminary Engineering; ROW = Right-of-Way Acquisition; TIP = Transportation Improvement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

CR 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 2014–2017 TIP for New Jersey	CON	2016	STATE	10.0
					Total: 10.0

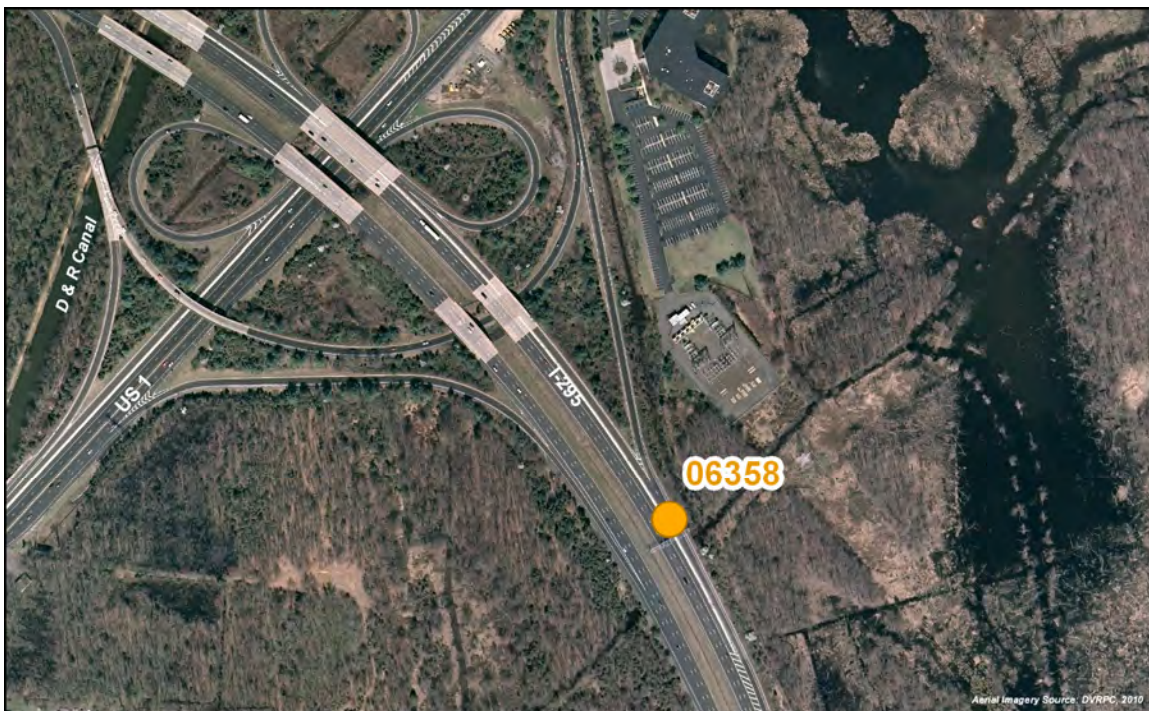
Note: CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

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 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 2014–2017 TIP for New Jersey	CON	2017	CMAQ	1.4
					Total: 1.4

Note: CMAQ = Congestion Mitigation and Air Quality Improvement Program; CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; 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 2014–2017 TIP for New Jersey	CON	2014	NHPP	10.0
NJTPA	FY 2014–2017 TIP for New Jersey	CON	2015	NHPP	14.8
					Total: 24.8

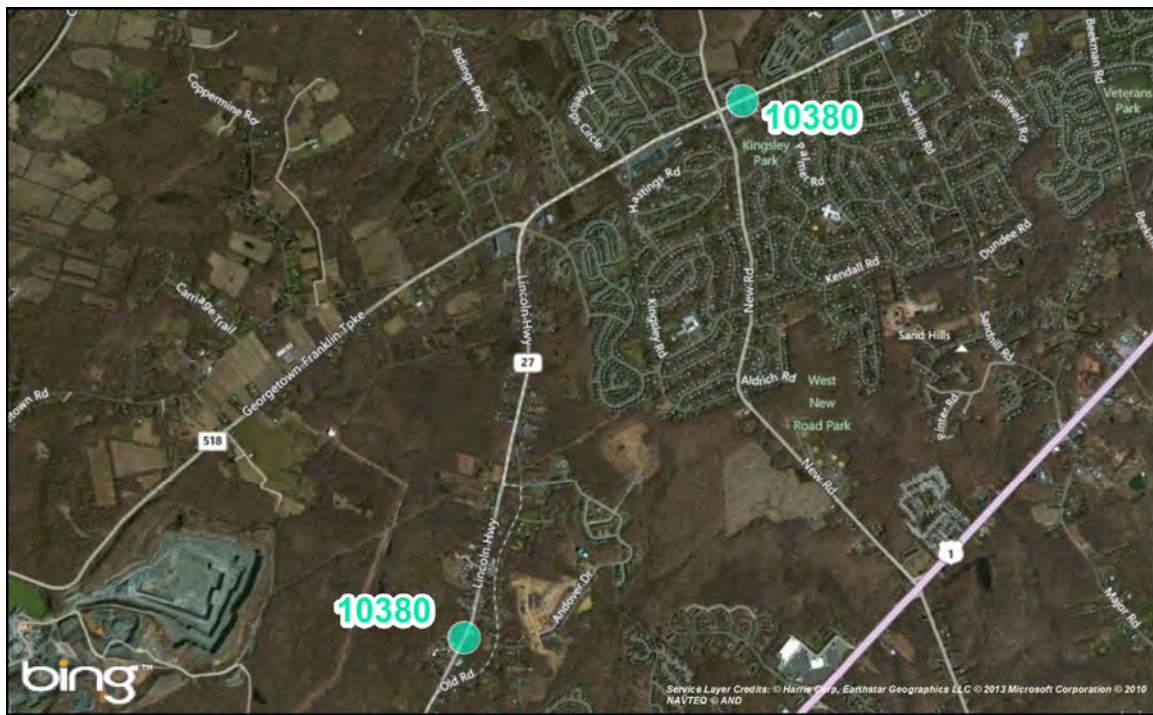
Note: CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHPP = National Highway Performance Program; NJTPA = North Jersey Transportation Planning Authority; TIP = Transportation Improvement Program.

NJ 27, Carter's Brook & Ten Mile Run Tributary Culvert Replacement

Route: NJ 27

Section: Carter's Brook and
Ten Mile Run Tributary

DBNUM: 10380



County: Middlesex;
Somerset

Municipalities: South Brunswick Twp.;
Franklin Twp.

Sponsor: NJDOT

This project will include replacement of culverts NJ 27 over Carter's Brook (Structure #1216-154) and NJ 27 over Ten Mile Run Tributary (Structure #1216-155). Both structures are classified as Structurally Deficient and Functionally Obsolete. The project will be funded under the culvert replacement line item.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
NJTPA	FY 2014–2017 TIP for New Jersey	CON	2015	NHPP	3.3
					Total: 3.3

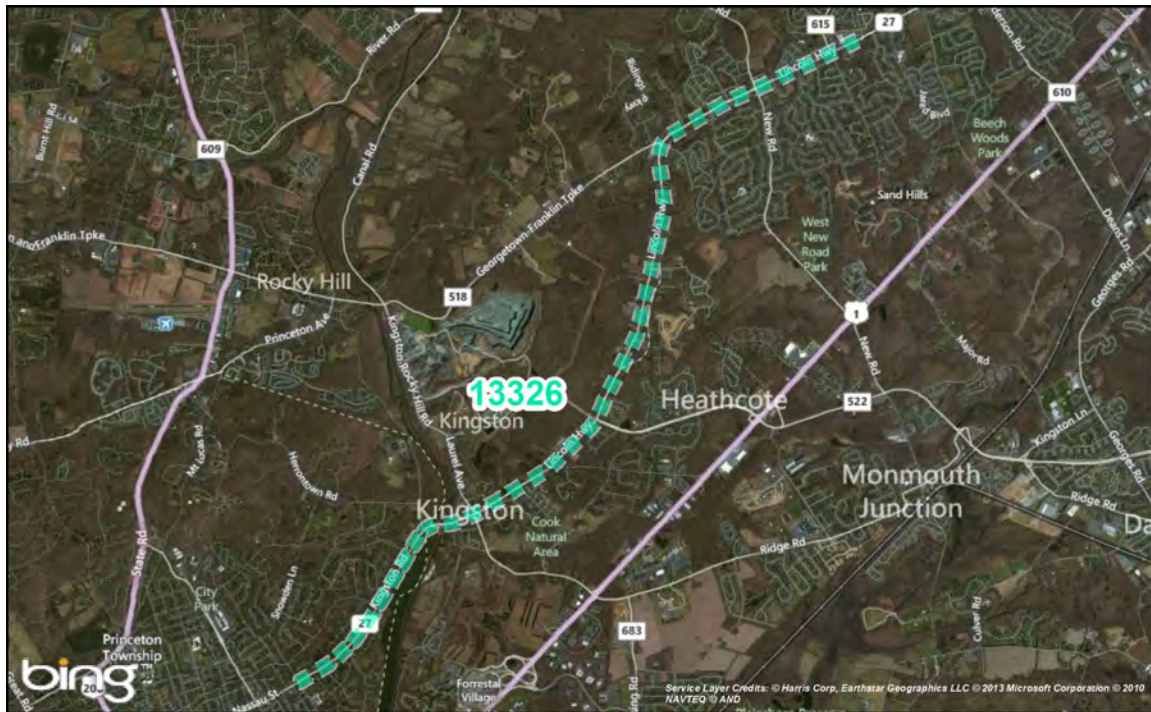
Note: CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHPP = National Highway Performance Program; NJTPA = North Jersey Transportation Planning Authority; TIP = Transportation Improvement Program.

NJ 27, Riverside Drive West to Vliet Road

Route: NJ 27

Section: Riverside Drive West to Vliet Road

DBNUM: 13326



County: Mercer; Middlesex;
Somerset

Municipalities: Princeton;
South Brunswick Twp.;
Franklin Twp.

Sponsor: NJDOT

This resurfacing project includes mileposts 1.43–3.04 and mileposts 4.9–8.61 of NJ 27.

