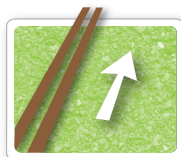




# CENTRAL JERSEY

## Transportation Forum

PLANNED PROJECTS STATUS REPORT  
SPRING 2016 EDITION



**CJTF**  
CENTRAL JERSEY  
TRANSPORTATION FORUM



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

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



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

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

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# Executive Summary

The *Planned Projects Status Report* has regularly provided information on programmed transportation projects in Central Jersey for over 13 years. It has covered projects that are listed in the 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) 2016–2019 TIPs for DVRPC and NJTPA include 25 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 \$333 million over the TIP years.** The report also includes information on seven 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 and Amtrak High Speed Rail Improvement Project, are also summarized. County-funded transportation improvement projects are included as well.

Roadway rehabilitation and bridge projects are the most common types among Central Jersey’s TIP projects, with eight projects each. Together, these system preservation projects represent more than half of the total TIP projects in the Forum area. These are followed by four roadway improvement projects, two projects to improve drainage or flooding problems and two projects aimed at improving safety and operations. There is a single project for improving bicycle and pedestrian facilities. Improving east–west access in the region is one of the Forum’s top priorities. There are four projects in the current TIPs that address east–west access in Central Jersey. Bridge projects are not included in this total because the improvement of regional access is generally not their primary goal. The seven transit projects are also not included in this total, but many 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 nearly 1.9 million square feet of commercial space (including 600,000 square feet of retail and 1.3 million square feet of office space); almost 2.4 million square feet of warehouse space; nearly 800,000 square feet of educational facilities; and approximately 7,150 housing units. If all of the projects listed in this report are considered, including those in planning and earlier stages, it would be **roughly equivalent to building two new shopping malls as large as the Quaker Bridge Mall, two new office complexes as large as the Carnegie Center, enough new houses to add a population the size of Plainsboro Township, and more warehouse space than nine Amazon.com facilities.**

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 130 to complement previous maps focused on US 1 and US 206, and an infographic to visualize the land development projects listed as completed or currently under construction. Ideas on how to make this a more useful publication are always welcome.





CHAPTER 1:

# 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 13 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, US 130, and US 206 corridors;
- tables, text, an infographic, 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;
- summaries of major regional projects funded by independent authorities, such as the Amtrak High Speed Rail Improvement Project; and
- analysis of what this full set of projects means.

The municipalities included in the Forum<sup>1</sup> as of spring 2016 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 municipalities that are voting members as of spring 2016 are marked with an asterisk (\*). Mercer, Middlesex, and Somerset Counties are also voting members of the Forum. 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,

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

and expanding the Forum to include five additional municipalities that were studied as part of the NJDOT Route 1 Regional Growth Strategy (Rt1RGS) effort.

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. Nearly every municipality that has received the road show presentation subsequently voted to adopt a version of the Model Resolution of Support and Engagement that was developed for the Rt1RGS effort. 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. The Middlesex County Transportation Coordinating Committee and Mercer County Planning Board have also received the Road Show presentation.

Figure 1 illustrates the Forum area, the voting members, and the municipalities and counties that have received the Smart Growth Road Show, as well as the municipalities that have adopted versions of the smart growth resolution as a result.

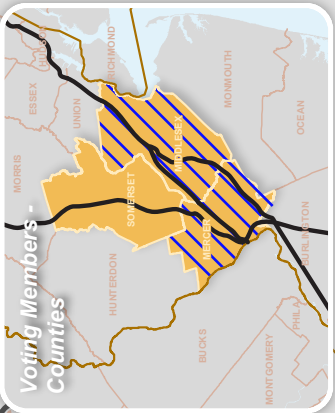
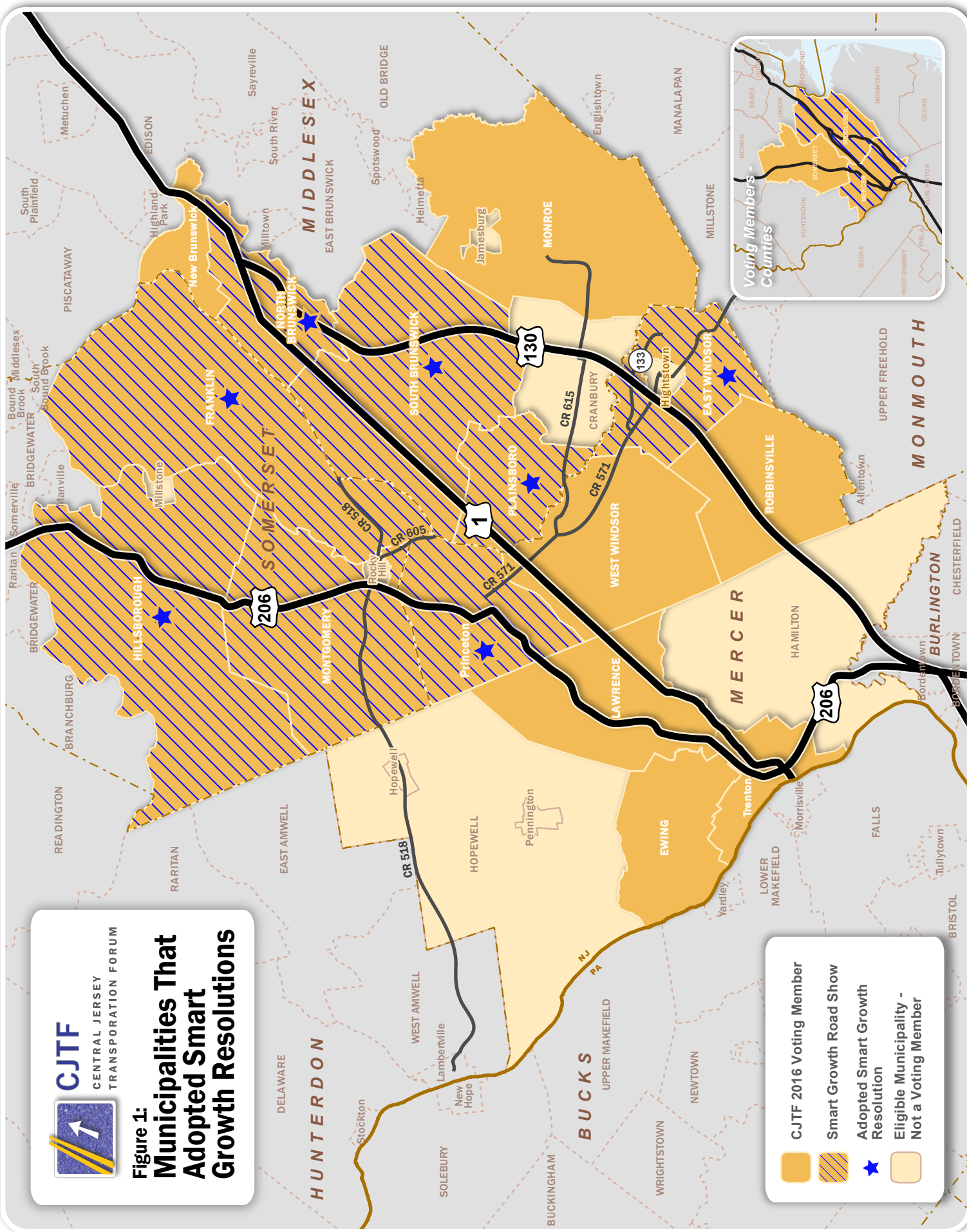


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# Figure 1: Municipalities That Adopted Smart Growth Resolutions

- CJTF 2016 Voting Member
- Smart Growth Road Show
- Adopted Smart Growth Resolution
- Eligible Municipality - Not a 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 somewhat sluggish after the recession of the late 2000s and the slow recovery that followed, the pace of development in Central Jersey has picked up in recent years. In Trenton, several transit-oriented projects will add 450 new housing units, 700,000 square feet of office, and 200,000 square feet of retail space. In Princeton, a number of projects that are either under construction or were recently completed will add nearly 1,000 housing units, plus 375,000 square feet of new classroom and research facilities. Recently completed projects in West Windsor added over 600 housing units and 400,000 square feet of office space. South Brunswick Township added 1.3 million square feet of warehouse space and has plans to develop another 5 million square feet. In Franklin Township, seven projects involving new housing are under construction or have been fully or at least partially completed, adding over 1,500 new housing units, including over 550 affordable units. The North Brunswick Transit Village project is under construction and has completed some elements, including about 300,000 square feet of retail space. Phase one of the project will include 400 new housing units, additional retail space, and a 124-room hotel.

The projects listed as completed or currently under construction in this report will add nearly 1.9 million square feet of commercial space (including 600,000 square feet of retail and over 1.3 million square feet of office space); about 250,000 square feet of new medical development; almost 2.4 million square feet of warehouse space; nearly 800,000 square feet of educational facilities; and over 7,150 housing units, including over 860 affordable units and 1,270 age-restricted units.

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 various websites, including those for each Forum municipality. The summary included in this report covers activity from September 2013 to March 2016.

# Transportation Project Summary

The projects described in this report are the responsibility of a wide range of agencies including NJDOT, New Jersey Transit (NJ Transit), the New Jersey Turnpike Authority (NJTA), Amtrak, county and municipal agencies completing transportation projects with federal dollars, and counties completing projects with their own funds. This report is prepared for general information purposes only. To obtain more details about a project, please see the website of the appropriate metropolitan planning organization (MPO).<sup>2</sup> If the information online is insufficient, please contact the project’s sponsor, NJDOT, or the capital programming staff of DVRPC or NJTPA.<sup>3</sup> Being listed in a TIP is a required step for a project to receive federal funds but is not a guarantee of funding. This report covers projects from the TIPs in effect as of March 2016.

The Capital Programs of the FY 2016–2019 TIPs for DVRPC and NJTPA include 25 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 \$333 million of road and bridge funds over the TIP years. For comparison, the *Fall 2013 Planned Projects Status Report* included 22 projects representing about \$356 million of road and bridge funds over the TIP years. There are also additional regional or statewide projects that benefit Central Jersey in the TIPs. The seven transit projects referenced in Table 1 are not included in the total given above, because these projects cover a broader area than just Central Jersey. Projects funded by independent authorities, including the NJTA and Amtrak, are not included in these totals, as they are not listed in TIPs.

Tables 1 and 2 illustrate how the TIP 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 rehabilitation and bridge projects are the most common types in Central Jersey’s TIPs, with eight each. These are followed by seven transit projects, four roadway improvement projects, two drainage projects, and two safety and operations projects. There is a single project for improving bicycle and pedestrian facilities.

**Table 1: Types of Projects**

| General Type   | Number of Projects |
|--|--------------------|
| Bridges  | 8                  |
| Main Street/Bicycle and Pedestrian Facilities            | 1                  |
| Safety/Operations  | 2                  |
| Roadway Improvement                                      | 4                  |
| Roadway Rehabilitation                                   | 8                  |
| Other—drainage, scenic byway, wetland preservation, etc. | 2                  |
| Transit  | 7                  |
| <b>Total</b>   | <b>32</b>          |

Source: Fiscal Years 2016–2019 Transportation Improvement Programs for New Jersey.

<sup>2</sup>DVRPC: [www.dvrpc.org/TIP/](http://www.dvrpc.org/TIP/); NJTPA: [www.njtpa.org/Project/TIP/Default.aspx](http://www.njtpa.org/Project/TIP/Default.aspx).

<sup>3</sup>DVRPC: Contact Elizabeth Schoonmaker, Associate Director, Transportation (215-238-2938); NJTPA: Contact Martin Hofler, Director, Capital Programming/Project Development (973-639-8405); NJDOT: Contact Project Planning and Development (609-530-8076).

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. Two of the four projects addressing east–west access are roadway rehabilitation projects. Another will improve multimodal access along a key east–west route, and the fourth will improve traffic operations along an east–west route.

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

| Project Name                                   | DBNUM | General Type                                  |
|--|-------|---|
| CR 571, Princeton–Hightstown Road Improvements | D0701 | Main Street/Bicycle and Pedestrian Facilities |
| I-195 WB, I-295 to CR 524/539 (Old York Road)  | 14377 | Roadway Rehabilitation                        |
| Mercer County Signal Project, CR 533           | D0702 | Safety/Operations                             |
| NJ 33, Bentley Road to Manalapan Brook         | 12425 | Roadway Rehabilitation                        |

Source: Fiscal Years 2016–2019 Transportation Improvement Programs for New Jersey.

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

The number of east–west projects has increased slightly from three projects in the last edition of this report to four in the current version, which represents minor yet encouraging progress toward one of the Forum’s top priorities. However, progress has lagged toward achieving the Forum’s other priority goal of implementing the US 1 Bus Rapid Transit (BRT) system and other transit enhancements, mostly due to lack of funding. The Route 655 Bus, a key feeder route for the US 1 BRT, was launched in 2012 as the culmination of a successful and innovative public–private partnership, but it was discontinued in 2015 as a result of low ridership and the expiration of federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for the project. A study that analyzed implementing another key BRT feeder route on CR 571 BRT was led by NJ Transit, but it has stalled due to lack of funds. In recent years, the Forum has advocated strongly for a long-term, sustainable funding solution for the NJ Transportation Trust Fund, which would help fund projects that address both east–west and transit goals.

## FY 2016–2019 TIPs

### Capital Project Summary

In addition to information about projects in the current TIPs, this report also tracks changes over time. Since the *Fall 2013 Planned Projects Status Report* was distributed in October 2013, **eight projects were removed from the TIPs, and eleven projects were added**. Table 3 details the eleven new Capital Program TIP projects totaling \$79.3 million that were added to the TIPs since the last report. Table 4 summarizes the eight projects that were removed from the TIPs. Table 5 tracks changes to project programming from the *Fall 2013* edition to the current report, such as shifts in phase and cost increases or decreases. Table 6 summarizes changes to the Study and Development (SD) Program.

**Table 3: Capital Projects Added to the Fiscal Years 2016–2019 Transportation Improvement Programs for New Jersey**

| Project Name                                   | DBNUM | Cost (\$ millions) |
|--|-------|--------------------|
| NJ 31, Bull Run Road to Branch of Stoney Brook | 12401 | 6.6                |
| US 1, CR 533 (Quakerbridge Road) to Ridge Road | 12406 | 13.4               |
| I-95M, NJ 175 to Railroad Bridge               | 12412 | 7.6                |
| NJ 33, Bentley Road to Manalapan Brook         | 12425 | 9.2                |
| US 130, Sharon Road to Meadowbrook Road        | 12430 | 4.7                |
| I-195 WB, I-295 to CR 524/539 (Old York Road)  | 14377 | 7.4                |
| I-295, I-195/NJ 29 to US 1                     | 14378 | 12.0               |
| Hamilton Road, Bridge over Conrail Railroad    | 14416 | 5.7                |
| US 206, Hilltop Drive                          | 15301 | 1.1                |
| Delaware and Raritan Canal Bridges             | 15322 | 5.1                |
| Mercer County Signal Project, CR 533           | D0702 | 6.5                |

Source: Fiscal Years 2016–2019 Transportation Improvement Programs for New Jersey.

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

**Table 4: Capital Projects Removed from the Fiscal Years 2016–2019 Transportation Improvement Programs for New Jersey**

| Project Name   | DBNUM   | Reason   |
|--|---------|--|
| I-295, Northbound Approach to US 1 Exits, ITS Improvement            | 06358   | 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. The project is currently in the CD phase. |
| NJ 18, Bridge over US 1  | FS09644 | Construction began in July 2014. Estimated completion June 2016.   |
| NJ 27, Carter's Brook and Ten Mile Run Tributary Culvert Replacement | 10380   | Contract awarded to Montana Construction. Estimated completion January 2018.   |
| NJ 27, Riverside Drive West to Vliet Road                            | 13326   | Under construction.  |
| NJ 31, Pennington Circle Safety Improvements                         | 159A    | Completed.   |
| US 1 Business, Brunswick Circle to Lake Drive                        | 04316   | Contract awarded to Green Construction, Inc. Estimated completion January 2018.  |
| US 130, Main Street to US 1  | 11309A  | Contract awarded to Trap Rock Industries. Estimated completion June 2016.  |
| US 206 Bypass, Contract C  | 779B    | Under construction.  |

Source: Fiscal Years 2016–2019 Transportation Improvement Programs for New Jersey.