This project is programmed in the following TIP:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
DVRPC/NJTPA	FY 2014–2017 TIP for New Jersey	CON	2014	STATE	2.8
					Total: 2.8

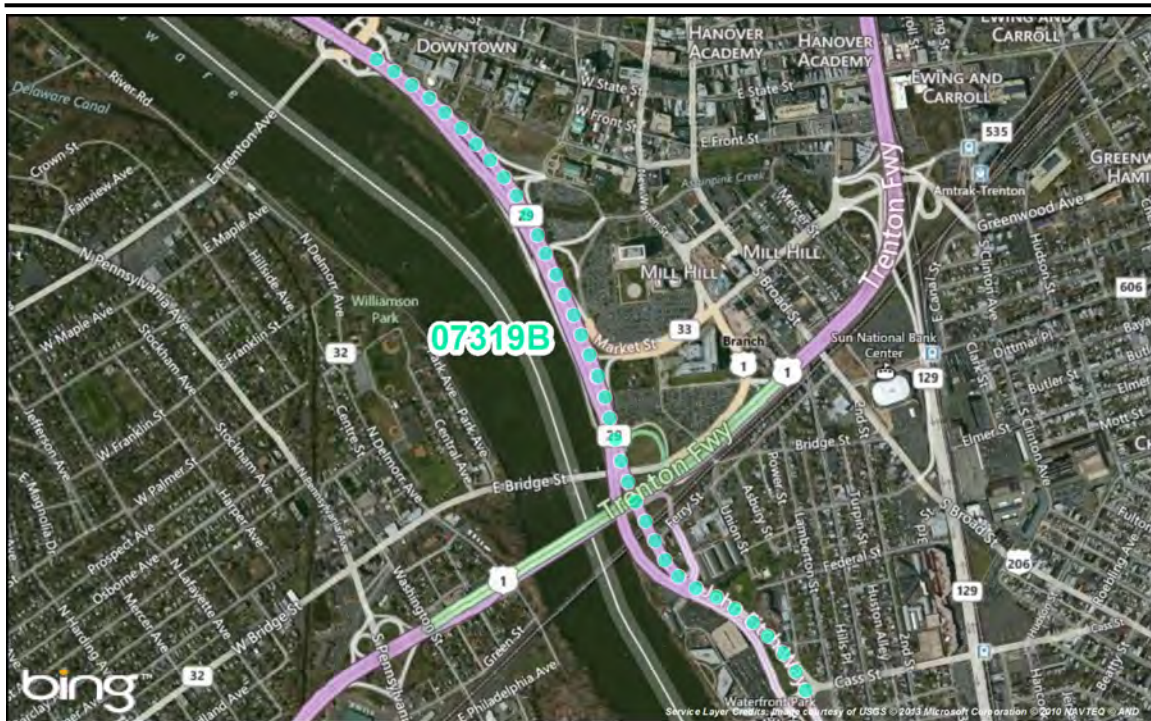
Note: CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

NJ 29, Cass Street to Calhoun Street, Drainage

Route: NJ 29

Section: Cass Street to Calhoun Street,
Drainage

DBNUM: 07319B



County: Mercer

Municipalities: Trenton City

Sponsor: NJDOT

This project is a breakout of the NJ 29 Drainage Improvements project (DBNUM 07319). Flooding and drainage problems have been reported along NJ 29 in the southern section of the original parent project. Based on available information, it is perceived that storm sewer systems and the Delaware River are primary causes of the flooding. Approximately 14 Tideflex valves and a flood wall extension of about 200 feet in length would address flooding by preventing the Delaware River from backing up into the existing storm sewer pipe systems within the NJ 29 right-of-way. With these improvements, various locations of the roadway will be protected from events ranging between the 15-year and 50-year floods in the river's main channel.

This project is programmed in the following TIP:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
DVRPC	FY 2014–2017 TIP for New Jersey	PE	2014	STP	0.35
DVRPC	FY 2014–2017 TIP for New Jersey	DES	2016	STP	0.85
DVRPC	FY 2014–2017 TIP for New Jersey	ROW	2017	STP	0.1
DVRPC	FY 2014–2017 TIP for New Jersey	CON	2019	STP	3.0
					Total: 4.3

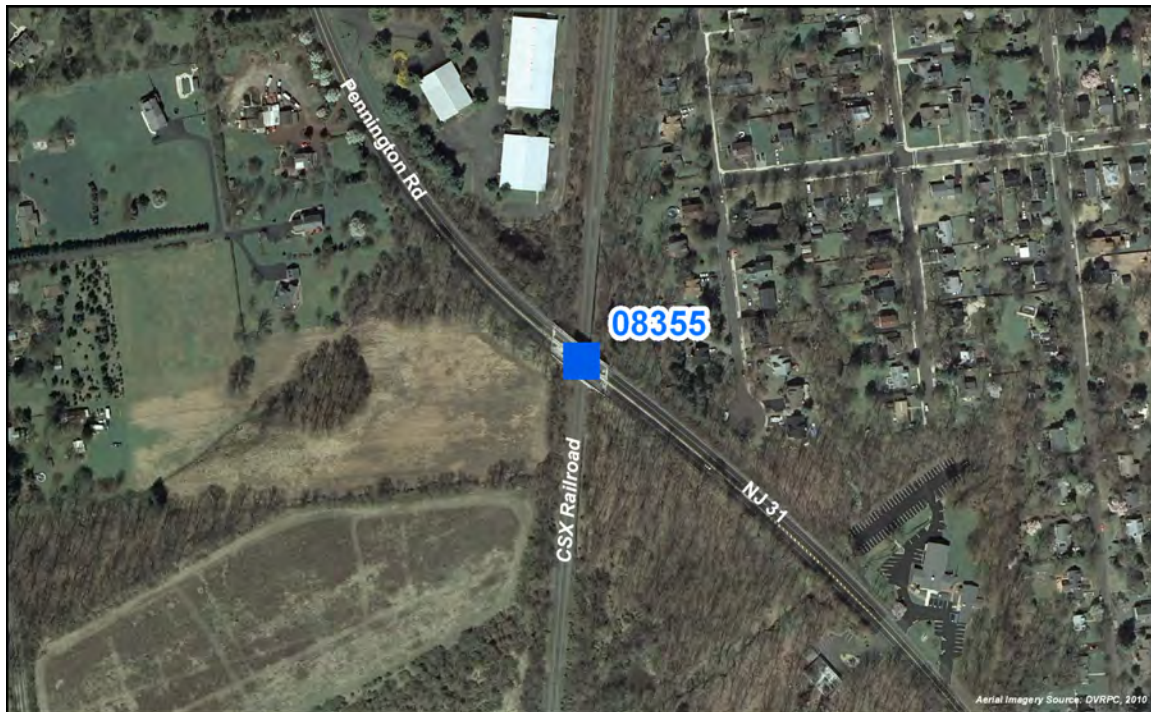
Note: CON = Construction; DES = Final Design/Engineering; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; PE = Preliminary Engineering; ROW = Right-of-Way Acquisition; STP = Surface Transportation Program; TIP = Transportation Improvement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

NJ 31, Bridge over CSX Railroad

Route: NJ 31

Section: Bridge over CSX Railroad

DBNUM: 08355



County: Mercer

Municipalities: Hopewell Twp.;
Pennington Borough

Sponsor: NJDOT

NJDOT's Division of Project Development (DPD) and in-house structural design team have determined that replacement of the existing bridge will be necessary. The project will include rehabilitation and replacement of the NJ 31 Bridge over the CSX Railroad, reconstruction of approach roadways, and related drainage work.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
DVRPC	FY 2014–2017 TIP for New Jersey	ROW	2014	NHPP	0.25
DVRPC	FY 2014–2017 TIP for New Jersey	CON	2016	NHPP	6.95
					Total: 7.2

Note: CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHPP = National Highway Performance Program; 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. Signing and striping changes will be included as part of the improvement.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
DVRPC	FY 2014–2017 TIP for New Jersey	CON	2014	HSIP	1.0
					Total: 1.0

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

US 1 Business (US 1B), Brunswick Circle to Lake Drive

Route: US 1

Section: Business, Brunswick Circle to Lake Drive

DBNUM: 04316



County: Mercer

Municipalities: Lawrence Twp.

Sponsor: Local

The purpose of the project is to provide traffic calming along a segment of US 1B (Brunswick Avenue) in Lawrence Township, Mercer County, from just north of the Brunswick Circle (MP 0.48) to Lake Drive (MP 1.38). The project will address the community's desire to redevelop this stretch of US 1B into a pedestrian-friendly urban streetscape that promotes business development and aims at slowing traffic speeds, improving and increasing pedestrian connectivity, and providing aesthetic treatments to help create a new identity for this section of US 1B. The improvements include the following elements: reduced-width travel lanes, parking along the northbound shoulder, a wider grassed center median, pedestrian bulb-outs at street corners, pedestrian crosswalk delineation, signalized intersection improvements at Cherry Tree Lane and Slack Avenue, minor drainage modifications, milling/resurfacing, signing/stripping, and construction of a modern roundabout with proposed lighting at the Whitehead Road intersection. Utility relocations and right-of-way acquisition will be required in the vicinity of the proposed roundabout.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
DVRPC	FY 2014–2017 TIP for New Jersey	CON	2015	STP-TE	4.3
					Total: 4.3

Note: CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; STP-TE = STP-Transportation Enhancement Program; TIP = Transportation Improvement Program.

US 1, Southbound, Nassau Park Boulevard to Quaker Bridge Mall Overpass

Route: US 1

Section: Southbound, Nassau Park Boulevard
to Quaker Bridge Mall Overpass

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 2014–2017 TIP for New Jersey	ROW	2014	NHPP	3.5
DVRPC	FY 2014–2017 TIP for New Jersey	CON	2016	NHPP	10.7
					Total: 14.2

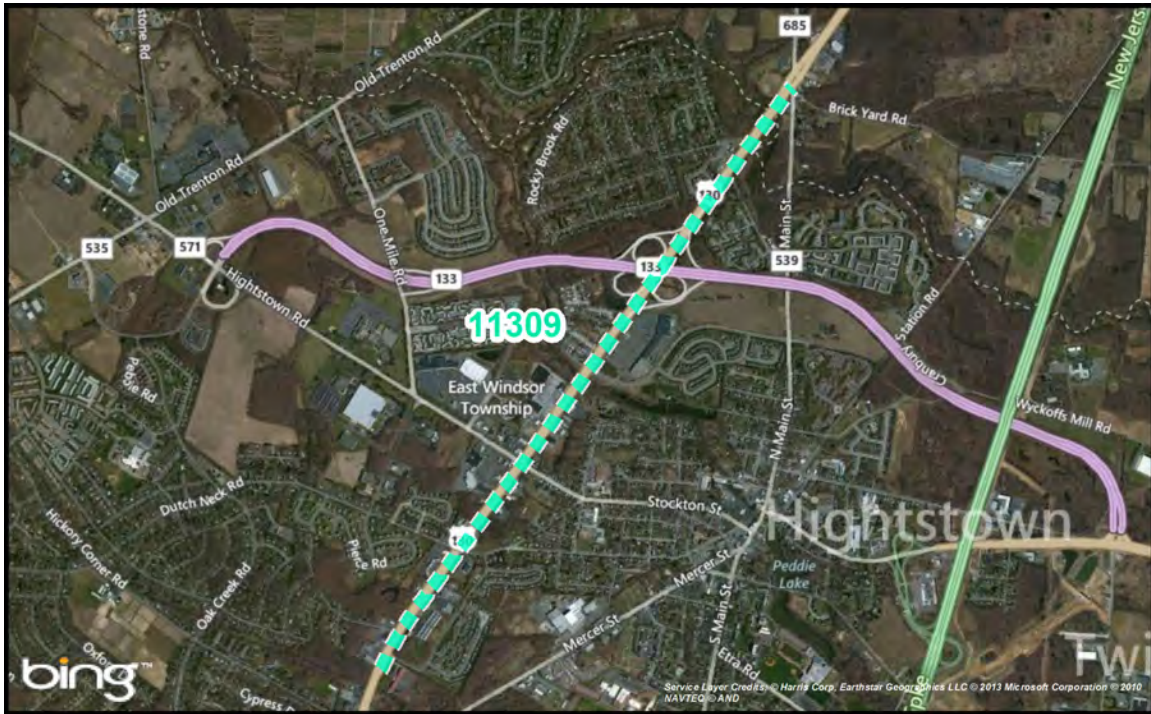
Note: CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHPP = National Highway Performance Program; ROW = Right-of-Way Acquisition; TIP = Transportation Improvement Program.

US 130, Westfield Avenue to Main Street

Route: US 130

Section: Westfield Avenue to Main Street

DBNUM: 11309



County: Mercer;
Middlesex

Municipalities: East Windsor Twp.;
Cranbury Twp.