Note: CD = Concept Development; DBNUM = New Jersey Department of Transportation Database Number; FY = Fiscal Year; ITS = Intelligent Transportation Systems.

**Table 5: Capital Project Updates**

| Project Name  | DBNUM  | Status Update  |
|---|--------|--|
| CR 683, Schalks Crossing Road Bridge  | 00321  | FY 2016 CON phase shifted to FY 2018.  |
| US 1, Southbound, Nassau Park Boulevard to Quaker Bridge Mall Overpass                      | 01330A | FY 2016 CON phase split between FYs 2016 and 2017.   |
| NJ 29, Cass Street to Calhoun Street, Drainage  | 07319B | FY 2019 CON phase shifted to FY 2020.  |
| NJ 31, Bridge over CSX Railroad   | 08355  | FY 2016 ROW phased shifted to FY 2017. FY 2016 CON phase shifted to FY 2018.   |
| US 130, Westfield Ave. to Main Street   | 11309  | FY 2015 DES phase shifted to FY 2016. FY 2016 ROW phase added. FY 2016 CON phase shifted to FY 2019.   |
| US 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A and 15A); Contract B | 779    | Construction authorization expected in March 2017.   |
| US 206, Valley Road to Brown Avenue   | 780A   | FY 2017 DES phase shifted to FY 2016. FY 2020 ROW phase added. FYs 2020 and 2021 CON phases shifted to FYs 2021 and 2022.                        |
| US 206, Doctors Way to Valley Road  | 780B   | FY 2017 DES phase shifted to FY 2018. FY 2019 CON phase shifted to FY 2020.  |
| US 206, Crusers Brook Bridge  | 94060  | FY 2015 CON phase shifted to FY 2017.  |
| Trenton Amtrak Bridges  | 99362  | CON phase for FYs 2017, 2018, and 2019 shifted to FYs 2019, 2020, 2021, 2022, and 2023.  |
| CR 602, Camp Meeting Avenue Bridge over West Trenton Line                                   | 99405  | DES phase shifted from FY 2016 to FY 2017. ROW phase shifted from FY 2017 to FY 2019. CON phase shifted from FY 2019 to FY 2020. PE is underway. |
| CR 571, Princeton-Hightstown Road Improvements  | D0701  | CON phase shifted from FYs 2015, 2017, and 2019 to FYs 2018 and 2019.  |
| US 206, South Broad Street Bridge over Assunpink Creek                                      | L064   | FY 2014 DES phase shifted to FY 2016. FY 2015 CON phase shifted to FY 2018.  |

Source: Fiscal Years 2016–2019 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 performs the early phases of project development and assessment. Table 6 lists SD projects as of March 2016. Note that Table 6 does not include problem statements, only projects currently in the Concept Development (CD) Phase. See “NJDOT Capital Project Delivery Process” beginning on page 11 for more information.

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

| Project Name                                | DBNUM | Status Update   |
|---|-------|---|
| CR 514 (Amwell Road), Bridge over D&R Canal | 14350 | The bridge, originally constructed in 1953, is structurally deficient. The substructure is in poor condition. The bridge is functionally obsolete due to substandard deck geometry. |



**Table 6: Study and Development Program Updates (continued)**

| Project Name   | DBNUM | Status Update  |
|--|-------|--|
| CR 518 (Georgetown-Franklin Road), Bridge over D&R Canal   | 14351 | The bridge is structurally deficient and functionally obsolete.  |
| Delaware and Raritan Canal Bridges                         | 15322 | Initiated by the Bridge Management System, this project provides for CD studies on a number of structures along the Delaware and Raritan Canal.  |
| I-295, Northbound Approach to US 1 Exits, ITS Improvements | 06358 | This study will evaluate a proposal to allow the use of the I-295 northbound shoulder to extend storage for the deceleration lane during peak hours. To minimize loss of the shoulder, it is proposed to use ITS technologies to open the shoulder only when needed. Technologies would include methods of detecting when backups are imminent and informing the public when the shoulder is open for use.   |
| NJ 26, Cox Road to Nassau Street                           | 15398 | Resurfacing/rehabilitation project.  |
| NJ 31, Ewingville Road (CR 636)                            | 12369 | This project will provide a modified road diet and signal improvements at the intersection. Crash analysis at this intersection indicates a rate approximately double the statewide average.   |
| NJ 32 Eastbound, US 130 to NJ Turnpike                     | 15393 | Resurfacing/rehabilitation project.  |
| NJ 33, Cleveland Avenue to Paxon Avenue                    | 15374 | Resurfacing/rehabilitation project.  |
| NJ 91, Connector Road to Van Dyke Avenue                   | 15394 | Resurfacing/rehabilitation project.  |
| US 1, Forrestal Road to Aaron Road                         | 08417 | This project is intended to address deficiencies along US 1 in South Brunswick for a stretch that accommodates only two lanes of travel in each direction, although sections to the north and south carry three lanes per direction. Funds for the capacity-adding components of this project have not been identified; see Table 7 for more information. This CD study will evaluate improvements to the intersections of US 1 and Ridge Road, New Road, and Deans Lane/Henderson Road. |
| US 206, Bridge over Stony Brook Flood Channel              | 14421 | Problem statement submitted by the Bridge Management System for Tier 1 Screening. It is recommended for rehabilitation or replacement.   |

Sources: Fiscal Years 2016–2019 Transportation Improvement Programs for New Jersey; [www.njtpa.org/project/NOTIS/Default.aspx](http://www.njtpa.org/project/NOTIS/Default.aspx).

Note: CD = Concept Development; DBNUM = New Jersey Department of Transportation Database Number; ITS = Intelligent Transportation Systems; MP = Milepost.

## 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 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 2016–2019 TIPs, four 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 these 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 3 on page 7). Table 7 summarizes the Tier 2 projects in Central Jersey.

**Table 7: Tier 2 Projects in the Forum Area**

| Project Name   | DBNUM  | Cost (\$ millions) | Notes   |
|--|--------|--------------------|---|
| NJ 33 Realignment, Hamilton and Robbinsville Townships | 99368A | 22.6               | Future funding opportunities are unknown at this time.  |
| US 1, Forrestal Road to Aaron Road                     | 08417  | 96.0               | This project would address deficiencies along the portion of US 1 in South Brunswick between MP 13.30 and 22.50. While future funding opportunities are unknown at this time, this project remains active in CD.  |
| US 1, Penns Neck Improvements                          | 031    | 38.8               | FHWA requires a funding commitment from NJDOT to deliver this project. The agreement with FHWA is more than ten years old and needs to be extended. Princeton University has provided comment on a loop/roundabout concept at Harrison Street. NJDOT is working with the University to address concerns. Future funding opportunities are unknown at this time. |
| Vaughn Drive Connector                                 | 031B   | 31.5               | The NJDOT Planning Division is working with West Windsor Township to review a traffic study related to redevelopment of Vaughn Drive and the Transit Village.   |

Source: Fiscal Years 2016–2019 Transportation Improvement Programs for New Jersey.

Note: CD = Concept Development; DBNUM = New Jersey Department of Transportation Database Number; FHWA = Federal Highway Administration; MP = Milepost; 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 the NJDOT Commissioner at the time, requesting that funding be restored to the Transit Village Program. In the FY 2014 capital plan, the program was once again funded with \$1 million per year in dedicated state funding. The program remains funded at this level in the FY 2016–2019 TIPs. Efforts such as 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. Recently, two signal retiming projects were completed in Central Jersey. These projects installed 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 periodically samples traffic flow and determines 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 Capital Project Delivery Process

The NJDOT Capital 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. For more information, see the NJDOT Capital Project Delivery webpage at [www.state.nj.us/transportation/capital/pd/phase.shtml](http://www.state.nj.us/transportation/capital/pd/phase.shtml).

## **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 Capital Investment Planning and Development (CIPD) and the Division of Project Management (DPM). The sources of the problem statement may include NJDOT Management Systems, Planning Studies, an MPO, or internal and external stakeholders. CIPD evaluates the Problem Statement to ensure it is in agreement with the Statewide Capital Investment Strategy goals and Complete Streets Policy and uses existing NJDOT data to determine if the problem is in conflict with other existing or proposed work. CIPD then decides whether the Problem Statement should advance to CD, be sent to the Bureau of Maintenance Engineering and Support or Traffic Engineering and Investigations for a quick fix, be sent to DPM for field investigation to acquire more information about the problem, or be withdrawn from lack of need or duplication. The major objective of the PS Phase is to effectively, efficiently, and consistently verify perceived transportation problems, discuss the need, and recommend a course of action. Capital Program Committee (CPC) approval is requested when the project advances to Maintenance/Operations for a quick fix or to the CD Phase. DPM requests CPC approval when a field investigation is needed to acquire additional information.

Once the Division of Capital Program Management prepares a recommendation, the CIPD places the problem statement and recommendation on the Capital Program Screening Committee (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 action 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.

## **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 denotes NJDOT's Concept Development Phase, while LCD denotes Concept Development led by a local entity, such as a county, municipality, or MPO. 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 and business owners), agency consultation, environmental documentation, design-level mapping, and design services. The main objective of this phase is to further develop and refine the PPA to secure the approval of the environmental document and a Design Exception Report.

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 is the period of work involving the actual building of a project. It 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.

### **Limited Scope Project Delivery Approach**

NJDOT has developed a Limited Scope Project Delivery Approach for transportation-related problems with a limited scope. This approach is mainly used for two project types: pavement resurfacing (mill and pave) and bridge deck/superstructure replacement. Other project types include drainage improvements, simple culvert structural repairs, median crossover improvements, sign structure installations (but not full depth reconstructions), ITS installations, simple intersection improvements (no reductions in lane or shoulder width, minimal utility or right-of-way involvement), and thin surface treatments.

The main difference between this approach and the standard Capital Project Delivery Process is that the planning and design of transportation projects under the Limited Scope Project Delivery Approach does not need to go through a formal PE phase, which saves administrative costs and time. Eliminating the formal PE phase is possible because the project scope should not change once the PPA is selected at the end of a Limited Scope CD Phase, the project scope will produce only limited project impacts, and existing footprints will be maintained. Advance FHWA concurrence is needed for the projects to begin CD or FD.

### Detailed Phase List for NJDOT Projects

The section “NJDOT Capital 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 8.

**Table 8:** Range of Phases and Abbreviations

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

Source: Fiscal Years 2016–2019 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 9 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 9:** Funding Sources and Abbreviations

| Abbreviation | Funding Source  | Type            |
|--------------|---|-----------------|
| CMAQ         | Congestion Mitigation and Air Quality Improvement Program | Highway/Transit |
| DEMO         | Special Funding from Congressional Earmarks               | Highway         |
| DRPA         | Delaware River Port Authority Funds                       | Transit         |

**Table 9: Funding Sources and Abbreviations (continued)**

| Abbreviation   | Funding Source   | Type            |
|----------------|--|-----------------|
| ER             | Emergency Relief Program (funding for emergency repairs in the event of a natural or manmade disaster)                                       | Highway         |
| FTA            | Federal Transit Administration   | Transit         |
| 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         |
| NHPP*          | National Highway Performance Program   | Highway         |
| OTHER          | Funding provided by other sources, including but not limited to bi-state and autonomous authorities, private entities, and local governments | Highway/Transit |
| PL             | Metropolitan Planning Funds—FHWA   | 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 and NEW FREEDOM Programs  | 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  | Transit         |
| STATE (or TTF) | State Transportation Funds (or Transportation Trust Fund)  | Highway/Transit |
| STP            | Surface Transportation Program   | Highway         |
| STP-STU        | STP—Urban Allocation   | Highway         |
| TAP            | Transportation Alternatives Program (provides set-aside funding for programs from the previous authorization, SAFETEA-LU**)                  | Highway         |

Source: Fiscal Years 2016–2019 Transportation Improvement Programs for New Jersey.

Note: FHWA = Federal Highway Administration; 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). This is continued under the FAST Act.

\*\*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.

CHAPTER 2:

# 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 2016–2019 TIP database. All of these descriptions are available online.

**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  
(CR 571), Improvements

DBNUM: D0701



County: Mercer

Municipality: West Windsor Township

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. This 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.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| DVRPC | FY 2016–2019 | CON   | 2018 | STP-STU     | 4.5                |
| DVRPC | FY 2016–2019 | CON   | 2019 | STP-STU     | 5.5                |
|       |              |       |      |             | Total: 10.0        |

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



## CR 602, Camp Meeting Avenue over West Trenton Line

Route: CR 602

Section: Camp Meeting Avenue  
Bridge over West Trenton Line

DBNUM: 99405



County: Somerset

Municipality: Montgomery Township

Sponsor: NJDOT

Initiated by the Bridge Management System, this project will replace the "orphan" structure, which is in critical condition. The 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 current bridge provides a single lane of traffic and has steep grades on the approaches. The vertical sight distance is substandard. The new bridge will be widened to accommodate two traffic lanes. The grade and vertical sight distance will also be improved.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| NJTPA | FY 2016–2019 | DES   | 2017 | STP         | 0.6                |
| NJTPA | FY 2016–2019 | ROW   | 2019 | STP         | 0.5                |
| NJTPA | FY 2016–2019 | CON   | 2020 | STP         | 5.5                |
|       |              |       |      |             | Total: 6.6         |

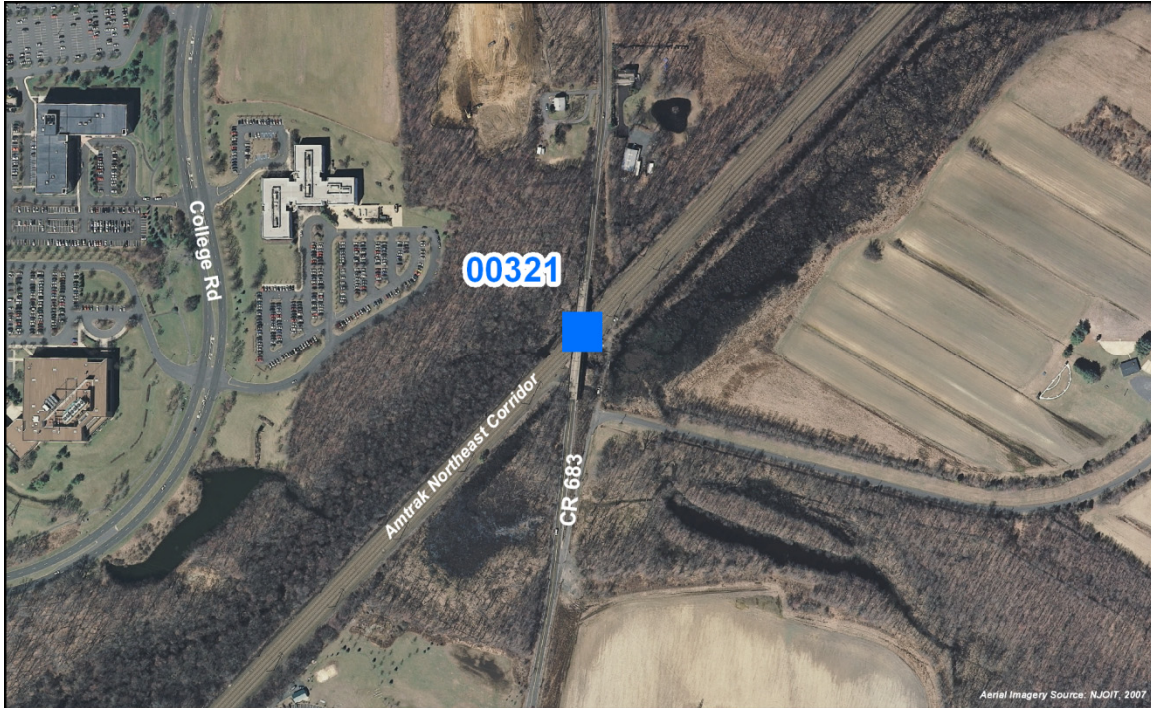
*Note:* CON = Construction; DES = Final Design/Engineering; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; ROW = Right-of-Way Acquisition; STP = Surface Transportation Program; TIP = Transportation Improvement Program.

## CR 683, Schalks Crossing Road Bridge

Route: CR 683

Section: Schalks Crossing Road Bridge

DBNUM: 00321



County: Middlesex

Municipality: Plainsboro Township

Sponsor: NJDOT

Funding is being provided 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.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| NJTPA | FY 2016–2019 | CON   | 2018 | STATE-NJTPA | 10.4               |
|       |              |       |      |             | Total: 10.4        |

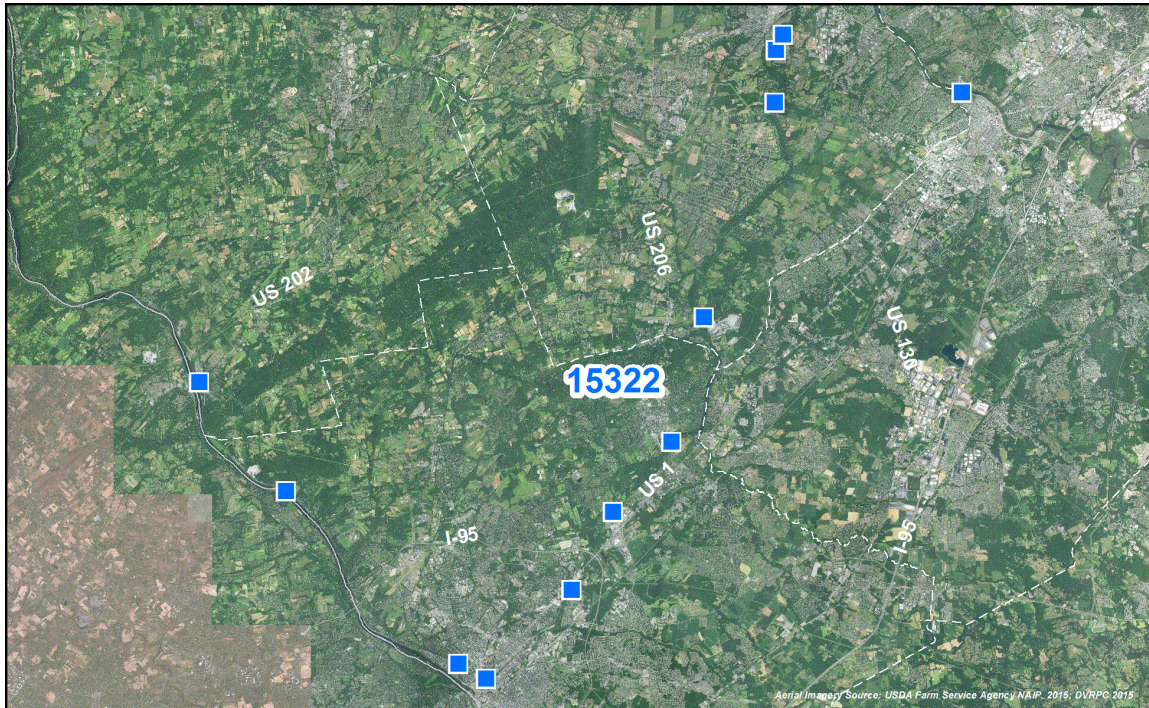
*Note:* CON = Construction; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

## Delaware and Raritan Canal Bridges

Route: Various

Section: 13 Bridges over D&R Canal

DBNUM: 15322



County: Hunterdon, Mercer  
Middlesex, Somerset

Municipality: Various

Sponsor: NJDOT

Initiated by the Bridge Management System, this project provides for CD studies on the following structures along the Delaware and Raritan Canal: Carnegie Road Bridge over D&R Feeder Canal, CR 571 (Washington Road) Bridge over D&R Canal, Landing Lane (CR 609) Bridge over D&R Canal, US 206 Bridge over D&R Feeder Canal, Hermitage Avenue Bridge over D&R Feeder Canal, River Drive Bridge over D&R Feeder Canal, Bridge over D&R Feeder Canal at Lock Number 3, Coryell Street Bridge over D&R Feeder Canal, CR 533 (Quaker Road) Bridge over D&R Canal, Manville Causeway (CR 623) Bridge over D&R Canal, Chapel Drive at CR 623 Bridge over D&R Canal. The project also provides emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Road) Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road) Bridge over D&R Canal.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| DVRPC | FY 2016–2019 | PE    | 2016 | STATE       | 0.2                |
| DVRPC | FY 2016–2019 | DES   | 2017 | STATE       | 0.4                |
| DVRPC | FY 2016–2019 | CON   | 2018 | STATE       | 4.5                |
|       |              |       |      |             | Total: 5.1         |

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

## Hamilton Road, Bridge over Conrail RR

Route: Hamilton Road

Section: Bridge over Conrail RR

DBNUM: 14416



County: Somerset

Municipality: Hillsborough Township

Sponsor: NJDOT

Initiated by the Bridge Management System, this project will replace the bridge, which was built in 1918.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| NJTPA | FY 2016–2019 | PE    | 2017 | STATE       | 0.4                |
| NJTPA | FY 2016–2019 | DES   | 2018 | STATE       | 0.4                |
| NJTPA | FY 2016–2019 | ROW   | 2019 | STATE       | 0.4                |
| NJTPA | FY 2016–2019 | CON   | 2021 | STATE       | 4.5                |
|       |              |       |      |             | Total: 5.7         |

*Note:* 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; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

I-95M, NJ 175 to Railroad Bridge

Route: I-95

Section: NJ 175 to Railroad Bridge

DBNUM: 12412



County: Mercer

Municipality: Ewing Township;  
Hopewell Township

Sponsor: NJDOT

Initiated from the Pavement Management System, this project will resurface within the project limits.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| DVRPC | FY 2016–2019 | CON   | 2017 | NHPP        | 7.6                |
|       |              |       |      |             | Total: 7.6         |

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

I-195 WB, I-295 to CR 524/539 (Old York Road)

Route: I-195 WB

Section: I-295 to CR 524/539  
(Old York Road)

DBNUM: 14377



County: Mercer;  
Monmouth

Municipality: Hamilton Township;  
Robbinsville Township;  
Freehold Township

Sponsor: NJDOT

Initiated from the Pavement Management System, this project will provide micro-surfacing within the project limits.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| DVRPC | FY 2016–2019 | CON   | 2019 | NHPP        | 7.4                |
|       |              |       |      |             | Total: 7.4         |

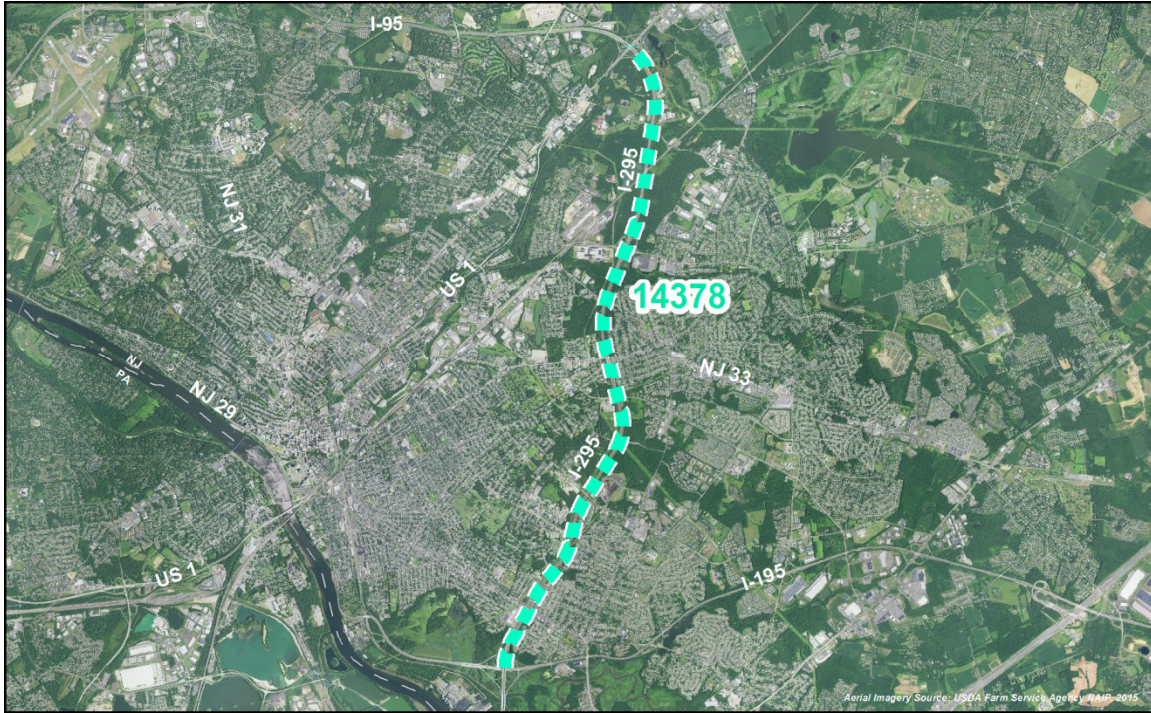
Note: CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHPP = National Highway Performance Program; TIP = Transportation Improvement Program.

I-295, I-195/NJ 29 to US 1

Route: I-295

Section: I-195/NJ 29 to US 1

DBNUM: 14378



County: Mercer

Municipality: Hamilton Township;  
Lawrence Township

Sponsor: NJDOT

Initiated from the Pavement Management System, this project will provide micro-surfacing within the project limits.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| DVRPC | FY 2016–2019 | CON   | 2020 | NHPP        | 12.0               |
|       |              |       |      |             | Total: 12.0        |

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

## Mercer County Signal Project, CR 533

Route: CR 533

Section: Mercer County Signal Project, CR 533

DBNUM: D0702



County: Mercer

Municipality: Hamilton Township;  
West Windsor Township

Sponsor: Mercer

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

This project was on a previous TIP, but the state funds were not encumbered in time, so the project now shows in the DVRPC FY 2016–2019 TIP for New Jersey. “Encumbrance” refers to obtaining proper authorization before State Transportation Trust Fund dollars are financially committed from an appropriation to ensure that funds for a project phase will be available when payment is due.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| DVRPC | FY 2016–2019 | CON   | 2016 | STATE-DVRPC | 6.5                |
|       |              |       |      |             | Total: 6.5         |

*Note:* CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; STATE = State Transportation Funds; TIP = Transportation Improvement Program.  
*Note:* This project will advance to construction in FY 2016 with \$6,500,000 FY 2014 STATE-DVRPC funds.

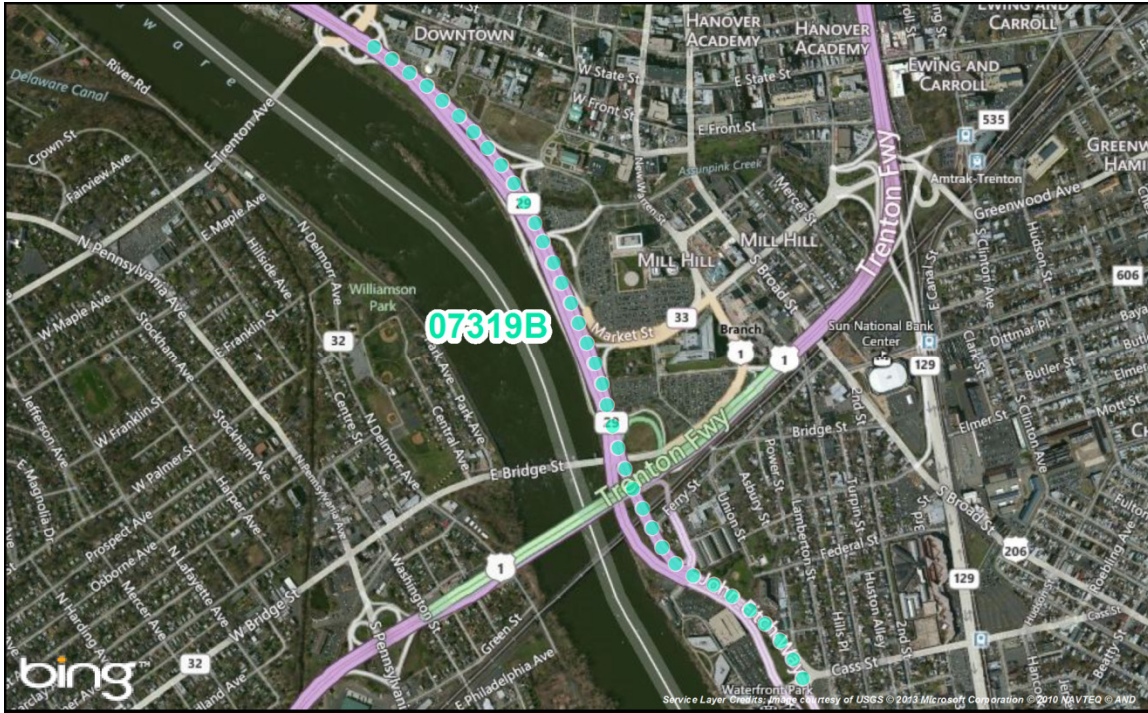


## NJ 29, Cass Street to Calhoun Street, Drainage

Route: NJ 29

Section: Cass Street to Calhoun,  
Drainage

DBNUM: 07319B



County: Mercer

Municipality: Trenton City

Sponsor: NJDOT

This project is a breakout of NJ 29, Drainage Improvements (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 the 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 TIP as follows:

| MPO   | Plan          | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|---------------|-------|------|-------------|--------------------|
| DVRPC | FY 2016 –2019 | ROW   | 2017 | NHPP        | 0.2                |
| DVRPC | FY 2016 –2019 | CON   | 2020 | NHPP        | 5.1                |
|       |               |       |      |             | Total: 5.3         |

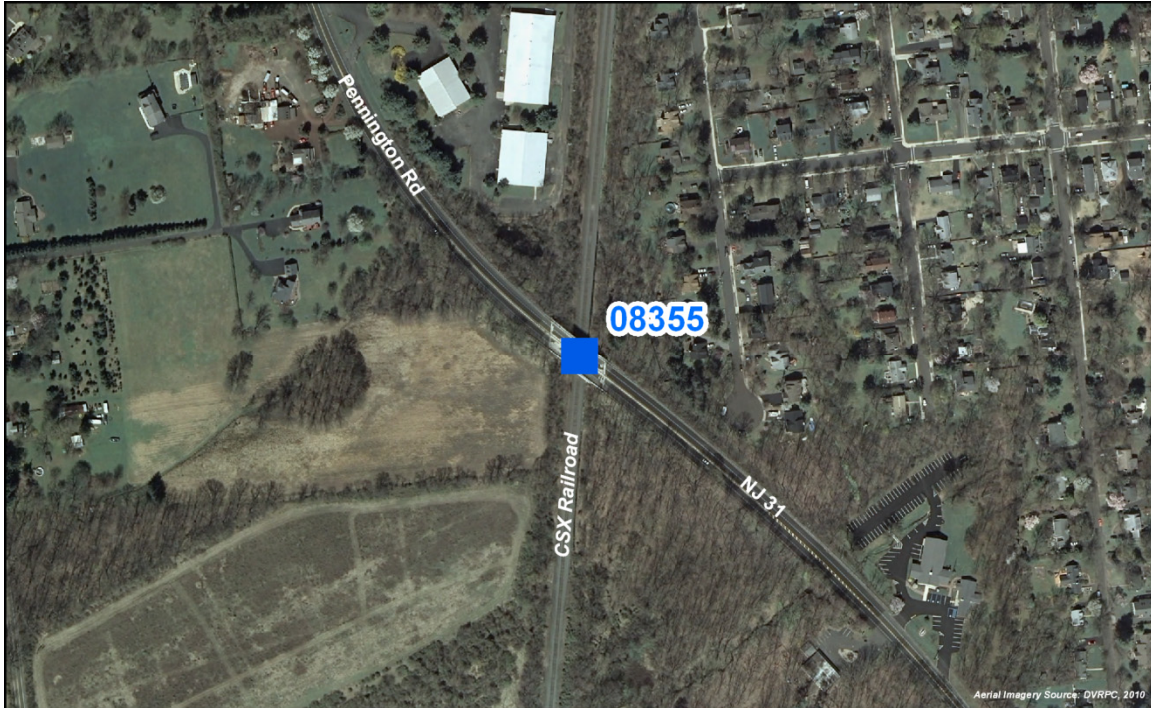
*Note:* CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHPP = National Highway Performance Program; ROW = Right-of-Way Acquisition; TIP = Transportation Improvement Program.