Sponsor: NJDOT

This is a pavement resurfacing and reconstruction project covering several municipalities along northbound and southbound US 130, between mileposts 67.8–72.8.

This project is programmed in the following TIP:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
DVRPC/NJTPA	FY 2014–2017 TIP for New Jersey	PE	2014	NHPP	0.4
DVRPC/NJTPA	FY 2014–2017 TIP for New Jersey	DES	2015	NHPP	0.5
DVRPC/NJTPA	FY 2014–2017 TIP for New Jersey	CON	2016	NHPP	15.9
					Total: 16.8

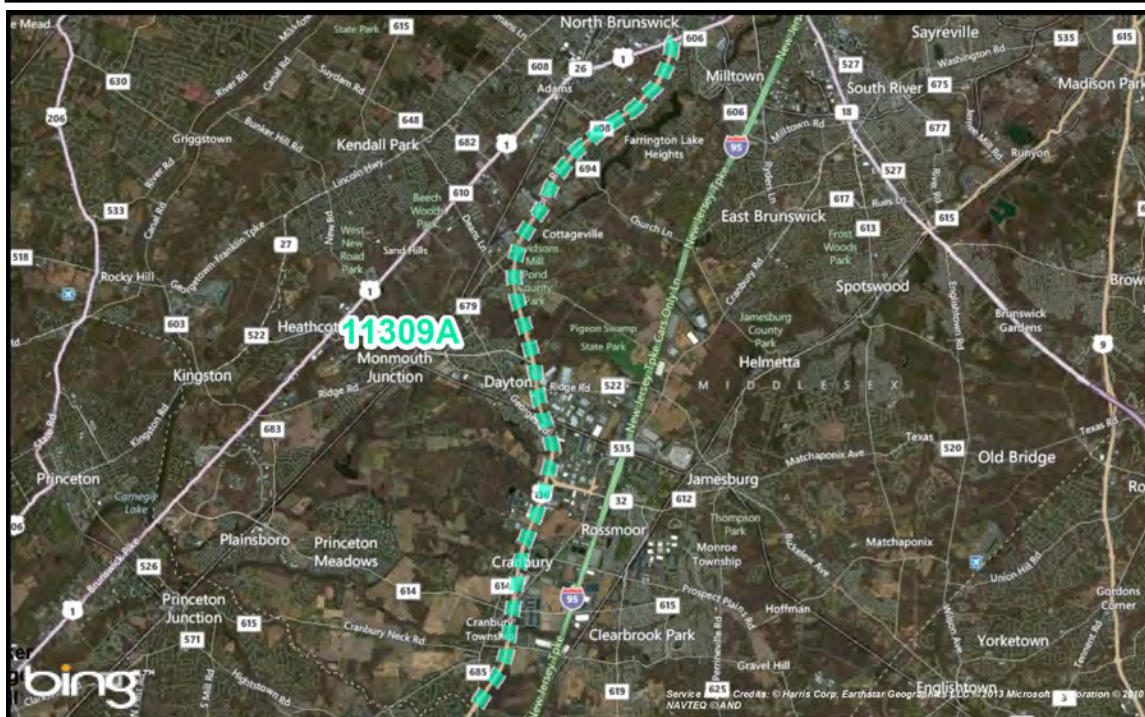
Note: CON = Construction; DES = Final Design/Engineering; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHPP = National Highway Performance Program; NJTPA = North Jersey Transportation Planning Authority; PE = Preliminary Engineering; TIP = Transportation Improvement Program.

US 130, Main Street to US 1

Route: US 130

Section: Main Street to US 1

DBNUM: 11309A



County: Middlesex

Municipalities: South Brunswick Twp.;
North Brunswick Twp.

Sponsor: NJDOT

This is a pavement resurfacing and reconstruction project covering several municipalities along northbound and southbound US 130, between mileposts 72.8–83.5.

This project is programmed in the following TIP:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
NJTPA	FY 2014–2017 TIP for New Jersey	CON	2015	NHPP	13.4
					Total: 13.4

Note: CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHPP = National Highway Performance Program; 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 2014–2017 TIP for New Jersey	DES	2014	NHPP	0.9
DVRPC	FY 2014–2017 TIP for New Jersey	CON	2015	STATE	7.6
					Total: 8.5

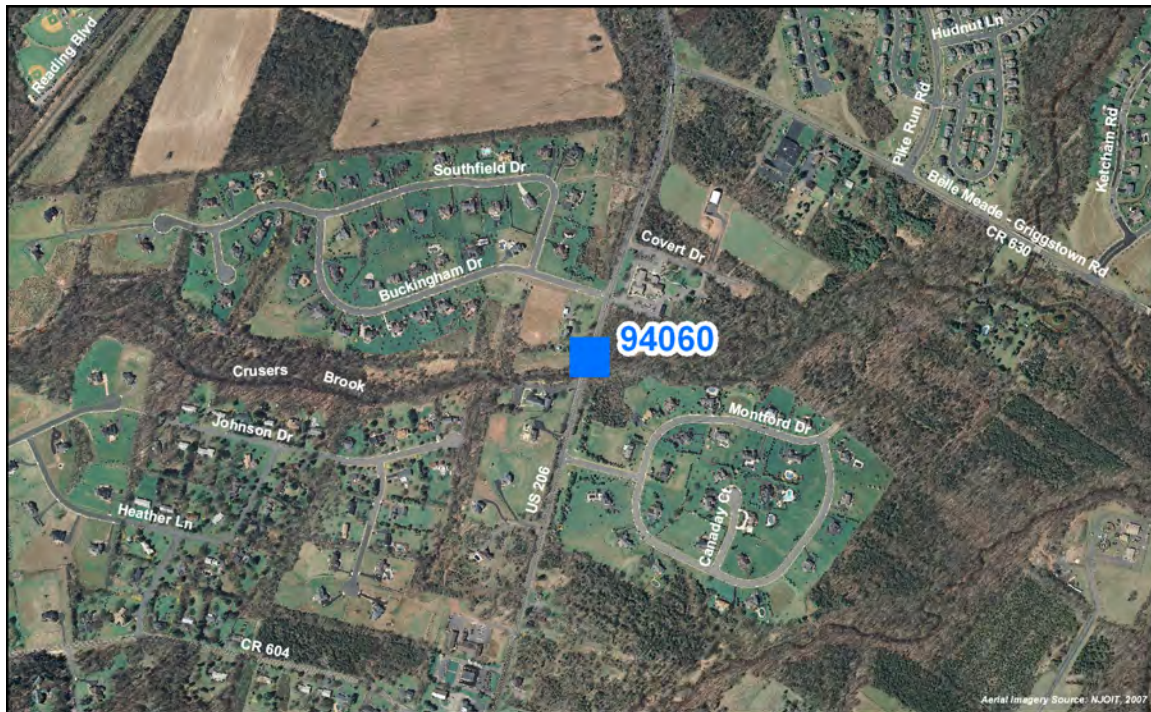
Note: CON = Construction; DES = Final Design/Engineering; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHPP = National Highway Performance Program; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

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 8-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 2014–2017 TIP for New Jersey	CON	2015	NHPP	6.2
					Total: 6.2

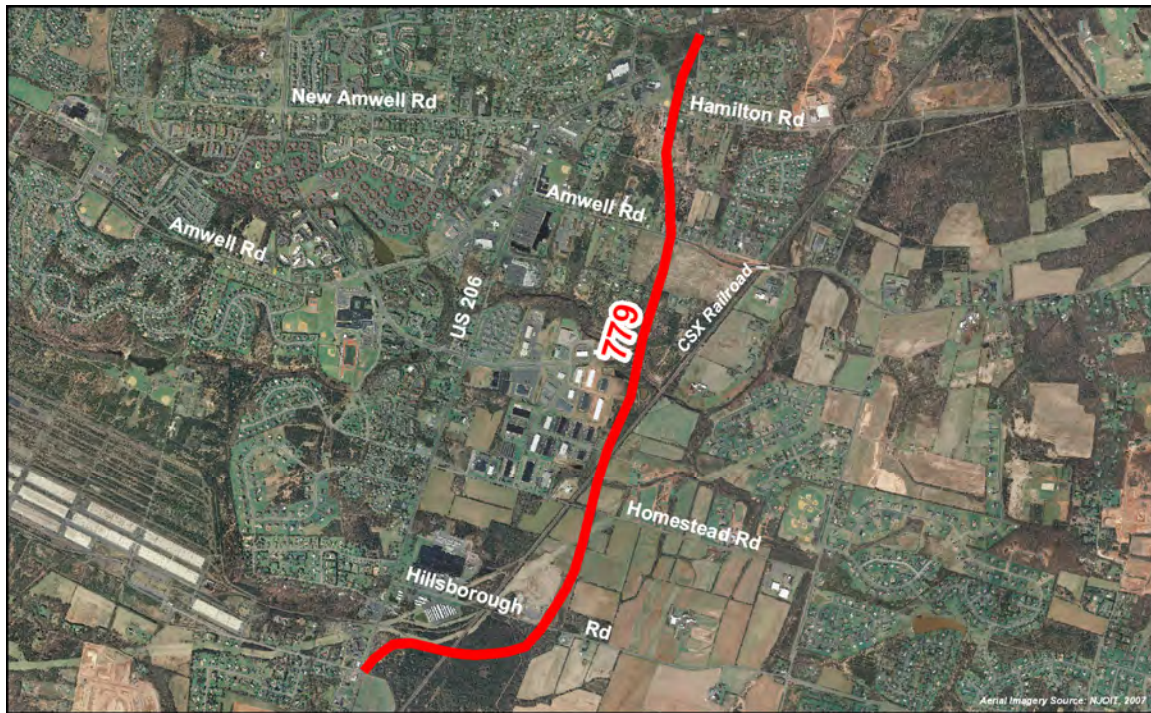
Note: CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHPP = National Highway Performance Program; NJTPA = North Jersey Transportation Planning Authority; TIP = Transportation Improvement Program.

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

Route: US 206

Section: Contract B, 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 Hillsborough Road 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 Buckeye pipeline and AT&T facilities.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
NJTPA	FY 2014–2017 TIP for New Jersey	CON	2017	STATE	31.5
NJTPA	FY 2014–2017 TIP for New Jersey	CON	2018	STATE	26.8
					Total: 58.3

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

US 206 Bypass, Contract C

Route: US 206

Section: Contract C

DBNUM: 779B



County: Somerset

Municipalities: Hillsborough Twp.

Sponsor: NJDOT

Advance grading, drainage, structure, and utility relocation work for the US 206 Bypass between Mountain View Road and Hillsborough Road, and between Amwell Road and Old Somerville Road.