## NJ 31, Bridge over CSX Railroad

Route: NJ 31

Section: Bridge over CSX Railroad

DBNUM: 08355



County: Mercer

Municipality: Hopewell Township;  
Pennington Borough

Sponsor: NJDOT

The project will include replacement of the NJ 31 Bridge over the CSX Railroad. A new pavement box will be constructed several hundred feet from either side of the bridge, and the culvert at Seminary Creek will be replaced.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| DVRPC | FY 2016–2019 | ROW   | 2017 | NHPP        | 7.0                |
| DVRPC | FY 2016–2019 | CON   | 2018 | NHPP        | 5.5                |
|       |              |       |      |             | Total: 12.5        |

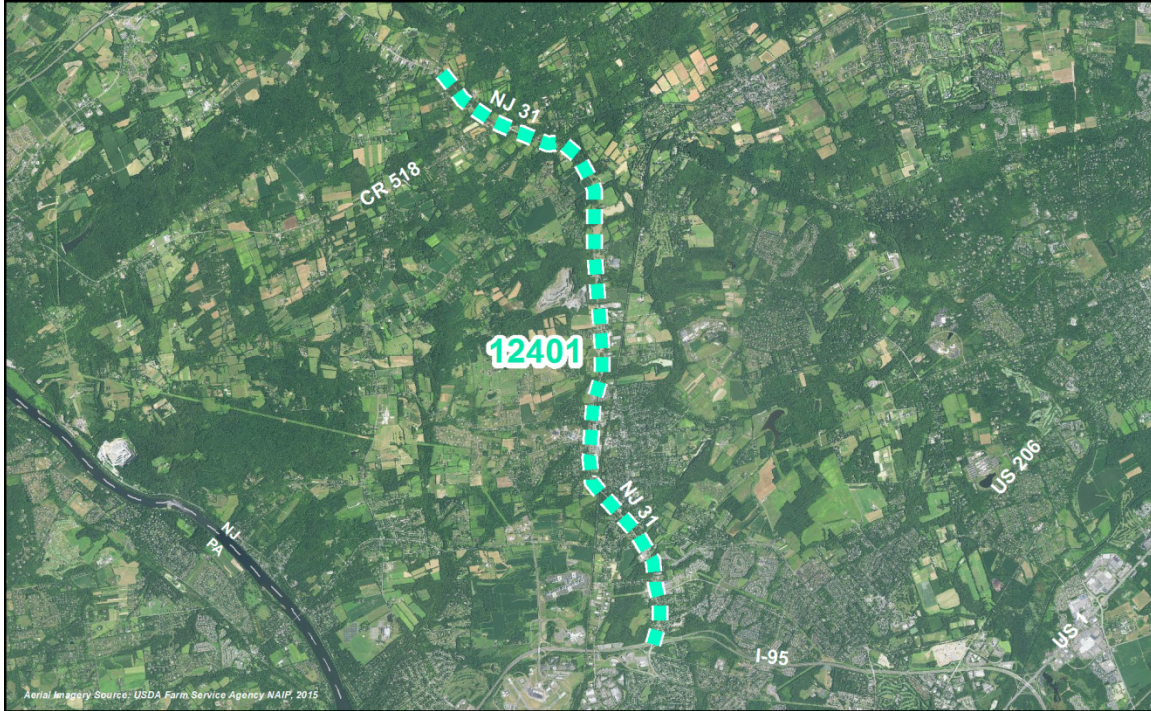
*Note:* CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHPP = National Highway Performance Program; ROW = Right-of-Way Acquisition; TIP = Transportation Improvement Program.

## NJ 31, Bull Run Road to Branch of Stoney Brook

Route: NJ 31

Section: Bull Run Road to Branch of  
Stoney Brook

DBNUM: 12401



County: Mercer;  
Hunterdon

Municipality: Hopewell Township;  
Pennington Borough;  
East Amwell Township;  
West Amwell Township

Sponsor: NJDOT

Initiated from the Pavement Management System, this project will resurface within the project limits.

This project is programmed in the TIP as follows:

| MPO          | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|--------------|--------------|-------|------|-------------|--------------------|
| DVRPC/ NJTPA | FY 2016–2019 | CON   | 2016 | NHPP        | 6.6                |
|              |              |       |      |             | Total: 6.6         |

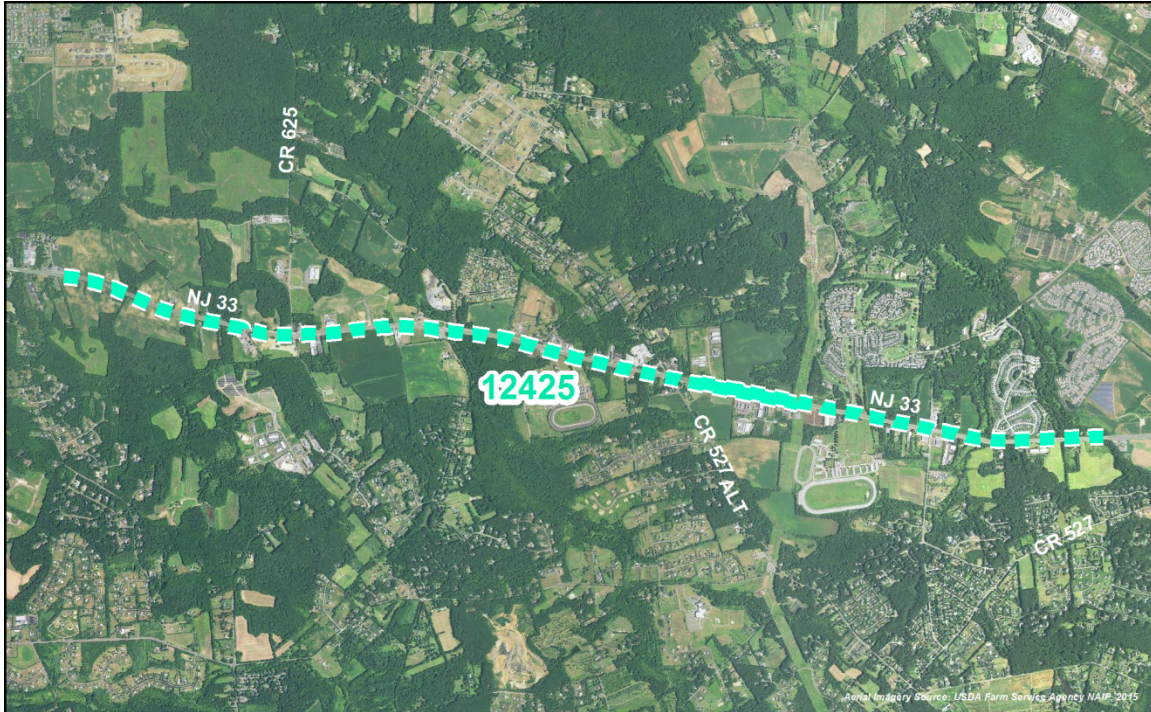
*Note:* CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHPP = National Highway Performance Program; NJTPA = North Jersey Transportation Planning Authority; TIP = Transportation Improvement Program.

## NJ 33, Bentley Road to Manalapan Brook

Route: NJ 33

Section: Bentley Road to Manalapan Brook

DBNUM: 12425



County: Middlesex;  
Monmouth

Municipality: Monroe Township;  
Millstone Township;  
Manalapan Township

Sponsor: NJDOT

Initiated from the Pavement Management System, this project will resurface within the project limits.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| NJTPA | FY 2016–2019 | CON   | 2019 | STATE       | 9.2                |
|       |              |       |      |             | Total: 9.2         |

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

## Trenton Amtrak Bridges

Route: N/A

Section: Trenton Amtrak Bridges

DBNUM: 99362



County: Mercer

Municipality: Trenton City

Sponsor: NJDOT

The three orphan bridges carrying Chestnut Avenue, East State Street, and Monmouth Street over Amtrak are structurally deficient and functionally obsolete. The bridges and approach roadways feature various substandard design elements, including substandard vertical and horizontal clearances, intersection sight distances, and unprotected bridge girders. NJDOT is working with the City of Trenton on a revised concept to replace the East State Street Bridge and remove the Chestnut Avenue and Monmouth Street Bridges. A new connector road proposed with the concept would maintain all current turning movements. The single bridge option is a viable plan, given the construction cost estimate of approximately \$35 million.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| DVRPC | FY 2016–2019 | UTIL  | 2017 | STATE-DVRPC | 6.8                |
| DVRPC | FY 2016–2019 | UTIL  | 2018 | STATE-DVRPC | 9.0                |
| DVRPC | FY 2016–2019 | CON   | 2019 | STP-STU     | 4.0                |
| DVRPC | FY 2016–2019 | CON   | 2020 | STP-STU     | 4.0                |
| DVRPC | FY 2016–2019 | CON   | 2021 | STP-STU     | 4.0                |
| DVRPC | FY 2016–2019 | CON   | 2022 | STP-STU     | 4.0                |
| DVRPC | FY 2016–2019 | CON   | 2023 | STP-STU     | 4.0                |
|       |              |       |      |             | Total: 35.8        |

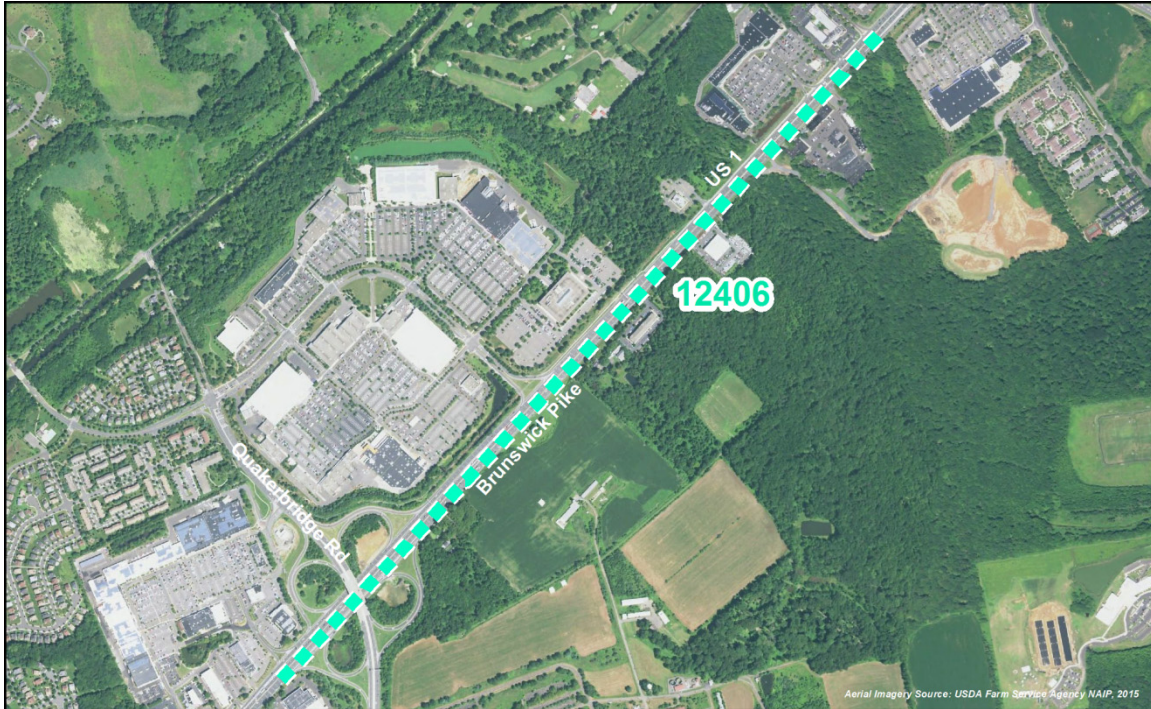
*Note:* CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; STATE = State Transportation Funds; STP-STU = Surface Transportation Program—Urban Allocation; TIP = Transportation Improvement Program; UTIL = Utilities.

US 1, CR 533 (Quakerbridge Road) to Ridge Road

Route: US 1

Section: CR 533 (Quakerbridge Road)  
to Ridge Road

DBNUM: 12406



County: Mercer;  
Middlesex

Municipality: Plainsboro Township;  
West Windsor Township;  
South Brunswick Township

Sponsor: NJDOT

Initiated from the Pavement Management System, this project will resurface within the project limits.

This project is programmed in the TIP as follows:

| MPO          | Plan          | Phase | Year | Fund Source | Cost (\$ millions) |
|--------------|---------------|-------|------|-------------|--------------------|
| DVRPC/ NJTPA | FY 2016 –2019 | CON   | 2017 | 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 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

Municipality: Lawrence Township;  
West Windsor Township

Sponsor: NJDOT

This project is the result of a Congestion Management Study. Critical concerns are the safety and efficiency in the separation of through and local traffic. The widening of US 1 southbound to three lanes with a 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 the inadequate or lacking acceleration/deceleration lanes at the Quaker Bridge Mall ramps.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| DVRPC | FY 2016–2019 | CON   | 2016 | NHPP        | 7.0                |
| DVRPC | FY 2016–2019 | CON   | 2017 | NHPP        | 7.2                |
|       |              |       |      |             | Total: 14.2        |

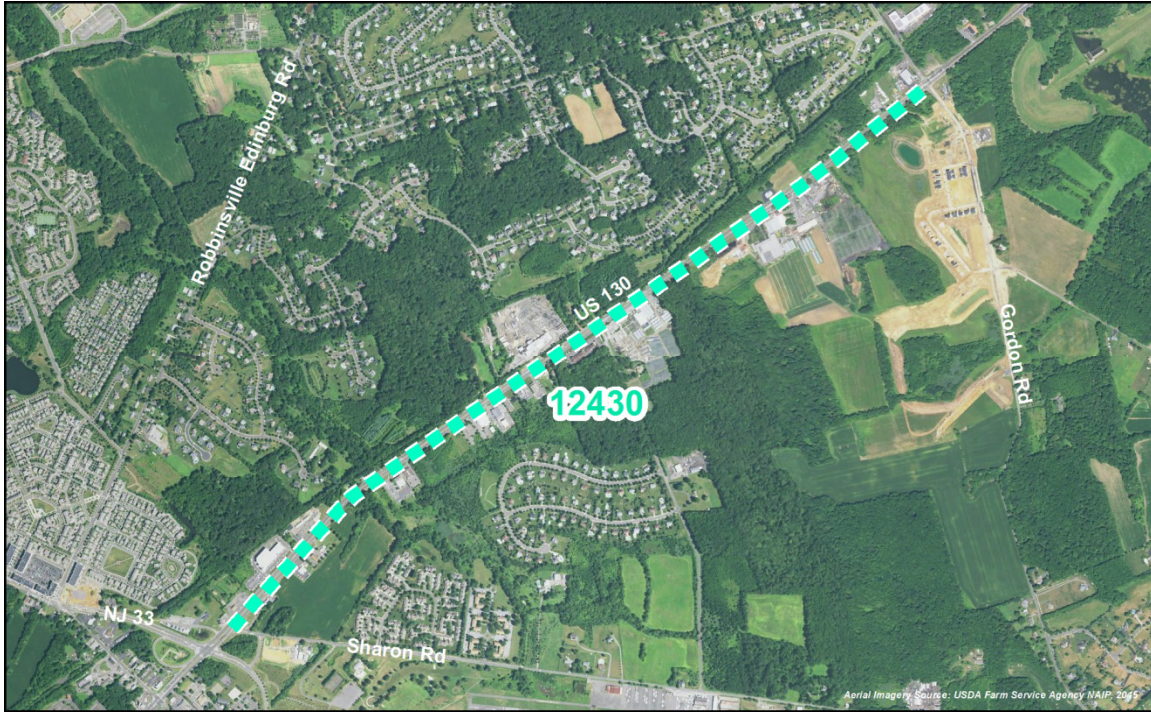
*Note:* CON = Construction; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHPP = National Highway Performance Program; TIP = Transportation Improvement Program.

US 130, Sharon Road to Meadowbrook Road

Route: US 130

Section: Sharon Road to Meadowbrook Road

DBNUM: 12430



County: Mercer

Municipality: Robbinville Township

Sponsor: NJDOT

Initiated from the Pavement Management System, this project will resurface within the project limits.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| DVRPC | FY 2016–2019 | CON   | 2017 | NHPP        | 4.7                |
|       |              |       |      |             | Total: 4.7         |

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

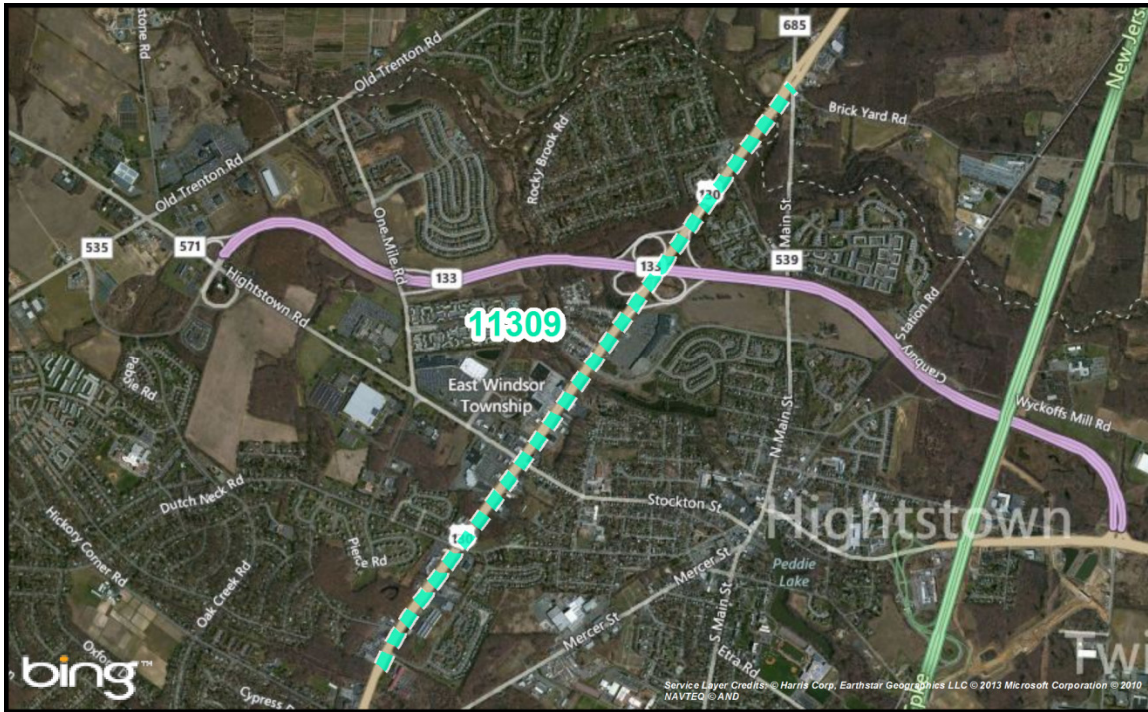


## US 130, Westfield Avenue to Main Street

Route: US 130

Section: Westfield Avenue to Main Street

DBNUM: 11309



County: Mercer;  
Middlesex

Municipality: East Windsor Township;  
Cranbury Township

Sponsor: NJDOT

Initiated from the Pavement Management System, this project consists of milling, resurfacing, and rehabilitating the roadway within the project limits.

This project is programmed in the TIP as follows:

| MPO          | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|--------------|--------------|-------|------|-------------|--------------------|
| DVRPC/ NJTPA | FY 2016–2019 | DES   | 2016 | NHPP        | 1.2                |
| DVRPC/ NJTPA | FY 2016–2019 | ROW   | 2016 | NHPP        | 0.2                |
| DVRPC/ NJTPA | FY 2016–2019 | CON   | 2019 | NHPP        | 6.7                |
|              |              |       |      |             | Total: 8.1         |

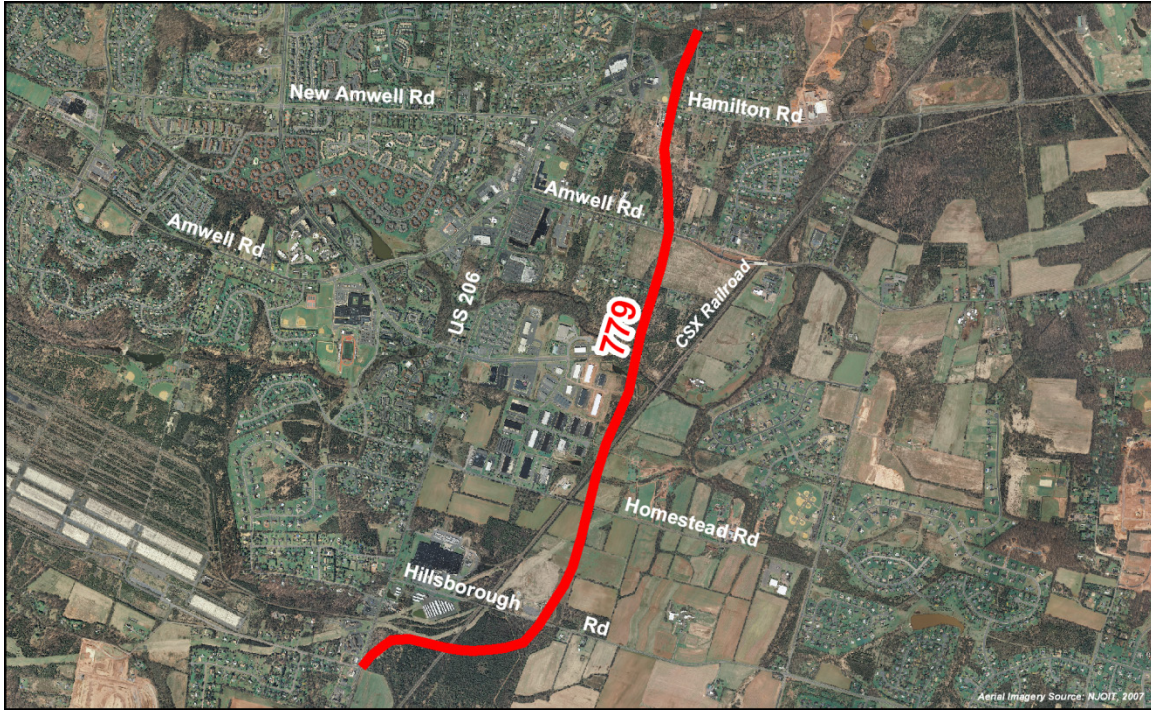
Note: CON = Construction; DES = Final Design/Engineering; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHPP = National Highway Performance Program; NJTPA = North Jersey Transportation Planning Authority; ROW = Right-of-Way Acquisition;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

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

Route: US 206

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

DBNUM: 779



County: Somerset

Municipality: Hillsborough Township

Sponsor: NJDOT

This project will provide for the construction of a segment of US 206 on a 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.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| NJTPA | FY 2016–2019 | CON   | 2017 | STATE       | 27.5               |
| NJTPA | FY 2016–2019 | CON   | 2018 | STATE       | 19.6               |
|       |              |       |      |             | Total: 47.1        |

*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.

## US 206, Doctors Way to Valley Road

Route: US 206

Section: Doctors Way to Valley Road

DBNUM: 780B



County: Somerset

Municipality: Hillsborough Township

Sponsor: NJDOT

This project, a breakout of "US 206, Old Somerville Road to Brown Avenue (15N) (Southern Section)," will provide congestion relief, operational, and safety improvements. The project will include widening from two lanes to four lanes, revision of three existing traffic signals, and replacement of the bridge over Royce Brook. This project will be bicycle/pedestrian compatible.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| NJTPA | FY 2016–2019 | DES   | 2018 | CMAQ        | 2.0                |
| NJTPA | FY 2016–2019 | CON   | 2020 | STATE       | 29.5               |
|       |              |       |      |             | Total: 31.5        |

*Note:* CMAQ = Congestion Mitigation and Air Quality Improvement Program; CON = Construction; DES = Final Design/Engineering; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

## US 206, Valley Road to Brown Avenue

Route: US 206

Section: Valley Road to Brown Avenue

DBNUM: 780A



County: Somerset

Municipality: Hillsborough Township

Sponsor: NJDOT

This project, a breakout of "US 206, Old Somerville Road to Brown Avenue (15N) (Northern Section)," will provide congestion relief, operational, and safety improvements. The project will include widening from two lanes to a four-lane dualization, relocation of two existing traffic signals (including the addition of two jug handles), and replacement of the railroad bridge over US 206. This project will be bicycle/pedestrian compatible.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| NJTPA | FY 2016–2019 | DES   | 2016 | NHPP        | 2.5                |
| NJTPA | FY 2016–2019 | ROW   | 2020 | NHPP        | 10.0               |
| NJTPA | FY 2016–2019 | CON   | 2021 | NHPP        | 20.0               |
| NJTPA | FY 2016–2019 | CON   | 2022 | NHPP        | 25.0               |
|       |              |       |      |             | Total: 57.5        |

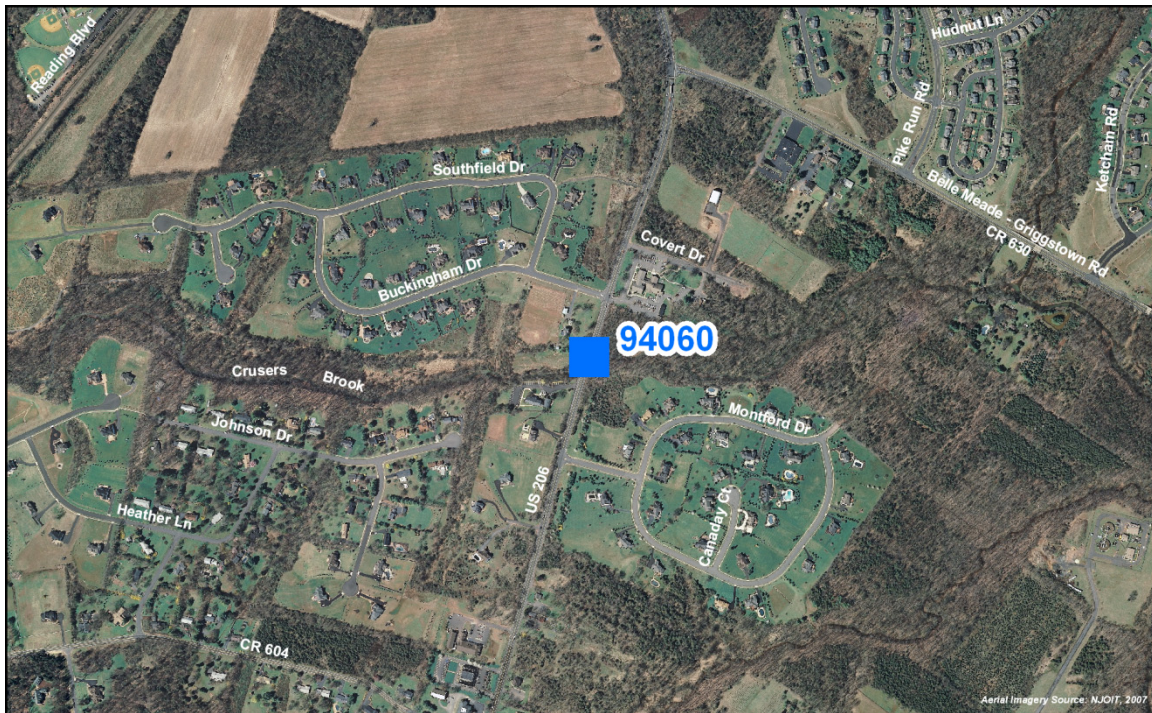
*Note:* CON = Construction; DES = Final Design/Engineering; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NJTPA = North Jersey Transportation Planning Authority; NHPP = National Highway Performance Program; ROW = Right-of-Way Acquisition; TIP = Transportation Improvement Program.

US 206, Crusers Brook Bridge (41)

Route: US 206

Section: Crusers Brook Bridge

DBNUM: 94060



County: Somerset

Municipality: Montgomery Township

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.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| NJTPA | FY 2016–2019 | CON   | 2017 | NHPP        | 4.9                |
|       |              |       |      |             | Total: 4.9         |

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, Hilltop Drive

Route: US 206

Section: Hilltop Drive

DBNUM: 15301



County: Mercer

Municipality: Princeton

Sponsor: NJDOT

Initiated from the Drainage Management System, this study will explore drainage improvements within the project limits.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| DVRPC | FY 2016–2019 | ROW   | 2018 | STATE       | 0.1                |
| DVRPC | FY 2016–2019 | CON   | 2019 | NHPP        | 1.0                |
|       |              |       |      |             | Total: 1.1         |

*Note:* CON = Construction; 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, South Broad Street Bridge over Assunpink Creek

Route: US 206

Section: South Broad Street Bridge  
over Assunpink Creek

DBNUM: L064



County: Mercer

Municipality: Trenton City

Sponsor: NJDOT

Initiated from the Bridge Management System, this project will rehabilitate the structurally deficient and functionally obsolete bridge, which was built in 1843.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| DVRPC | FY 2016–2019 | DES   | 2016 | NHPP        | 0.8                |
| DVRPC | FY 2016–2019 | CON   | 2018 | STATE       | 7.0                |
|       |              |       |      |             | Total: 7.8         |

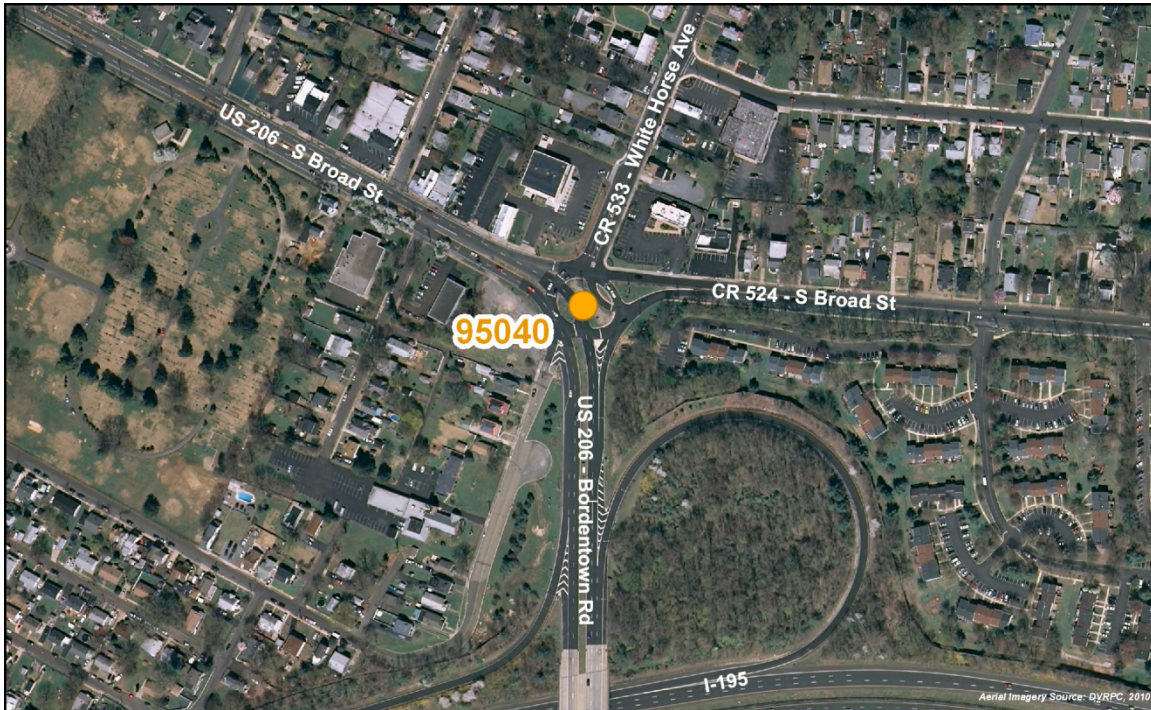
*Note:* CON = Construction; DES = Final Design/Engineering; DVRPC = Delaware Valley Regional Planning Commission; FY = Fiscal Years; MPO = Metropolitan Planning Organization; NHPP = National Highway Performance Program; STATE = State Transportation Funds; TIP = Transportation Improvement Program.