The project is programmed in the TIP as follows:

MPO	Plan	Phase	Year	Fund Source	Cost (\$ millions)
NJTPA	FY 2014–2017 TIP for New Jersey	CON	2014	STATE	10.0
					Total: 10.0

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

US 206, 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 2014–2017 TIP for New Jersey	DES	2017	NHPP	2.5
NJTPA	FY 2014–2017 TIP for New Jersey	CON	2020	NHPP	25.5
NJTPA	FY 2014–2017 TIP for New Jersey	CON	2021	NHPP	25.0
					Total: 53.0

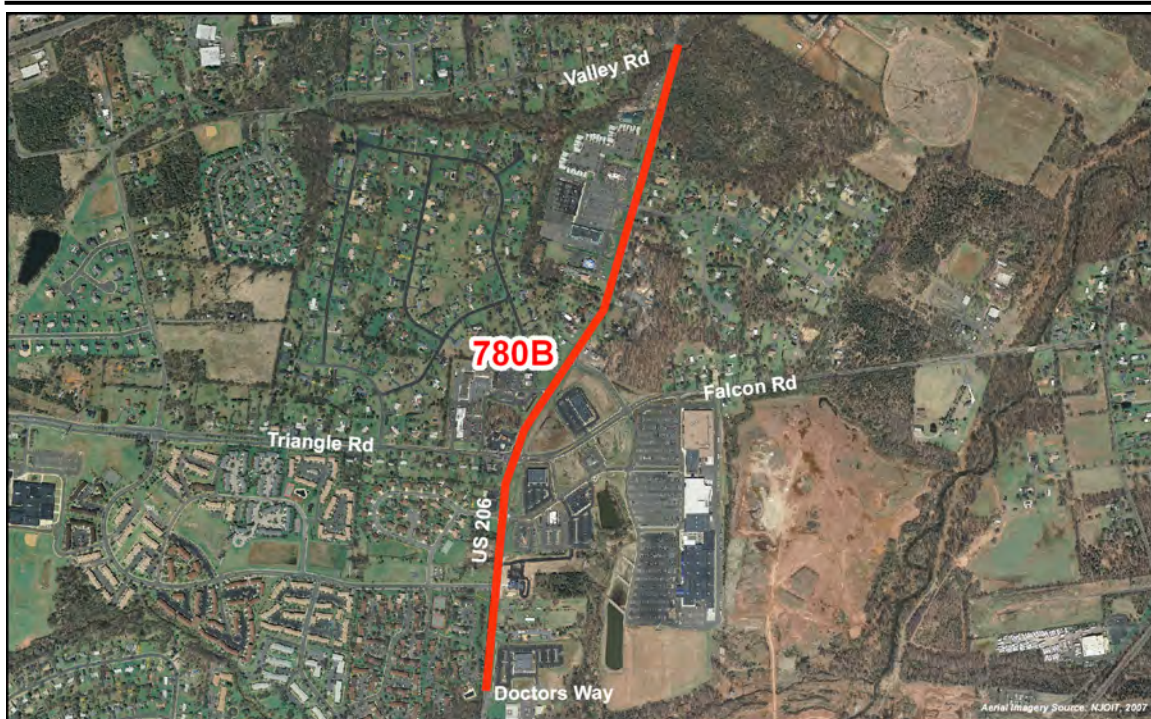
Note: CON = Construction; DES = Final Design/Engineering; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHPP = National Highway Performance Program; NJTPA = North Jersey Transportation Planning Authority; TIP = Transportation Improvement Program.

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 2014–2017 TIP for New Jersey	DES	2017	NHPP	2.3
NJTPA	FY 2014–2017 TIP for New Jersey	CON	2019	STATE	38.0
					Total: 40.3

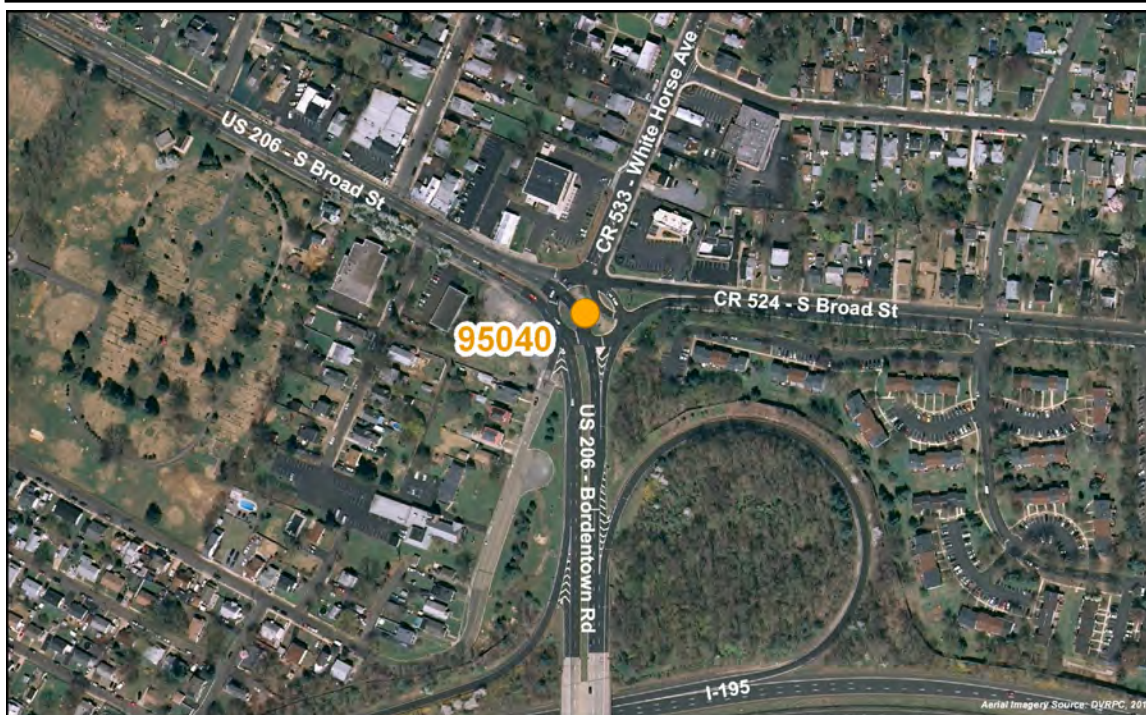
Note: CON = Construction; DES = Final Design/Engineering; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHPP = National Highway Performance Program; NJTPA = North Jersey Transportation Planning Authority; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

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 2014–2017 TIP for New Jersey	PE	2014	HSIP	0.5
DVRPC	FY 2014–2017 TIP for New Jersey	DES	2015	HSIP	0.5
DVRPC	FY 2014–2017 TIP for New Jersey	ROW	2016	STATE	0.2
DVRPC	FY 2014–2017 TIP for New Jersey	CON	2018	HSIP	2.9
					Total: 4.1

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; STATE = State Transportation Funds; 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 curbside 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 multiyear 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 2014–2017 TIP for New Jersey	DES	2014	STATE	2.45
DVRPC	FY 2014–2017 TIP for New Jersey	ROW	2015	STATE	2.8
DVRPC	FY 2014–2017 TIP for New Jersey	CON	2017	STATE	7.93
DVRPC	FY 2014–2017 TIP for New Jersey	CON	2018	STATE	19.42
DVRPC	FY 2014–2017 TIP for New Jersey	CON	2019	STATE	21.88
					Total: 54.48

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; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

NJTA Projects

New Jersey Turnpike project descriptions were provided by NJTA.

For the Index of Projects, see Table 12.

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 commenced in early 2013. A second contract will follow in 2014.

Source: NJTA (January 9, 2012).

Transit Projects

Transit projects advance differently than NJDOT projects; as a result, both capital and SD transit initiatives are profiled in the Transit section of this report.

For the Index of Projects, see Table 12.

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

Northeast Corridor (NEC) Improvements

NJ Transit Project	DBNUM: T44
--------------------	------------

Funding is provided for improvements to the NEC to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for NJ Transit **projects such as the Midline Loop in North Brunswick**, including associated track and station improvements, platform extensions, improvements at New York Penn Station, and yard improvements. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

County: Various	Municipalities: Various	Sponsor: NJ Transit
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Section 5310 Program

NJ Transit Project	DBNUM: T150
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This program provides for the purchase of **small buses or van-type vehicles** for agencies that serve the elderly and persons with disabilities. Formerly known as the Section 16 Program.

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

Match funds are provided from the state.

County: Various	Municipalities: Various	Sponsor: NJ Transit
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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 (July 2013).

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 station construction, ferry programs, fixed guideway improvements (rail, light rail, BRT, and ferry), and related vehicle and equipment 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): Northern Branch Rail; Hudson–Bergen Light 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; Port Morris Improvements; 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**; Lehigh third track capacity improvements; 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 rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse; E-yard expansion; BRT Initiatives; Park-and-Rides; and Smart Card Technology Program; along with other new system-wide, rail, bus, and light rail initiatives arising during the year.

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 information purposes only, in order to give 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. Funding is also provided to advance projects dependent on other non-federal (including private) funding and/or state resources available beyond planned levels.

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

Source: NJ Transit (July, 2013).

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

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 compiled from information available on each county's website and from communication with county staff. It includes recent county-led transportation projects in design, under construction, or completed in Forum municipalities. Limited information is available for many of the projects. This table is intended to give a general overview of the comprehensive maintenance and improvement activities that the counties undertake. Anyone with more information about any of the following projects is encouraged to contact DVRPC staff.

Table 11: County and Local Road Projects

Township	Project	Status	Category
Cranbury	Probasco Road Bridge over Millstone River	In Design	Bridge
Cranbury	Replacement of Old Trenton Road (CR 535) Bridge over the Millstone River	In Design	Bridge
East Windsor	Millstone Road Bridge	Under construction	Bridge
Ewing	Carlton Avenue Bridge over Big Shabakunk Creek	Under construction	Bridge
Ewing	Parkside Avenue from North Olden Avenue to Spruce Street, resurfacing	Completed	Roadway Rehabilitation
Ewing	Sullivan Way from Lower Ferry Road to Railroad Avenue, resurfacing	Completed	Roadway Rehabilitation
Ewing, Hopewell	Jacobs Creek Road Bridge	Under construction	Bridge
Franklin	Amwell Road (CR 514) between Elizabeth Avenue and Smith Road, repaving	Completed	Roadway Rehabilitation
Franklin	Easton Avenue (CR 527) from Willow Avenue to Demott Lane, eastbound lane and shoulder reconstruction	Completed	Roadway Rehabilitation
Franklin	Easton Avenue (CR 527) and Foxwood Drive reconstruction	Completed	Roadway Rehabilitation
Franklin	Franklin Boulevard between Easton Avenue and Hamilton Street, repaving	Under Construction	Roadway Improvement
Franklin	Intersection of Hamilton Street (CR 514) and Veronica Avenue	Completed	Roadway Improvement

Table 11: County and Local Road Projects (continued)