US 206, Whitehorse Circle (CR 533, 524)

Route: US 206

Section: Whitehorse Circle

DBNUM: 95040



County: Mercer

Municipality: Hamilton Township

Sponsor: NJDOT

This project, initiated by the Safety Management System, will improve safety through the construction of a roundabout. The roundabout will eliminate many conflict points, which will reduce the number of overall crashes, specifically those of the angle crash type.

This project is programmed in the TIP as follows:

| MPO   | Plan         | Phase | Year | Fund Source | Cost (\$ millions) |
|-------|--------------|-------|------|-------------|--------------------|
| DVRPC | FY 2016–2019 | ROW   | 2016 | HSIP        | 0.2                |
| DVRPC | FY 2016–2019 | CON   | 2018 | HSIP        | 2.2                |
|       |              |       |      |             | Total: 2.4         |

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



# NJTA Projects

New Jersey Turnpike project descriptions were provided by NJTA.

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

Municipality: Various

Sponsor: NJTA

This project provided 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 had consisted of three lanes in each direction) to the 10-lane dual-dual portion of the Turnpike at Interchange 8A in South Brunswick Township, Middlesex County. The project also included 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 Interchanges 7A and 8. The result of the project was a 12-lane (six lanes in each direction) dual-dual roadway from Interchange 6 to Interchange 9, capable of accommodating projected traffic needs through the year 2032.

**This project was completed on time and approximately \$200 million under budget. The new lanes opened to traffic in the fall of 2014.**

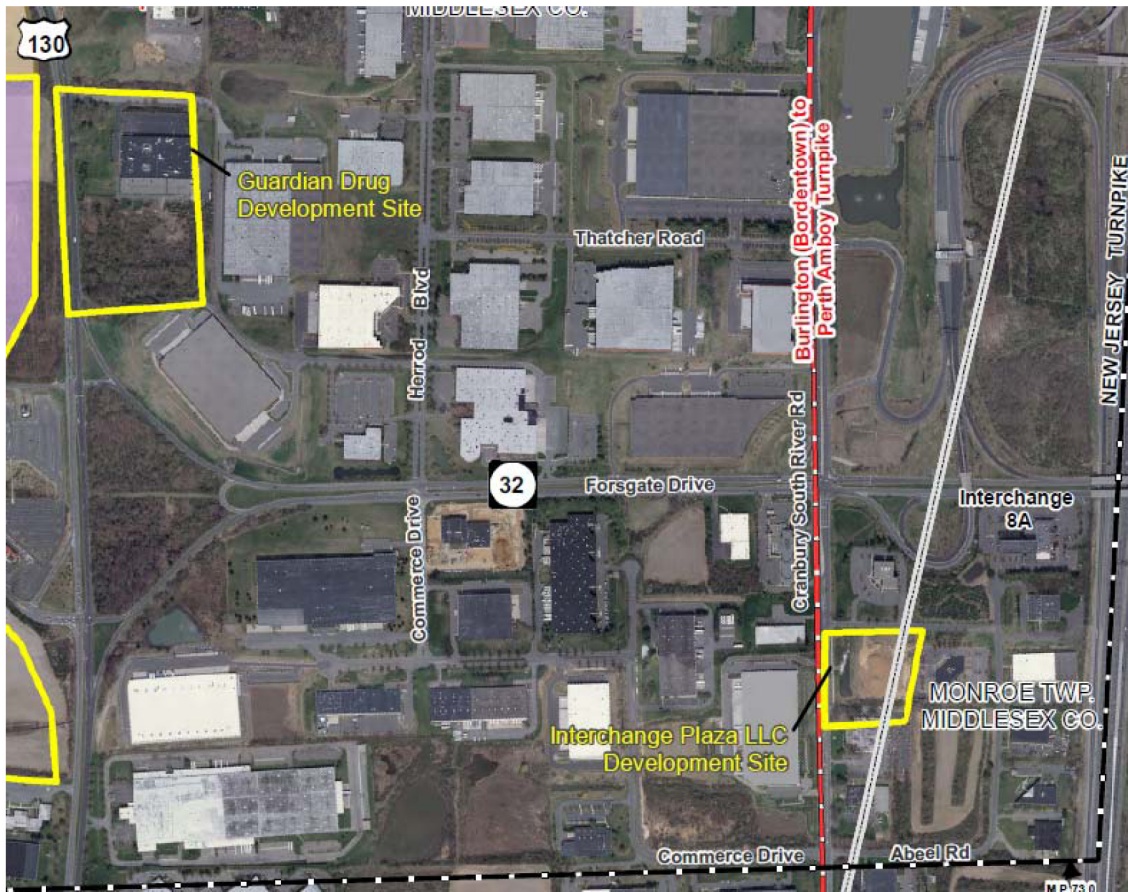
Source: NJTA (March 2016).

## Turnpike Interchange 8A to US 130 Connection

Route: NJTPK

Section: Interchange 8A to  
US 130 Connection

DBNUM: N/A



County: Middlesex

Municipality: Various

Sponsor: NJTA

As a result of the recently completed New Jersey Turnpike Widening project, NJTA is re-evaluating the New Jersey Turnpike Interchange 8A to US 130 Connection Project and focusing on improvements to the local roadway network in the vicinity of Interchange 8A, located at the boundary between Monroe and South Brunswick townships. One of the major transportation issues in the vicinity of Interchange 8A is the intersection of NJ 32 and CR 535 and the movements to the Interchange 8A entrance ramps.

The proposed improvements to the signalized intersection of CR 535 and NJ 32 include additional signal heads, revised pavement striping, and alternative signal phasing to improve the intersection operation. Construction is anticipated to start in the fourth quarter of 2017.

Source: NJTA (March 2016).

# 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.

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

## Northeast Corridor (NEC) Improvements

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NJ Transit Project

DBNUM: T44

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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.

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County: Various

Municipality: Various

Sponsor: NJ Transit

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## Section 5310 Program

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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.

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County: Various

Municipality: Various

Sponsor: NJ Transit

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Section 5311 Program

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NJ Transit Project

DBNUM: T151

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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.

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County: Various

Municipality: Various

Sponsor: NJ Transit

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Small/Special Services Program

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NJ Transit Project

DBNUM: T120

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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.

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County: Various

Municipality: Various

Sponsor: NJ Transit

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Study and Development

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NJ Transit Project

DBNUM: T88

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This element provides for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.

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

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County: Various

Municipality: Various

Sponsor: NJ Transit

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## Delco Lead and County Yard Project

NJ Transit Project

DBNUM: T907



County: Middlesex

Municipality: City of New Brunswick  
North Brunswick Township

Sponsor: NJ Transit

To enhance the efficiency and reliability of train service before, during, and after a weather event, NJ Transit is advancing the Delco Lead and County Yard projects. The projects are designed to improve rail equipment storage and operations by developing the underutilized Delco Lead and County Yard, strategically situated along the NEC in an inland area not susceptible to flooding. Located in North Brunswick Township and the City of New Brunswick, the projects include construction of a new Service and Inspection (S&I) facility and yard expansion at County Yard.

Benefits of the projects include the ability to inspect and service trains at the new centrally located S&I facility and quickly return them to service following an extreme weather event. This will enable customers to get back to business sooner and reduce the impact on regional economic productivity.

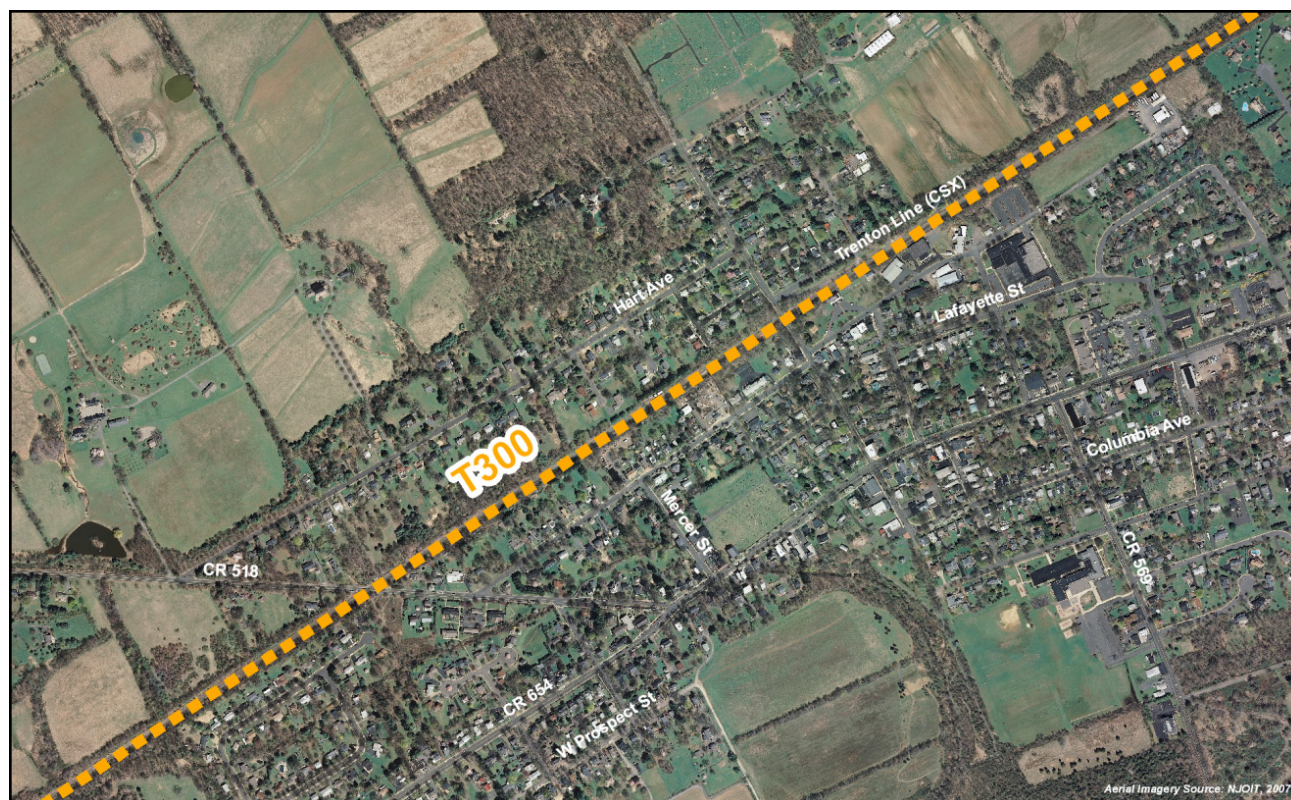
The Delco Lead project will advance as a result of a grant awarded by the Federal Transit Administration (FTA), through FTA's Emergency Relief Program.

The project is currently in PE with FD completion scheduled for spring of 2016. Project completion is scheduled for 2021.

## Transit Rail Initiatives

NJ Transit Project

DBNUM: T300



County: Various

Municipality: 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; US 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 (March, 2016).

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

### Amtrak High-Speed Rail Improvement Project

---

Amtrak Improvement Project

DBNUM: N/A

---

The objective of the project is to upgrade and improve catenary, power, track, and signal systems on 23 miles of the Northeast Corridor between Trenton and New Brunswick to facilitate increased speeds and improved reliability for all users and eventual higher levels of service. The funding is provided through a \$450 million Federal Railroad Administration (FRA) High-Speed Intercity Passenger Rail Program Grant (HSIPR).

Project accomplishments to date include the installation of 23 miles of signal power cable and conduit, completion of 15.5 miles of new signal system, construction of a new Hamilton substation, and the installation of Adams Station and Delco Station Interlocking.

---

County: Mercer  
Middlesex

Municipality: Various

Sponsor: FRA

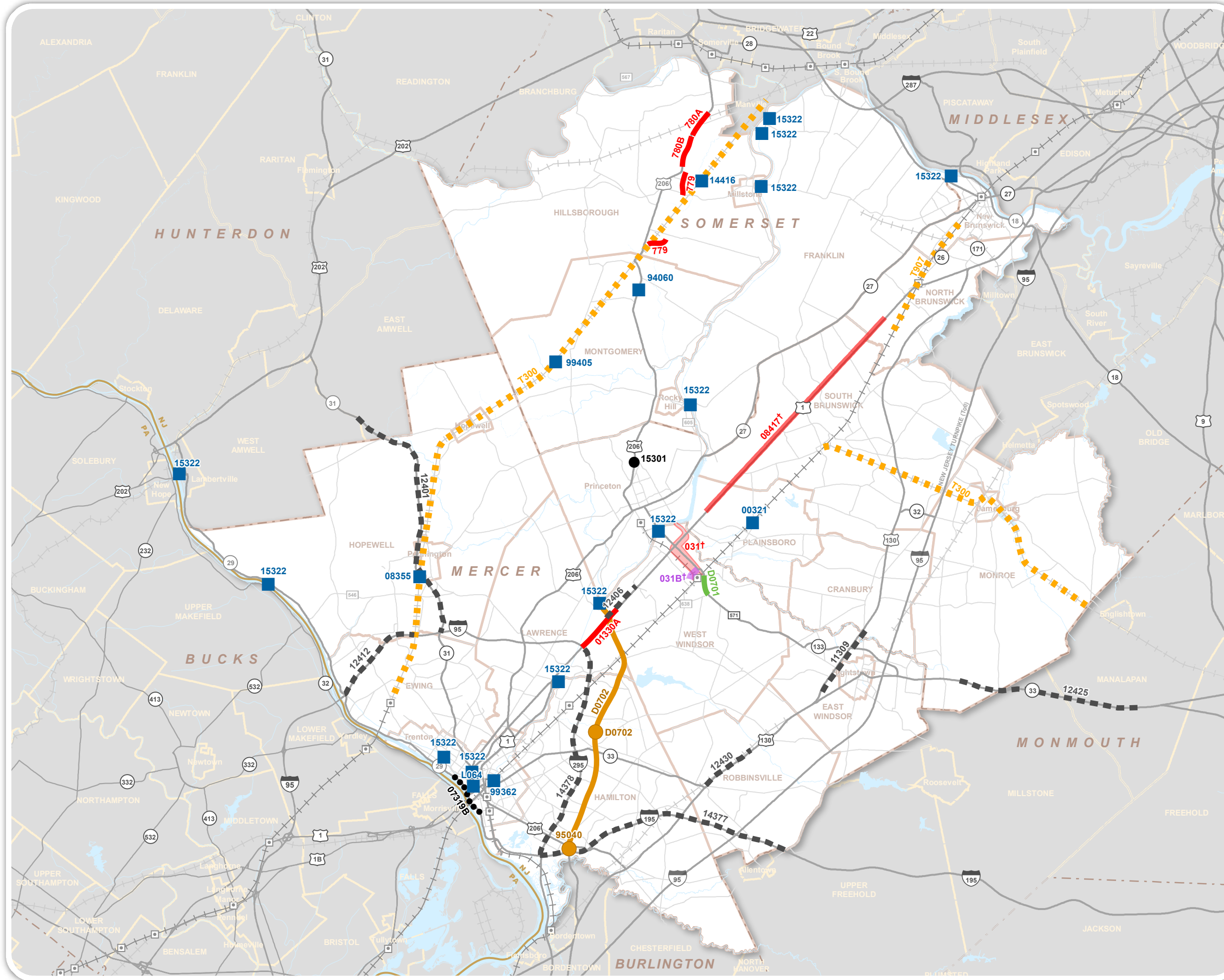
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**Figure 2:  
Planned Projects**



**PROJECTS**

- Bridge Replacement / Rehabilitation
- 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

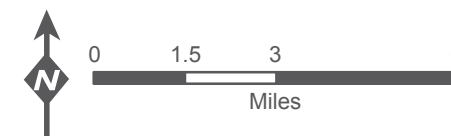
**NATURAL FEATURES**

- ~ 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.