Township	Project	Status	Category
Franklin	Laurel Avenue (CR 603) from CR 518 to NJ 27, resurfacing	Completed	Roadway Rehabilitation
Franklin	Main Street, Rocky Hill, and Canal Road, repaving	Completed	Roadway Rehabilitation
Hamilton	Yardville-Hamilton Square Road Bridge over Pond Run.	Under construction	Bridge
Hamilton	Tattletown Road Bridge	Under construction	Bridge
Hamilton	East State Street (CR 535) from Olden Avenue to Johnston Avenue, resurfacing	Completed	Roadway Rehabilitation
Hamilton	Whitehorse Avenue from Arena Drive to the Whitehorse Circle, resurfacing	Completed	Roadway Rehabilitation
Hillsborough	Amwell Road (CR 514) from Main Road to east of East Mountain Road, resurfacing	Completed	Roadway Rehabilitation
Hillsborough	Amwell Road (CR 514) between Willow Road and Woods Road. Work will involve the construction of new storm sewers and pavement widening.	Completion expected November 2013	Roadway Improvement
Hillsborough	Hillsborough Road over CSX Railroad	Completed	Bridge
Hillsborough	Homestead Road Bridge over CSX Railroad	Completed	Bridge
Hillsborough	New Centre Road (CR 627) between Auten Road and Roycefield Road, repair and resurfacing	Completed	Roadway Rehabilitation
Hillsborough	River Road repaving	Completed	Roadway Rehabilitation
Hillsborough	Replacement of Wertsville Road Bridges (3)	Completed	Bridge
Hopewell	Bayberry Road Bridge	Completed	Bridge
Hopewell	Bear Tavern Road Bridge	Under construction	Bridge
Hopewell	Titus Mill Road Bridge	Completed	Bridge
Hopewell	Old Mill Road Bridge	Under construction	Bridge
Hopewell	Lambertville-Hopewell Road (CR 518) from Woodsville Road to Bear Tavern Road, resurfacing	Completed	Roadway Rehabilitation
Hopewell	Pennington-Hopewell Road from NJ 31 to Marshalls Corner, resurfacing	Completed	Roadway Rehabilitation
Hopewell	Pennington-Rocky Hill Road from Elm Ridge Road to Titus Mill Road, resurfacing	Completed	Roadway Rehabilitation
Hopewell	Pleasant Valley-Harbourton Road Bridge	Completed	Bridge
Hopewell	Woosamonsa Road Bridge	Completed	Bridge
Lawrence	Carter Road from Cold Soil Road to Van Kirk Road, resurfacing	Completed	Roadway Rehabilitation
Lawrence	Princeton Pike and Brunswick Circle Extension, intersection improvements	Ongoing	Safety/Operations, Roadway Improvement
Lawrence	Province Line Road Bridge	Completed	Bridge
Monroe	Replacement/Widening of Hoffman Station Road (CR 614) Bridge over Manalapan Brook	In Design	Bridge

Table 11: County and Local Road Projects (continued)

Township	Project	Status	Category
South Brunswick	Replacement/Widening of Ridge Road Bridge over Lawrence Brook	In Design	Bridge
New Brunswick	Replacement of Jersey Avenue (NJ 91) Culvert over Mile Run	In Design	Bridge
Monroe	Replacement of Perrineville Road Bridge	In Design	Bridge
Monroe	Replacement of Perrineville Road Culverts	In Design	Bridge
Jamesburg	Gatzmer Avenue/Perrineville Road/Forsgate Drive (CR 612) intersection	In Design	Safety/Operations
Monroe	Forsgate Drive (CR 612) and Rossmoor Drive intersection	In Design	Safety/Operations
New Brunswick	Improvements to 19 Traffic Signals in New Brunswick	In Design	Safety/Operations
Plainsboro	Scudders Mill Road (CR 614) and Schalks Crossing Road (CR 683) intersection	In Design	Safety/Operations
Princeton	Quaker Road Bridge over Stony Brook	Under construction	Bridge
Princeton	Cherry Valley Road Bridges	Ongoing	Bridge
Princeton	Rosedale Road from Province Line Road to Constitution Hill, resurfacing	Completed	Roadway Rehabilitation
Princeton	Washington Road and Faculty Road traffic signal improvements	Ongoing	Safety/Operations
Princeton	Washington Road bike lanes	Ongoing	Bicycle and Pedestrian Facilities
Robbinsville	Robbinsville-Edinburg Road (CR 526) from Pond Road to Lake Drive, resurfacing	Completed	Roadway Rehabilitation
Trenton	Calhoun Street from West State Street to Bellevue Avenue, resurfacing	Completed	Roadway Rehabilitation
Trenton	Olden Avenue from New York Avenue to Clinton Avenue Roadway Resurfacing	Completed	Roadway Rehabilitation
West Windsor	Old Trenton Road (CR 535) Bridge	Ongoing	Bridge
West Windsor	Princeton Hightstown Road (CR 571) Bridge	Under construction	Bridge
West Windsor	Clarksville Road and North Post Road Intersection Improvements	Ongoing	Roadway Improvement
West Windsor	Clarksville Road from Everett Drive to Everett Drive (loop road around Princeton Junction Volunteer Fire Company), resurfacing	Completed	Roadway Rehabilitation
West Windsor	Clarksville Road from North Mill Road to Princeton-Hightstown Road (CR 571), resurfacing	Completed	Roadway Rehabilitation
West Windsor	Old Trenton Road (CR 535) from Princeton-Hightstown Road (CR 571) to Dorchester Drive, resurfacing	Completed	Roadway Rehabilitation

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 2, 3, and 4 provide an overview of the planned projects in the Central Jersey region. Figure 2 provides a broad picture of the projects listed in Chapter 2, including the 22 projects listed in the Capital Programs of the FY 2014–2017 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 also includes two Tier 2 projects for reference.

Figure 3 provides a more focused view of the highway 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 Figures 3 and 4 also include some projects that were covered in previous editions of this report and were recently completed. These projects are no longer listed in TIPs and are therefore not included in Table 12. Tier 2 projects are also included in Figure 3.** The intention of including these additional projects is to provide a clear picture of where and when highway improvement investments are scheduled for the US 1 corridor in Central Jersey.

For this edition of the *Planned Projects Status Report*, a timing and phasing map focused on the US 206 corridor was added as Figure 4.

Figure 2:
Planned Projects

PROJECTS

- Bridge Replacement / Rehabilitation
 - Culvert Replacement
 - Safety / Operations
 - Drainage Improvement
 - Main Street / Pedestrian
 - Rail Initiative
 - Roadway Improvement
 - Roadway Rehabilitation
 - Study / Analysis
- † 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

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

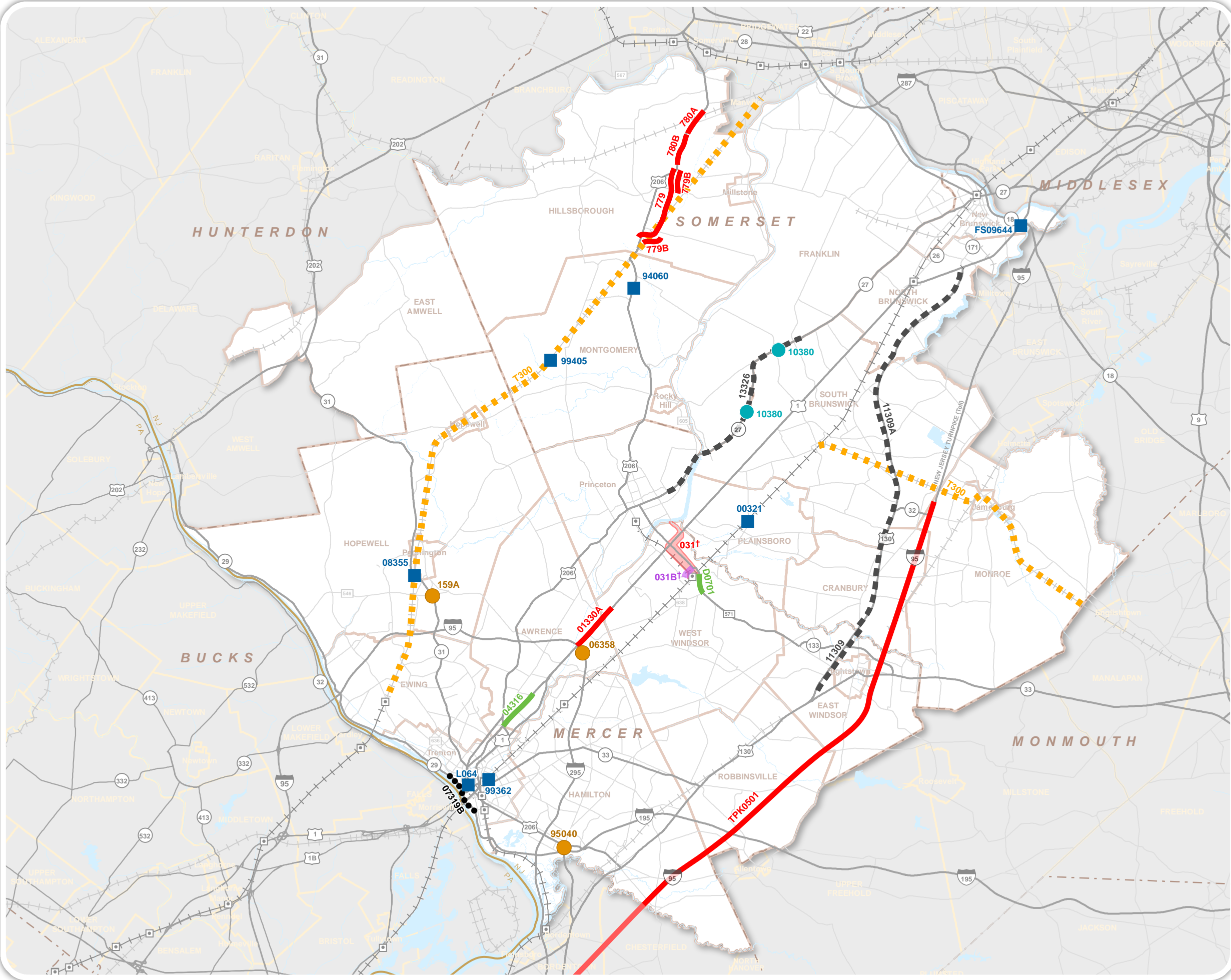
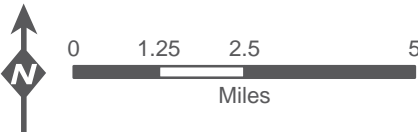


Figure 3:
Timing and Phasing of US 1 Planned Projects

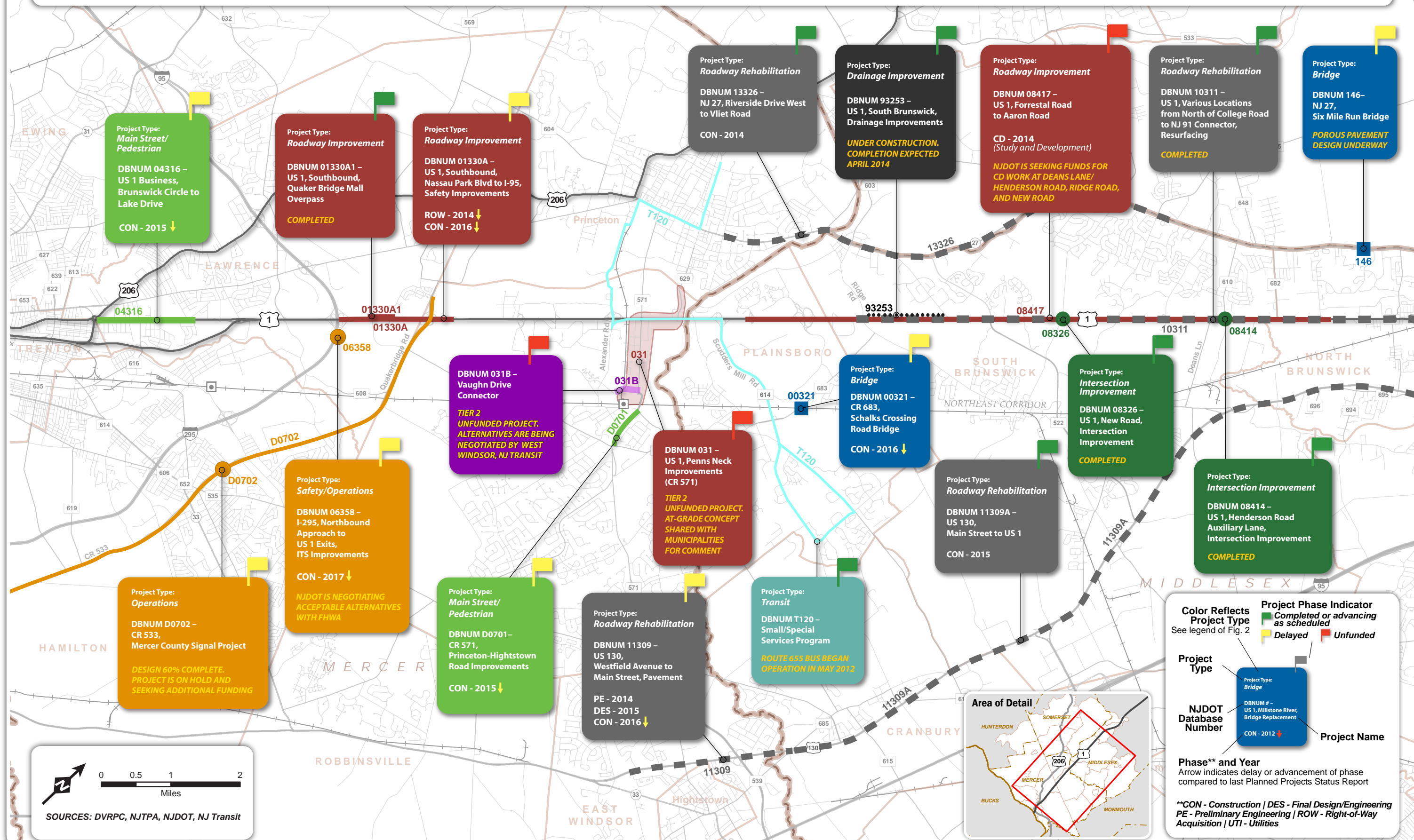


Figure 4: Timing and Phasing
of US 206 Planned Projects



CJTF
CENTRAL JERSEY
TRANSPORTATION FORUM

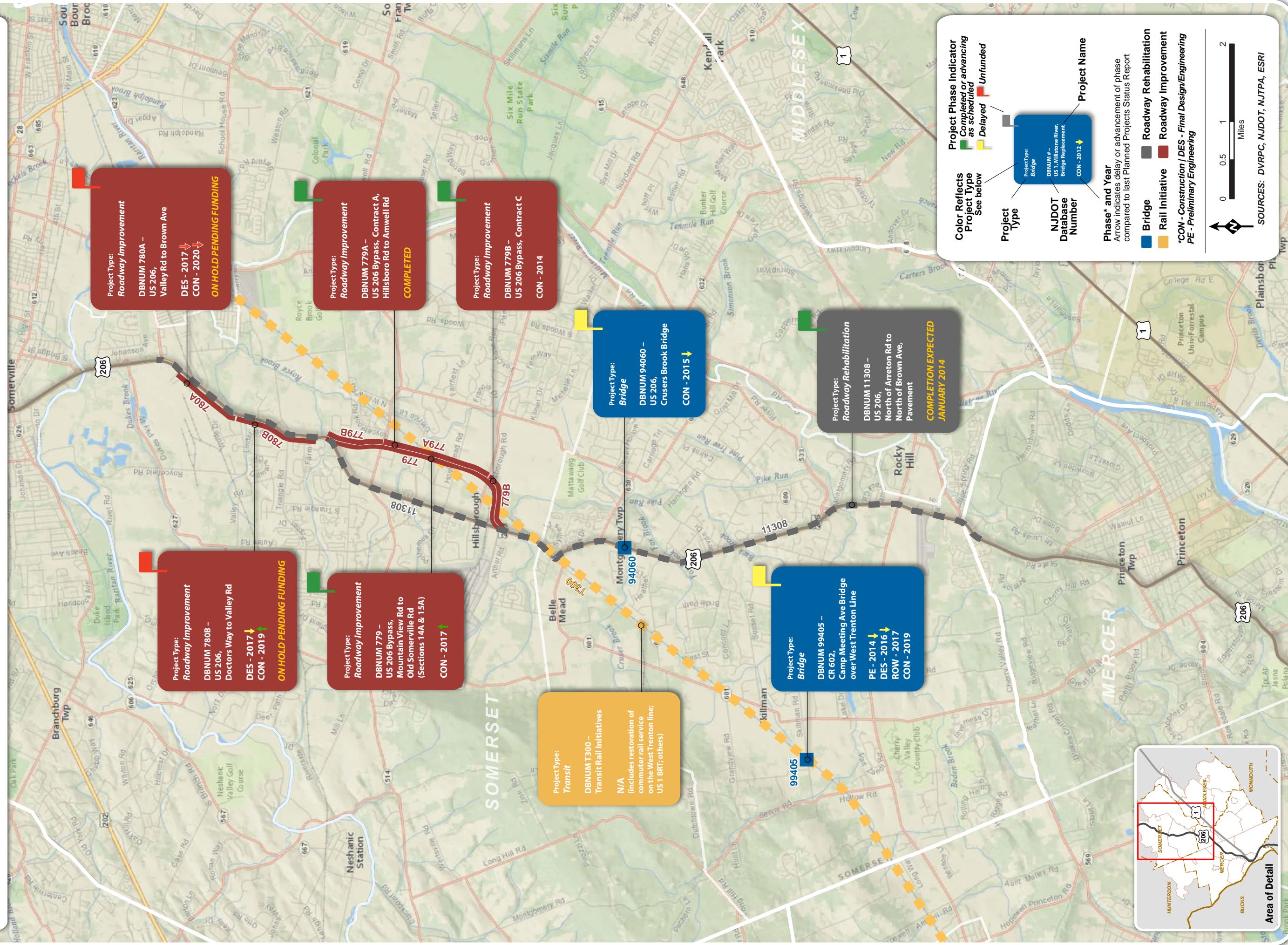


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06358	I-295, Northbound Approach to US 1 Exits, ITS Improvements	21
07319B	NJ 29, Cass Street to Calhoun Street, Drainage	25
08355	NJ 31, Bridge over CSX Railroad	26
10380	NJ 27, Carter's Brook and Ten Mile Run Tributary Culvert Replacement	23
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Sources: Fiscal Years 2014–2017 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 Central Jersey. The projects are arranged by municipality in Table 13, which follows as a series of 11 × 17-inch pages. Projects are also summarized in the text below and illustrated in Figures 8 and 9.

Taken together, the projects listed as completed or currently under construction in the accompanying spreadsheet will add over 435,000 square feet of commercial space (including retail and office); over 1.4 million square feet of new medical and hospital development; over 4.1 million square feet of warehouse space; over 375,000 square feet of educational facilities; and nearly 5,200 housing units, including 850 affordable units and over 600 age-restricted units.

The effects of land use decisions do not end at parcel lines, nor are they confined to the municipality where the parcel happens to be located. The type, size, and scale of development directly impact the transportation network and contribute to problems or solutions that culminate on 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 smart growth Road Show presentation about the benefits of smart growth and the importance of the land use/transportation connection. To date, three Forum municipalities have received this presentation. Afterward, each of these municipalities voted to adopt a slightly modified version of the Model Resolution of Support and Engagement that was developed for NJDOT's Rt1RGS effort. A fourth municipality adopted the resolution without the presentation. The resolution now includes both the broad US 1 and US 206 corridors. See Figure 1 for a map of the municipalities that have had the Road Show and adopted resolutions. The Rt1RGS Action Team is available to deliver the smart growth Road Show presentation to all interested municipalities. The Action Team's goal is to deliver the presentation to all of the Forum's voting members, as well as any other interested municipalities in the Forum region.

An earlier version of the information in this chapter was distributed in the *Winter 2012 Planned Projects Status Report*. It covered the period from May 2011 to December 2011. The summary included here covers activity from January 2012 to August 2013. Information was assembled

primarily from e-mail and phone communications with municipal planning staff and local officials. Additional information was gathered from online versions of local newspapers such as the *Princeton Packet* and the *Times of Trenton*, as well as various websites, including those for each Forum municipality. Information on major development projects in Forum communities that will affect transportation in Central Jersey, as of August 2013, is compiled in Table 13.

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

Cranbury Township	Jamesburg Borough
City of New Brunswick	Millstone Borough
East Amwell Township	Monroe Township
East Windsor Township	Pennington Borough
Hightstown Borough	Rocky Hill Borough
Hopewell Borough	

Although the economy is still recovering from the recession of the late 2000s, a number of the projects in Central Jersey have continued to advance. The University Medical Center at Princeton (UMCP) Relocation project, which included the construction of a medical campus on 160 acres in Plainsboro Township, has been completed. The project built 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. Several million dollars in transportation improvements were completed for the project, including a new shuttle service serving the development, the Route 655 bus, which began operation in May 2012. The design also incorporated access and amenities for the US 1 BRT. Princeton University has several projects under construction that, when completed, will add over 400 housing units and 400,000 square feet of new classroom and research facilities. There are three large projects under construction in South Brunswick Township that will add over 700 residential units upon full build-out. In Franklin Township, nine projects to construct new housing are under construction and have been at least partially completed. These projects will add over 900 new housing units when completed. The North Brunswick Transit Village is submitting revised plans and the InterCap Holdings portion of the Princeton Junction Train Station redevelopment in West Windsor Township is poised to move forward.

Figure 5: The University Medical Center of Princeton at Plainsboro

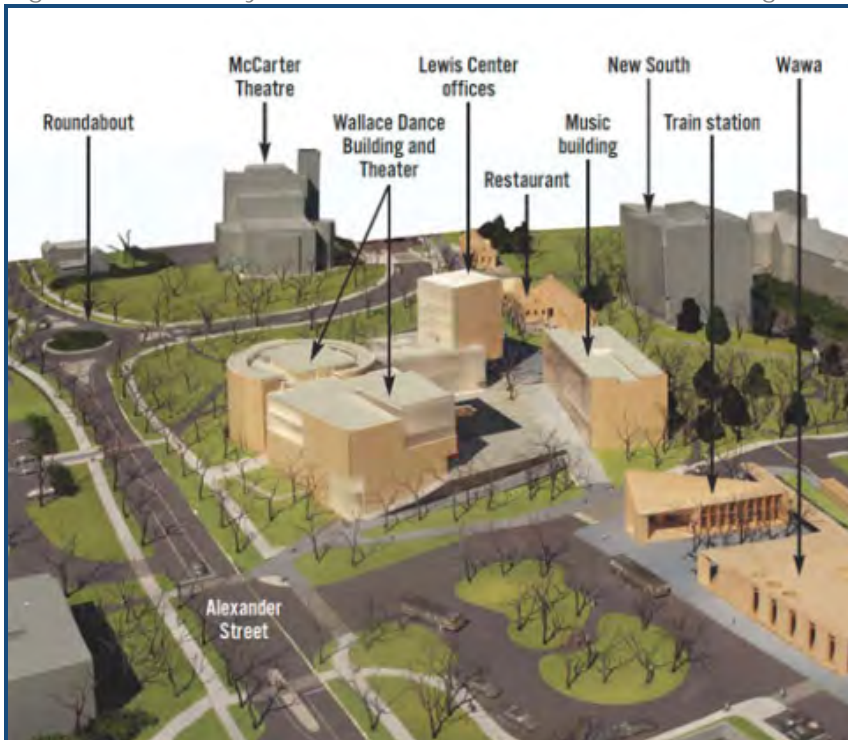


Source: www.hok.com/design/type/healthcare/university-medical-center-of-princeton/

In Ewing Township, the planned Ewing Parkway Avenue Redevelopment Plan would add about 1,000 housing units, up to 400,000 square feet of retail and office space, and possibly a hotel. The project would also incorporate transportation and transit improvements. In Trenton, two projects that will add a total of about 270 housing units are in the final phase of construction. Several other mixed-use, transit-oriented projects have been approved. When constructed, these projects would add about 700,000 square feet of office space, over 80,000 square feet of new educational facilities, and over 200 new housing units. In Robbinsville Township, a new Amazon.com facility will add over 1,000,000 square feet of warehouse and processing space, and 80,000 square feet of office space. Coordination is underway to help provide public transportation options to the new facility and other employers in the vicinity of Exit 7A of the New Jersey Turnpike.