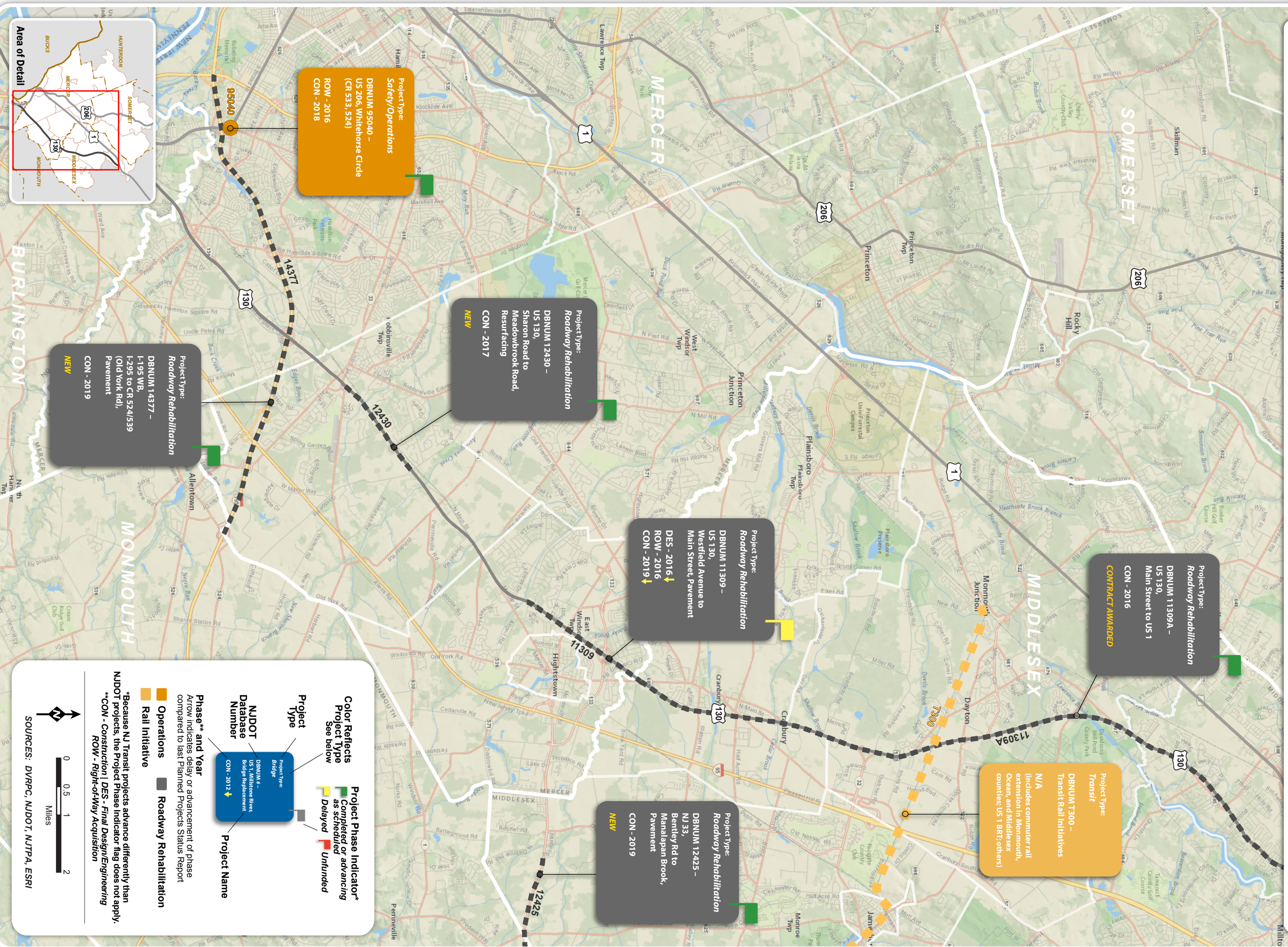




**Figure 4: Timing and Phasing of US 130 Planned Projects**



**CJTF**  
CENTRAL JERSEY  
TRANSPORTATION FORUM

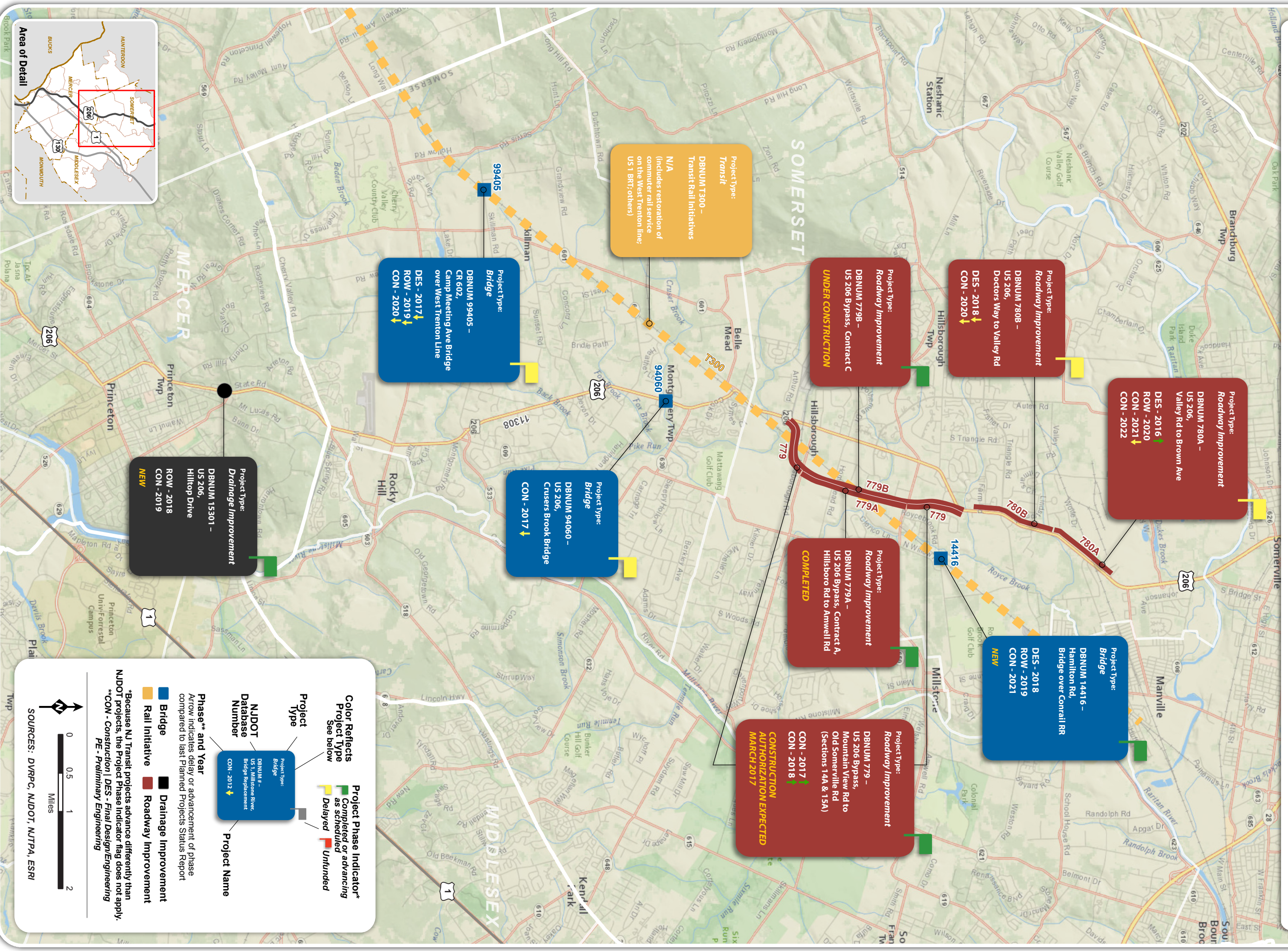




# Figure 5: Timing and Phasing of US 206 Planned Projects



**CJTJ**  
CENTRAL JERSEY  
TRANSPORTATION FORUM







## 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 undertaken since the last time this report was updated in January 2014. 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 10:** County and Local Road Projects

| Township*       | Project   | Status                                | Category                 |
|-----------------|---|---------------------------------------|--------------------------|
| East Windsor    | Devonshire Road from Dorchester Drive to Yorkshire Drive; milling and resurfacing   | Completed                             | Roadway Rehabilitation   |
| East Windsor    | Hickory Corner Road from Dutch Neck Road and Dorchester Drive; milling and resurfacing, plus repairs to curbs, driveway aprons, and ADA ramps | Completed                             | Roadway Rehabilitation   |
| East Windsor    | Millstone Road Bridge over Millstone River  | Completed                             | Bridge                   |
| East Windsor    | Old York Road (CR 539) from Assunpink Creek Tributary to Perrineville Road; resurfacing   | Completed                             | Roadway Rehabilitation   |
| East Windsor    | One Mile Road (1,000-foot segment from Old Trenton Road); milling and resurfacing   | Completed                             | Roadway Rehabilitation   |
| East Windsor    | Princeton-Hightstown Road (CR 571) from Old Trenton Road to Windsor Center Drive; resurfacing   | Completed                             | Roadway Rehabilitation   |
| East Windsor    | Princeton-Hightstown Road over Millstone River Tributary; guiderail upgrade and parapet wall repair   | Completed                             | Bridge                   |
| East Windsor    | US 130, Conover Road, and Hankins Road; intersection improvements   | Permit Application under NJDOT review | Intersection Improvement |
| East Windsor    | Woodland Drive; milling and resurfacing, plus repairs to curbs, driveway aprons, and ADA ramps  | Completed                             | Roadway Rehabilitation   |
| Ewing           | Bear Tavern Road (CR 579) from I-95 to Nursery Road (CR 647); resurfacing   | Completed                             | Roadway Rehabilitation   |
| Ewing, Hopewell | Bear Tavern Road Bridge over Jacobs Creek   | Completed                             | Bridge                   |
| Ewing           | Bull Run Road over Five Mile Run; guiderail upgrade, sidewalk and wall replacement  | Completed                             | Bridge                   |
| Ewing           | Carlton Avenue Bridge over Big Shabakunk Creek  | Completed                             | Bridge                   |
| Ewing           | Lower Ferry Road (CR 643) from Stuyvesant Avenue to Parkway Avenue; resurfacing   | Completed                             | Roadway Rehabilitation   |
| Ewing           | North Olden Avenue Bridge over Shabakunk Creek  | Completed                             | Bridge                   |
| Franklin        | Bennetts Lane over Tributary to Six Mile Run  | Completed                             | Bridge                   |
| Franklin        | Blackwells Mills Road over Steep Hill Brook   | Completed                             | Bridge                   |
| Franklin        | Easton Avenue (CR 527) and Willow Avenue; intersection improvements   | Under Construction                    | Intersection Improvement |

**Table 10: County and Local Road Projects (continued)**

| Township*          | Project   | Status                                     | Category                 |
|--------------------|---|--|--------------------------|
| Franklin           | Elizabeth Avenue (CR 621) from New Brunswick Road to north of Weston Road; milling and resurfacing    | In Design                                  | Roadway Rehabilitation   |
| Franklin           | Franklin Boulevard between Easton Avenue and Hamilton Street; milling and resurfacing                 | Completed                                  | Roadway Improvement      |
| Franklin           | Georgetown/Franklin Turnpike (CR 518)   | Completed                                  | Roadway Improvement      |
| Franklin           | New Brunswick Road Bridge over Al's Brook   | In Design                                  | Bridge                   |
| Franklin           | South Middlebush Road (CR 615)  | In Design                                  | Bridge                   |
| Franklin           | Weston Canal Road and Randolph Road; intersection improvement including turn lane addition            | Completed                                  | Intersection Improvement |
| Hamilton           | Quakerbridge Road and Youngs Road; intersection improvements  | Completed                                  | Intersection Improvement |
| Hamilton           | Iron Bridge Road over Crosswicks Creek  | Delayed due to lack of Bi-County Agreement | Bridge                   |
| Hamilton           | Kuser Road from Estates Boulevard to Leonard Avenue; resurfacing                                      | Completed                                  | Roadway Rehabilitation   |
| Hamilton           | Nottingham Way over Assunpink Creek   | Completed                                  | Bridge                   |
| Hamilton           | South Broad Street over Doctor's Creek  | Design Complete                            | Bridge                   |
| Hamilton           | Sweet Briar Avenue over Miry Run  | Completed                                  | Bridge                   |
| Hamilton           | Tattletown Road Bridge over Doctor's Creek  | Completed                                  | Bridge                   |
| Hamilton           | Yardville-Allentown Road from Yardville-Hamilton Square Road to NJ 156; resurfacing                   | Completed                                  | Roadway Rehabilitation   |
| Hightstown Borough | Maxwell Avenue over Timer Run   | Awaiting permit review                     | Bridge                   |
| Hillsborough       | Dukes Parkway East (CR 608) from US 206 to Manville Border; milling and resurfacing                   | Completed                                  | Roadway Rehabilitation   |
| Hillsborough       | East Mountain Road (CR 677) from Amwell Road to South Branch Road; milling and resurfacing            | Completed                                  | Roadway Rehabilitation   |
| Hillsborough       | Millstone River Road (CR 533) from Bearslee Terrace to Blackwells Mills Road; milling and resurfacing | In Design                                  | Roadway Rehabilitation   |
| Hillsborough       | River Road (CR 625) near intersection of Royce Road; traffic safety improvements                      | Completed                                  | Safety Improvements      |
| Hillsborough       | Sunnymead Road over tributary to Royce Brook  | Completed                                  | Bridge                   |
| Hillsborough       | Werstville Road (CR 602); replacement of four county bridges  | In Design                                  | Bridge                   |
| Hopewell           | Bear Tavern Road from Jacobs Creek Road to Janssen Pharmaceutical entrance; resurfacing               | Completed                                  | Roadway Rehabilitation   |
| Hopewell           | Bear Tavern Road from Pennington-Harbourton Road to Harbourton-Woodsville Road; resurfacing           | Completed                                  | Roadway Rehabilitation   |
| Hopewell           | Carter Road (CR 569) Bridge over Beden's Brook  | Design Complete                            | Bridge                   |
| Hopewell           | Old Mill Road Bridge  | Completed                                  | Bridge                   |