There are a number of active land development projects in Princeton, including five projects led by the University, several of which are already under construction. Princeton University's new 248,000 square-foot Neuroscience and Psychology Building, on Washington Road, is under construction and is scheduled for completion in the fall of 2013. The University's Hibben-Magie redevelopment project, which will add 137 units of graduate student housing, is under construction and is scheduled for completion in 2014. The 128,000 square-foot Andlinger Center for Energy and the Environment and the University Center for the Creative and Performing Arts are both under construction and are scheduled for completion in 2015. The Merwick/Stanworth redevelopment project, which will add 200 housing units for University faculty and staff, will begin construction in 2014 and is scheduled for completion in 2016. In addition to the Princeton University projects, the Hulfish North development is under construction, with completion of the 100 housing units, including 17 townhomes and 83 condominiums, expected this year. The Avalon Bay proposal to replace the former UMCP with a mix of residential, retail, and office space has been approved.

Figure 6: University Center for the Creative and Performing Arts



Source: paw.princeton.edu/_internal/cimg!0/o32fv90z2q9p03og7no9jdmsqpexthw

South Brunswick is another township with a great deal of development in the works, including an enormous amount of approved warehouse development as well as significant office and housing development. Eleven separate warehouse proposals have been approved, totaling nearly 5.7 million square feet of warehouse space, although only two are under construction at the moment. These developments are mostly 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 four projects totaling over 589,000 square feet of office space approved for development. 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, four others have been approved for development, totaling over 550 new housing units.

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, although the project has not moved forward in the current economy. 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 US 1 between North Aaron Road and Commerce Boulevard, is submitting revised plans. 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. The first phase of development was planned to 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. Earlier this year, North Brunswick officials received a commitment to build the rail station component, and NJ Transit has plans to begin the work of designing a new station and turnback loop in North Brunswick. However, revised plans for the Transit Village have been submitted to the township for approval. Further details are not available at this time.

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. Nine projects involving new housing are under construction and have been at least partially completed in Franklin Township. These projects will add over 900 new housing units, of which over 650 will be affordable units. Many of these projects include mixed-use components, such as retail or office space, and are transit accessible. There are also several residential and mixed-use projects in planning or early approval stages.

Figure 7: Rendering of Avalon Bay Somerset



Source: medialibrarycdn.property-solutions.com/websites_media/avaloncommunities.com/cached_thumbs/640x480/4f9fcad3d2ee3939.jpg

If all of the projects listed in the accompanying 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 8.2 million square feet of commercial space (including 2.3 million square feet of retail and 5.9 million square feet of office space), over 16 million square feet of research and laboratory space, over 1.4 million square feet of medical buildings and facilities, over 450,000 square feet of educational facilities, and over 11,000 residential housing units, including over 1,200 affordable units and about 1,100 age-restricted units. In addition, over 2,300 acres of open space would be preserved.

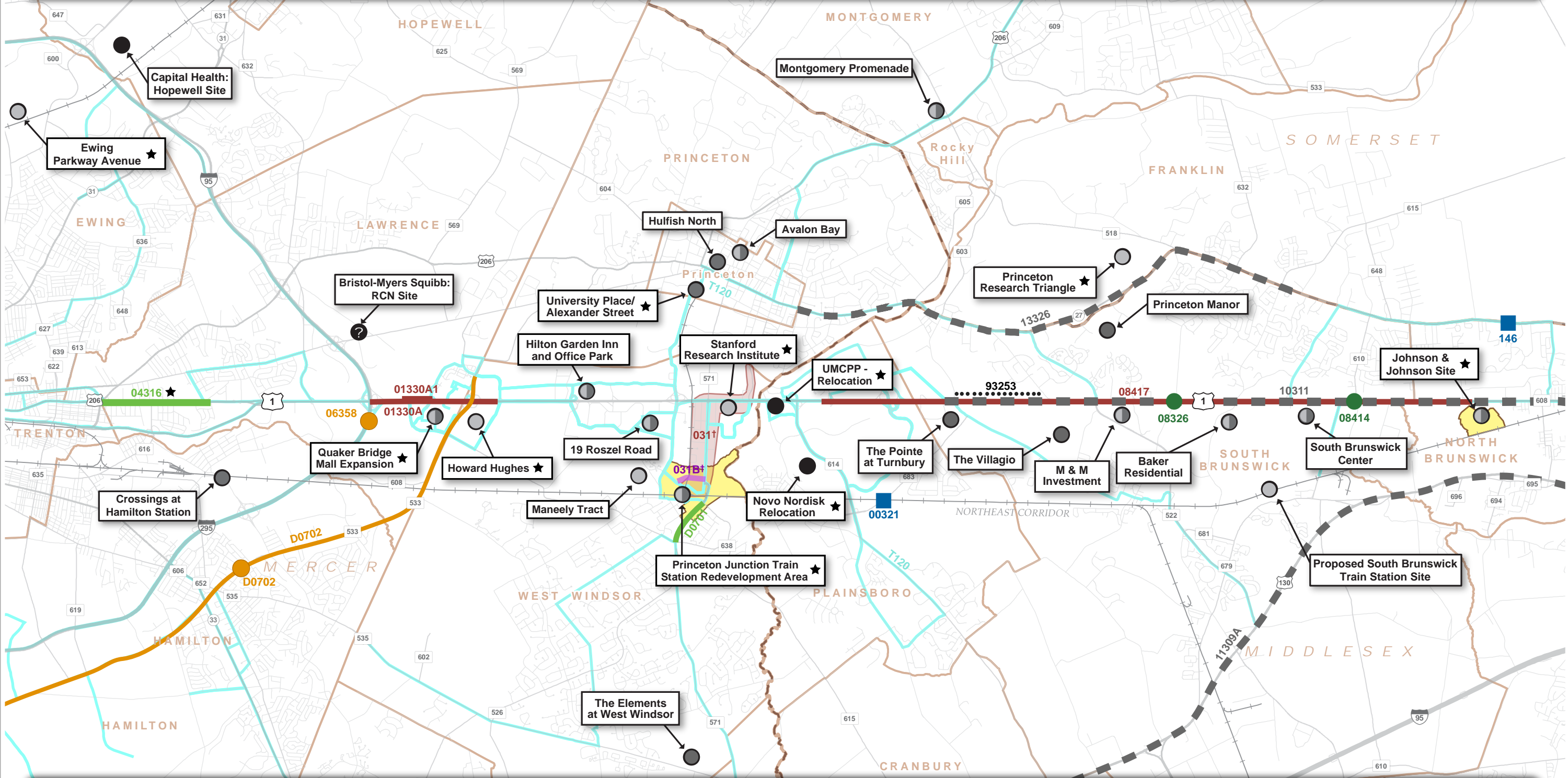
The transportation and land use impacts of these development projects are significant and deserve attention by local and county officials and pertinent transportation agencies and organizations.

Relevant Studies and Policy Documents









- ▶ CR 571 Park-and-Ride Study (DVRPC Publication #11017, see www.dvrpc.org/asp/pubs/publicationabstract.asp?pub_id=11017)
- ▶ NJDOT Route 1 Regional Growth Strategy (See policy.rutgers.edu/vtc/rgs/)
- ▶ NJDOT Long-Range Plan (See www.state.nj.us/transportation/works/njchoices/)
- ▶ DVRPC Long-Range Plan (The *Connections 2040 Plan for Greater Philadelphia* was adopted by the DVRPC Board on July 25, 2013. It is available at www.dvrpc.org/asp/pubs/publicationabstract.asp?pub_id=13042.)
- ▶ NJTPA Long-Range Plan (NJTPA's *Plan 2040* is scheduled for adoption by fall 2013. See www.njtpa.org/Involved/Comment/Default.aspx for the draft version.)
- ▶ Advancing Inter-Modal Freight Opportunities Within Central Somerset County (Contact the Somerset County Planning Division for copies; or see www.co.somerset.nj.us/planweb/pbmapspub.htm)

- ▶ Bucks-Mercer Transit Needs and Concept Development (DVRPC Publication #09042; see www.dvrpc.org/asp/pubs/publicationabstract.asp?pub_id=09042)
- ▶ Mercer Crossings Transportation Study (DVRPC Publication #07039; see www.dvrpc.org/asp/pubs/publicationabstract.asp?pub_id=07039)
- ▶ Mercer County Future Bus Plan (DVRPC Publication #10035, see www.dvrpc.org/asp/pubs/publicationabstract.asp?pub_id=10035)
- ▶ New Jersey Transit Mercer County Bus Survey Results (DVRPC Publication #09052; see www.dvrpc.org/asp/pubs/publicationabstract.asp?pub_id=09052)
- ▶ NJDOT Exit 8A Study (See www.tcnj.edu/~mluc/transportation/documents/Exit8A07.19.072ndPrinting.pdf)
- ▶ CR 571 Corridor Study (DVRPC Publication #07037; see www.dvrpc.org/asp/pubs/publicationabstract.asp?pub_id=07037)
- ▶ NJDOT Route 206 Visioning Study (Contact NJDOT at www.state.nj.us/transportation/ for more information)
- ▶ Princeton Campus Plan (See www.princeton.edu/campusplan/)
- ▶ Somerset County Circulation Plan Update (See 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 www.co.somerset.nj.us/planweb/sustainable/index.htm)

**Figure 8:
Development and Transportation Projects in the US 1 Corridor**



Transportation Projects*

- | | | |
|---|--|--|
|  Bridge Replacement / Rehabilitation |  Drainage Improvement |  Roadway Improvement |
|  Safety / Operations |  Main Street / Pedestrian |  Roadway Rehabilitation |
| |  Rail Initiative |  Study / Analysis |

† Tier 2 Project - Not Currently Funded (symbolized with transparency)
*Corresponding label on map refers to NJDOT Database Number (DBNUM)

**Development Project
Status Indicators**

- | | |
|--|--|
|  Planned |  Under Construction |
|  Approved |  Completed |
| |  Unknown |

★ Planned BRT or Transit Supportive Investment

 Proposed US 1 BRT Trunk or Feeder Route

 TOD Area

 Municipal Boundary

 County Boundary



0 0.5 1 2
Miles

SOURCES: DVRPC, NJDOT, NJ Transit

Overview of Public and Private Development Projects in Central Jersey

This list covers major development projects that will affect transportation in the US 1 and US 206 corridors as of August 2013.

Table 13: Summary of Major Development Projects

Name	Municipality	Type	Land Use	Size	Status	Year Complete
Cigar Factory Apartments	City of Trenton	Housing	Residential	64 units	Construction in final phase	2013
Mercer County Community College Expansion	City of Trenton	Mixed-Use Development	Educational	100,000 sq ft (estimated)	Phase 1 complete Phase 2 in planning	Phase 1 completed in 2012 Phase 2 unknown
Rush Crossing	City of Trenton	Housing/Transit-Oriented Development	Residential	204 units	Construction in final phase and now leasing	2013
Thomas Edison State College Nursing School	City of Trenton	Mixed-Use Development	Educational	82,000 sq ft	Approved	2015
Vista Center	City of Trenton	Office/Transit-Oriented Development	Mixed Use	700,000 sq ft	Approved	Unknown
Wirerope Lofts	City of Trenton	Mixed-Use/Transit-Oriented Development	Mixed Use	206 units 10,366 sq ft commercial space	Approved	Unknown
Ewing Parkway Avenue Redevelopment Plan for the former General Motors and Naval Warfare Center Sites	Ewing	Mixed-Use Development	Mixed Use	130-acre site About 1,000 housing units 300,000 to 400,000 sq ft retail Office space Possibly a hotel	Planned	Unknown
Avalon Bay Somerset	Franklin	Housing	Residential	384 units, including 58 affordable units	Grand opening in June 2013; construction nearly completed; coordinating new bus stop on Easton Avenue with NJ Transit	2014
Independence Crossing	Franklin	Mixed-Use Development	Mixed Use	60 units Senior housing with 5 units reserved for low-income military veterans Office space	Under construction; occupancy expected Fall 2013	2013
Leewood Development Group	Franklin	Housing	Residential	212 units, including 106 affordable units 40 condos constructed in Phase 1	Phase 1 and 2 completed; Final site plan for Phase 3 not approved yet	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; build-out would take place over 20 years	Unknown

Table 13: Summary of Major Development Projects (continued)

Name	Municipality	Type	Land Use	Size	Status	Year Complete
RPM Development Group (Berry Street Commons, Franklin Commons, Parkside, Voorhees Station)	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) Voorhees Station: 76 units (80% affordable, 20% market rate), stores at street level	Berry Street Commons, Franklin Commons, and Parkside completed and occupied; Voorhees Station under construction	2014 (expected date)
Somerset Douglas	Franklin	Housing	Mixed Use	114 units	Construction beginning 2013	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	Single-family housing component largely constructed and sold; site plan for age-restricted apartments approved; retail component likely to be delayed	Phased construction over next 10 years
Crossings at Hamilton Station	Hamilton	Housing	Residential	45 acres 636 total housing units, including 256 one- and two-bedroom luxury apartments, 156 townhomes, and 224 condominiums	Under Construction	Unknown
Gateway at Sunnymead	Hillsborough	Housing	Residential	190 acres 698 total housing units, including 315 age-restricted single-family detached units, 131 unrestricted townhouse units, 130 unrestricted apartments, and 122 unrestricted affordable units	Under Construction	Unknown
Green Village	Hillsborough	Mixed-Use Development	Mixed Use	50 acres 469 total housing units, including 352 market-rate apartments and 117 affordable units Two 10,000 sq ft retail buildings 120,000 sq ft, 130-room extended stay hotel with conference space	Approved	Unknown
Capital Health Systems Relocation: Hopewell Site	Hopewell	Medical	Community Service	165 acres; 656,000 sq ft hospital six-story medical office building	Completed	2012
Garden Properties Site (sold to CF Hopewell LLC)	Hopewell	Office Development	Mixed Use	1,000,000 sq ft office on 200 acres 170 acres of preserved open space	Discussions ongoing between Hopewell Township Planning Board and CF Hopewell LLC	Unknown
Bristol-Myers Squibb: RCN Corporation Site	Lawrence	Research Facility/Office	Office	132 acres, 1.7 million sq ft	Unknown	Unknown
Lawrenceville Associates	Lawrence	Retail Expansion	Commercial	Retail and service commercial development Combined uses result in approximately 38,851 sq ft	Approved	Unknown
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 270,000 sq ft retail; 32 age-restricted duplex townhomes	Approved	Unknown

Table 13: Summary of Major Development Projects (continued)

Name	Municipality	Type	Land Use	Size	Status	Year Complete
Skillman Park	Montgomery	Park/Municipal Use	Park/Municipal Use	250 acres	First phase of park development will be a trail system	2014
Johnson & Johnson Site	North Brunswick	Transit-Oriented Development	Office Mixed Use	212 acres 53 buildings for retail, office, civic, residential, transit 1,900 housing units; 900,000 sq ft retail and commercial Phase 1: 1,300 housing units; 400,000 sq ft retail; 150,000 sq ft mixed-use development* (*Revised plans have been submitted)	Zoning overlay approved June 2010; Revised plans are being submitted for approval	Unknown
Beacon Medical Arts Building (Princeton Forrestal Campus)	Plainsboro	Medical	Office	43,000 sq ft medical office space	Under construction	2014
Children's Hospital of Philadelphia (CHOP)	Plainsboro	Medical	Community Service	26,600 sq ft medical facility	Phase I approved; Construction beginning Fall 2013	Unknown
Novo Nordisk Relocation	Plainsboro	Research Facility	Commercial	1,200 employees on-site, additional 400 at 1100 Campus Road building About 600,000 of total 770,000 sq ft office space in use	Renovation complete	2013
University Medical Center of Princeton at Plainsboro (UMCPP)	Plainsboro	Medical	Community Service	Hospital celebrated first anniversary on May 22, 2013 160-acre site 636,000 sq ft medical, office, and research facilities 1,600 full-time employees 48,000 sq ft Wellness and Fitness Center adjacent to hospital is operational 146,870 sq ft Medical Office Building adjacent to hospital is operational 32-acre public park is operational	Completed	2012
Andlinger Center for Energy and the Environment—Prospect Avenue	Princeton	Classrooms	Educational	Approximately 128,000 sq ft	Under construction	2015
Avalon Bay (formerly UMCP existing site)	Princeton	Mixed-Use Development	Mixed Use	12 acres Up to 280 residential units Retail/Office capped at 6%	Approved	Unknown
Copperwood in Princeton (Bunn Drive)	Princeton	Age-Restricted Housing	Residential	20 acres 153 age-restricted units, including 12 affordable units	Approved	Spring 2014
Hulfish North	Princeton	Multi-Family Housing	Residential	4.4 acres 100 housing units 17 town homes; 83 condominiums	Under construction	2013
Merwick/Stanzworth Redevelopment	Princeton	Single- and Multi-Family Housing	Residential	25 acres 200 new units for Princeton University faculty and staff	Construction beginning in 2014	2016
Princeton University Hibben-Magie Redevelopment	Princeton	Housing	Residential	Increase of 137 units for graduate student housing	Under construction	2014
University East Campus Garage and Parking Complex—FitzRandolph and Faculty Road	Princeton	Parking	Educational	1,364 cars	Planning	Unknown
University Neuroscience/Psychology Building—Washington Road	Princeton	Classrooms and Research	Educational	248,000 sq ft	Under construction	Fall 2013

Table 13: Summary of Major Development Projects (continued)

Name	Municipality	Type	Land Use	Size	Status	Year Complete
University Place/Alexander Street	Princeton	Mixed-Use Development	Mixed Use	University Center for the Creative and Performing Arts Retail and transit facilities	Under construction	2015
Amazon.com Facility	Robbinsville	Warehouse	Industrial	88 acres 1,048,796 sq ft warehouse/processing facility 80,000 sq ft office space	Under construction	2014
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
M & M Investment (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
PPF Industrial	South Brunswick	Mixed-Use Development	Mixed Use	196 townhouse units 4 retail buildings	Approved 2012	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
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
Warehouse Proposals (11 separate)	South Brunswick	Warehouses	Industrial	3500 Hadley LLC—233,544 sq ft office/warehouse Corn Road LLC—311,367 sq ft warehouse East Shore Associates—645,000 sq ft 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—450,000 sq ft warehouse Industrial Dev. Inc.—481,730 sq ft warehouse JMJ 2—38,218 sq ft office/warehouse Triple Net Inv.—63,000 sq ft warehouse	Approved: 3500 Hadley LLC, Corn Road LLC, East Shore Associates, Forsgate, FREIT, Ideal Warehouse, Industrial Dev. Inc., JMJ 2, Triple Net Inv. Under construction: Heller SBIP LLC (one building constructed), IDI	Unknown
19 Roszel Road	West Windsor	Office Development	Commercial	100,500 sq ft office Two buildings of 50,250 sq ft each	Approved	Unknown
Carnegie Center Building 300	West Windsor	Office Development	Commercial	84,000 sq ft office	Under construction	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

Table 13: Summary of Major Development Projects (continued)

Name	Municipality	Type	Land Use	Size	Status	Year Complete
Hilton Garden Inn and Office Park	West Windsor	Hotel and office	Mixed Use	98,264 sq ft hotel with 164 rooms 128,414 sq ft office space	Approved	Unknown
Howard Hughes (formerly Wyeth Tract; also known as American Cyanamid)	West Windsor	Multiple Use	Mixed Use	653 acres	Planning	Unknown
Jewish Community Center (JCC)	West Windsor	Community and sport facilities	Community Service	77,022 sq ft community building Illuminated soccer and baseball fields, tennis and basketball courts Outdoor pool	Under construction	Unknown
Maneely Tract	West Windsor	Multiple Use	Mixed Use	46 acres 51 townhouses, 46 apartments, 75 affordable housing units 11,000 sq ft office, 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
Stanford Research Institute (formerly Sarnoff Corp.)	West Windsor	Office Development	Commercial	332 acres; 1.35 million sq ft office at build-out	Planning	Unknown
West Windsor Gardens Phases 1 and 2 (Clarksville Road)	West Windsor	Housing	Residential	Phase 1 – 340 apartments Phase 2 – 120 apartments	Under construction	Unknown

Sources: See pages 57-58.

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

Publication Title:	Central Jersey Transportation Forum Planned Projects Status Report—Fall 2013
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Geographic Area Covered:	Central Jersey: 26 municipalities in the vicinity of US 1 in Mercer, Middlesex, and Somerset counties

Key Words: Central Jersey Transportation Forum, Transportation Improvement Programs, TIP, DVRPC, NJTPA, road improvements, transit, bridge, land use

Abstract: The *Planned Projects Status Report* has provided information on transportation projects in Central Jersey for over 11 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. Major land development projects in Central Jersey are included to help with coordination of transportation and land use planning.

Full information and maps are provided for 22 projects in the New Jersey Department of Transportation Capital Program. The first section of the report analyzes what the full set of projects means in terms of the Forum's goals. Roadway improvement, bridge, and transit projects are the most common types among Central Jersey's TIP projects, with six in each category. Projects that improve safety and/or operations, or that rehabilitate roadways, are the next most common, with three each. Altogether, the 22 projects in this report represent approval to invest approximately \$356 million over the TIP years.

The land development projects listed as completed or currently under construction in this report will add over 435,000 square feet of commercial space; over 4.1 million square feet of warehouse space; and nearly 5,200 housing units. The impacts of these projects will be significant and deserve attention by local and county officials and pertinent transportation agencies and organizations.

Staff Contact: Jesse Buerk
Senior Transportation Planner
☎ (215) 238-2948
✉ jbuerk@dvrpc.org

Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia PA 19106-1520
Phone: (215) 592-1800
Fax: (215) 592-9125
Internet: www.dvrpc.org



8TH FLOOR

190 N. INDEPENDENCE MALL WEST

PHILADELPHIA, PA 19106-1520

215.592.1800

WWW.DVRPC.ORG