**Table 10: County and Local Road Projects (continued)**

| Township*         | Project  | Status                                 | Category                               |
|-------------------|--|--|--|
| Hopewell          | Pennington-Hopewell Road over Stony Brook; stone along footing to stop scour   | <b>Completed</b>                       | Bridge                                 |
| Hopewell          | Pennington-Titusville Road Bridge  | <b>Completed</b>                       | Bridge                                 |
| Hopewell          | River Drive Bridges  | Delayed due to NJDEP permitting issues | Bridge                                 |
| Hopewell          | Scotch Road (CR 611) from Nursery Road to Washington Crossing-Pennington Road; resurfacing                                 | <b>Completed</b>                       | Roadway Rehabilitation                 |
| Hopewell          | Scotch Road from Washington Crossing-Pennington Road (CR 546) north to first driveway; milling and resurfacing             | <b>Completed</b>                       | Roadway Rehabilitation                 |
| Hopewell          | Van Dyke Road over Stony Brook Tributary; restructured to adhere to NJSHPO recommendations                                 | <b>Completed</b>                       | Bridge                                 |
| Hopewell          | Washington Crossing-Pennington Road from Scotch Road to Ingleside Avenue; resurfacing                                      | <b>Completed</b>                       | Roadway Rehabilitation                 |
| Jamesburg Borough | Gatzmer Avenue/Perrineville Road/Forsgate Drive (CR 612) intersection  | In Design                              | Safety/Operations                      |
| Lawrence          | Brunswick Circle Extension from US 1 Circle to Princeton Avenue; resurfacing   | <b>Completed</b>                       | Roadway Rehabilitation                 |
| Lawrence          | Carter Road Bridge over Shipetaukin Creek  | Design Complete                        | Bridge                                 |
| Lawrence          | Grovers Mill Road from Quakerbridge Mall West entrance to Town Court; resurfacing  | <b>Completed</b>                       | Roadway Rehabilitation                 |
| Lawrence          | Pennington-Lawrenceville Road (CR 546) from Federal City Road and Keefe Road intersection to Lawrence Road; resurfacing    | <b>Completed</b>                       | Roadway Rehabilitation                 |
| Lawrence          | Princeton Pike (CR 583) and Brunswick Circle Extension; intersection improvements  | Ongoing                                | Safety/Operations, Roadway Improvement |
| Lawrence          | Princeton Pike over Little Shabakunk Creek; sidewalk replacement   | <b>Completed</b>                       | Bicycle and Pedestrian Facilities      |
| Monroe            | Forsgate Drive (CR 612) and Rossmoor Drive intersection  | In Design                              | Safety/Operations                      |
| Monroe            | Replacement/widening of Hoffman Station Road (CR 614) Bridge over Manalapan Brook  | In Design                              | Bridge                                 |
| Montgomery        | Belle Mead-Blawenburg Road (CR 601) from Granview to CR 518; milling and resurfacing                                       | In Design                              | Roadway Rehabilitation                 |
| Montgomery        | Belle Mead Griggstown Road (CR 630) from US 206 to Willow Road; milling and resurfacing                                    | <b>Completed</b>                       | Roadway Rehabilitation                 |
| Montgomery        | Cherry Valley Road over Branch of Bedens Brook   | Under Construction                     | Bridge                                 |
| Montgomery        | Dutchtown Harlingen Road (CR 604) from State Road (CR 206) to Belle Mead-Blawenburg Road (CR 601); milling and resurfacing | <b>Completed</b>                       | Roadway Rehabilitation                 |
| New Brunswick     | Improvements to 19 traffic signals in New Brunswick  | In Design                              | Safety/Operations                      |

**Table 10: County and Local Road Projects (continued)**

| Township*          | Project  | Status          | Category                                  |
|--------------------|--|-----------------|---|
| Pennington Borough | East Delaware Avenue from Main Street to King George Road; resurfacing   | Completed       | Roadway Rehabilitation                    |
| Pennington Borough | South Main Street from Pennington Road to Ingleside Avenue; resurfacing  | Completed       | Roadway Rehabilitation                    |
| Pennington Borough | West Delaware Avenue from Pennington Road to Main Street; resurfacing  | Completed       | Roadway Rehabilitation                    |
| Plainsboro         | Scudders Mill Road (CR 614) and Schalks Crossing Road (CR 683) intersection  | In Design       | Safety/Operations                         |
| Princeton          | Cherry Valley Road Bridges   | Ongoing         | Bridge                                    |
| Princeton          | Quaker Road (CR 533) over Stony Brook  | Completed       | Bridge                                    |
| Princeton          | Washington Road (CR 526) and Faculty Road; traffic signal improvements   | Ongoing         | Safety/Operations                         |
| Princeton          | Washington Road bike lanes   | Ongoing         | Bicycle and Pedestrian Facilities         |
| South Brunswick    | Replacement/widening of Ridge Road bridge over Lawrence Brook  | In Design       | Bridge                                    |
| Trenton            | Lincoln Avenue Bridge; deck repair and blacktop overlay  | Completed       | Bridge                                    |
| Trenton            | Montgomery Street over Assunpink Creek; center pier repair   | Completed       | Bridge                                    |
| Trenton            | South Broad Street from Forman Street to Dye Street; milling and resurfacing, installation of traffic control surface markings, and rapid flashing beacons | Completed       | Roadway Rehabilitation, Safety/Operations |
| Trenton            | South Clinton Avenue Bridge over Assunpink Creek   | Design Complete | Bridge                                    |
| West Windsor       | Clarksville Road (CR 638) from Princeton-Hightstown Road to Cranbury Road; resurfacing   | Completed       | Roadway Rehabilitation                    |
| West Windsor       | Cranbury Road Bridge over Bear Brook; repaired deteriorated bridge deck  | Completed       | Bridge                                    |
| West Windsor       | Old Trenton Road (CR 535) Bridge   | Completed       | Bridge                                    |
| West Windsor       | Old Trenton Road over Bridegroom Run   | Design Complete | Bridge                                    |
| West Windsor       | Princeton Hightstown Road (CR 571) Bridge  | Completed       | Bridge                                    |
| West Windsor       | Washington Road over Little Bear Brook; new sidewalk and scour repair  | Completed       | Bridge                                    |

\*Note: All municipalities are townships unless specifically cited as a borough. Princeton is neither a township nor borough.

Source: 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; NJDEP = New Jersey Department of Environmental Protection; NJSHPO = New Jersey Historic Preservation Office.

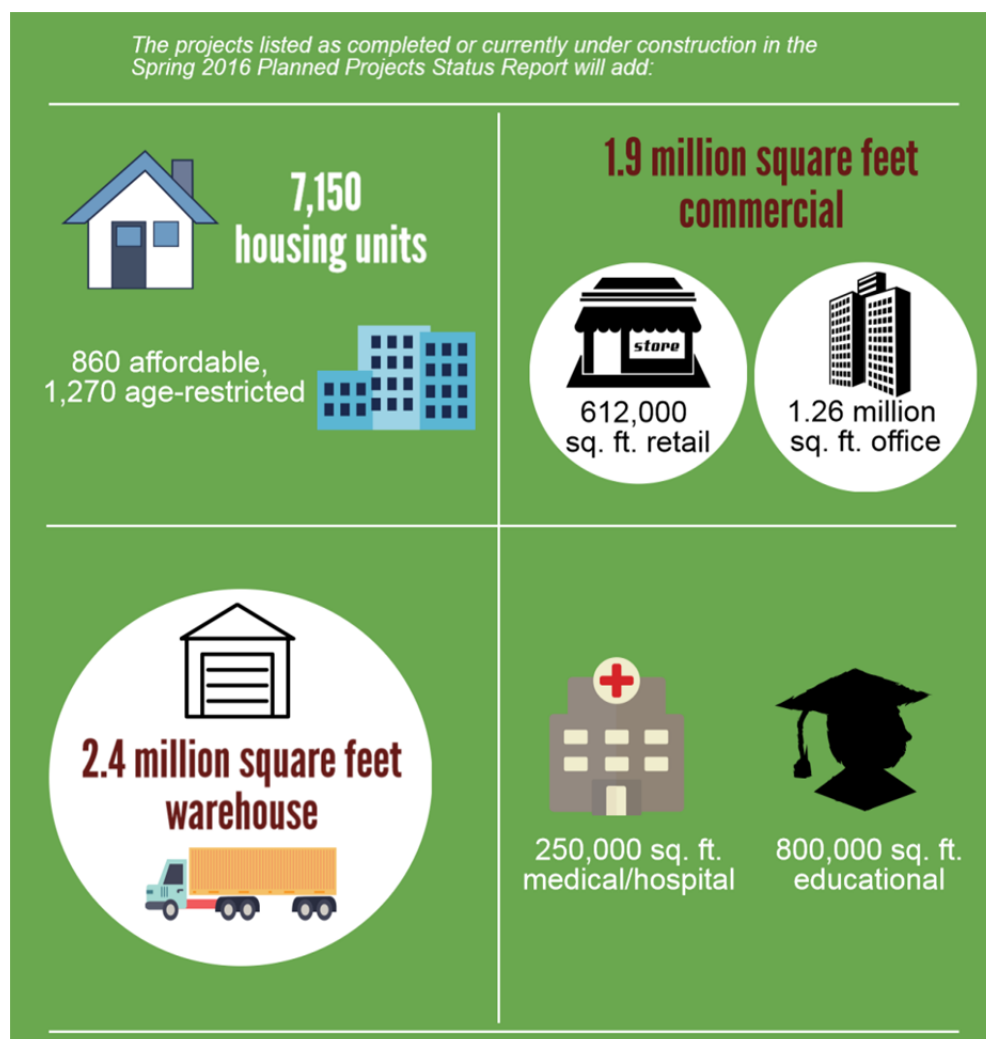
CHAPTER 3:

# Major Land Development Projects in Central Jersey

## Overview of Projects

Imagine the transportation impacts of building two new shopping malls as large as the Quaker Bridge Mall, two new office complexes as large as the Carnegie Center, enough new houses to add a population the size of Plainsboro Township, and more warehouse space than nine Amazon.com facilities. This is approximately the level of development that can be expected in Central Jersey in the coming years. Figure 6 provides an infographic summary of the projects that have already been built or are currently under construction.

**Figure 6:** Infographic of Land Development Project Totals



Sources: DVRPC, Piktochart.com.

The pace of development in Central Jersey has picked up in recent years after the recession of the late 2000s and the slow recovery that followed. This chapter provides information about land development projects proposed, under construction, or recently completed by public or private entities in Central Jersey. The projects are arranged by municipality in Table 11, which follows as a series of 11 × 17-inch pages.

The projects listed as completed or currently under construction in the accompanying spreadsheet will add nearly 1.9 million square feet of commercial space (including 600,000 square feet of retail and almost 1.3 million square feet of office space); about 250,000 square feet of new medical development; almost 2.4 million square feet of warehouse space; nearly 800,000 square feet of educational facilities; and over 7,150 housing units, including over 860 affordable units and 1,270 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. For example, the character of development can provide opportunities to decrease dependence on personal vehicles, increase the viability of public transportation services, and make it easier to walk or bike to destinations. 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. **This report is intended to serve as a resource toward making the connection between land use and transportation projects, resulting in stronger, more coordinated regional planning.**

An earlier version of the information in this chapter was distributed in the *Fall 2013 Planned Projects Status Report* (Publication #13020). It covered the period from January 2012 to August 2013. The summary included here covers activity from September 2013 to March 2016. Compared to the last edition, the projects listed as completed or currently under construction in this report include about **2,000 more housing units and five times as much office and retail development.**

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 and 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 March 2016, is compiled in Table 11.

Forum municipalities with no major land development projects included at this time are listed below:

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

### Municipal Land Development Project Summary

The municipalities along the US 1 corridor can expect significant development in the coming years. In each municipality, major projects have been recently completed or are currently under construction. In addition, there are many other large projects that have been approved or are still in planning stages.

In **Trenton**, three separate housing projects that will add over **450 housing units** total have either been completed or are currently under construction. In addition, several mixed-use, transit-oriented projects have been approved or are under construction. When completed, these projects will add about **700,000 square**

**feet of office and 200,000 square feet of retail space**, as well as over **80,000 square feet of educational facilities**.

In **Ewing Township**, the 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 Hamilton Township, the Crossings at Hamilton Station project continues to be constructed in phases, with approximately **390 units** completed to date. Two proposed projects would add over **650,000 square feet of warehouse space** when completed.

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 yet to move forward. 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. Phase one of the Bristol-Myers Squibb: RCN Corporation Site is under construction and will provide **550,000 square feet of new office space**.

There are a number of active land development projects in **Princeton**, including five projects led by the university, several of which have already been completed or are under construction. Princeton University's **248,000 square-foot Neuroscience and Psychology Building** on Washington Road has been completed. The University's Hibben-Magie redevelopment project, which added **137 units of graduate student housing**, has also been completed. 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. Phase One of the Merwick/Stanworth redevelopment project, which constructed **127 housing units for University faculty and staff**, has been completed. Phase Two is under construction and will add another **198 units**. In addition to the Princeton University projects, the Hulfish North development was completed, adding **100 housing units**. Copperwood in Princeton was also completed, adding **153 age-restricted housing units**. The Avalon Bay proposal to replace the former University Medical Center at Princeton with a mix of residential, retail, and office space is under construction.

In neighboring **West Windsor**, a number of projects are also under construction or have been recently completed. The Elements at West Windsor project was completed, adding **156 single-family homes**. The West Windsor Gardens were completed in two phases, adding a total of **460 new apartments**. Construction is scheduled to begin on the Maneely Tract in 2016. This mixed-use project will add **172 housing units**, including 75 affordable units, as well as **40,000 square feet of retail and 10,000 square feet of office space**. Three other projects have also been recently completed or are under construction, which will add about **400,000 square feet of office space**. The Howard Hughes (former Wyeth Tract, also known as American Cyanamid), Princeton Junction Train Station Redevelopment area, and Stanford Research Institute (former Sarnoff Corporation) parcels are all potentially large projects, but they are not active at the present time. There are no pending or approved proposals for any of these projects.

In **Plainsboro Township**, the Princeton Forrestal Village Residential development is scheduled to begin construction in 2016. This project will construct **394 apartments** in three buildings, including 50 affordable units. Some smaller elements of the University Medical Center of Princeton at Plainsboro are still coming together, including the Children's Hospital of Philadelphia and Maplewood Princeton Senior Living projects. In addition, the Beacon 1, 2, and 3 Medical Arts Buildings will add **170,000 square feet of medical office space** to the Princeton Forrestal Campus once fully constructed.

**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. Fifteen separate warehouse proposals have been approved, totaling nearly **6.4 million square feet of warehouse space**. This includes five projects that are currently under construction and another three that were recently completed, totaling about **1.3 million square feet of warehouse space**. These developments are mostly concentrated in the area between US 130 and the New Jersey Turnpike in South Brunswick. In addition, South Brunswick has four projects totaling about **1.1 million square feet of office space** approved for development. Three large age-restricted housing developments are currently under construction or were recently completed. These projects will result in about **750 adult community residential units** upon full build-out. In addition to these projects, the Baker Residential age-restricted housing development has been approved, which would add another **170 units**. The Oaks at Cranbury and Point of Woods projects are also under construction and will add **196 townhouse units and 70 single family homes**, respectively.

The **North Brunswick** Transit Village, located at the former Johnson & Johnson site on US 1 between North Aaron Road and Commerce Boulevard, is currently under construction. The approved zoning overlay allows **1,875 housing units** and approximately **900,000 square feet of office and commercial** development by the time the project is fully implemented, as well as a bus depot and, eventually, a train station. The first phase of development is now underway and has been partially constructed. This phase includes a Costco and Target comprising about **300,000 square feet of retail space**, as well as **158 townhouses**, scheduled to begin construction in May. Phase 1 will include a total of **400 housing units**, five additional retail pads, a 124-room hotel, and a restaurant. The next phases of the project will construct an additional 1,475 housing units, approximately **600,000 square feet of retail space**, and **200,000 square feet of office space**.

The US 130 corridor also has numerous planned land development projects that will add housing, warehouse, and office space. In **Robbinsville Township**, the Amazon.com facility has added over **1,000,000 square feet of warehouse space**. NJ Transit, Greater Mercer TMA, and others successfully partnered to provide public transportation options to the new facility and other employers in the vicinity of Exit 7A of the New Jersey Turnpike. There are two housing projects under construction in Robbinsville that will add a total of **230 single-family homes** and 30 affordable units. In **East Windsor Township**, the Regency Woods project has been approved to add over **200 housing units**, while preserving 38 acres of open space. Several other mixed-use projects have been approved that, taken together, would add over **600,000 square feet of new warehouse**, nearly **400,000 square feet of office**, and **35,000 square feet of retail space**. In **Monroe Township**, two large mixed-use projects have been approved. The “JSM at Route 33” project would add **749 housing units**, including 131 age-restricted affordable units and nearly **180,000 square feet of commercial space**. The Villages at Spotswood Englishtown Road would add **522 housing units**, including 66 age-restricted affordable units and about **90,000 square feet of commercial space**.

Along the US 206 corridor, there are fewer planned or ongoing projects, but new development will still add significant numbers of housing units and retail space to the corridor. **Montgomery Township** has approved three mixed-use projects that would add over **400,000 square feet of retail space** and about 60 housing units, including both affordable and age-restricted units. The Country Club Meadows project will add single-family and age-restricted housing, including **148 single-family homes, 96 senior apartments**, and a continuing care facility. Construction is scheduled to begin in 2017. **Hillsborough Township** has one major housing project and one large mixed-use development currently under construction. The Gateway at Sunnymeade project will add nearly **700 housing units**, including 315 age-restricted and 122 affordable units. The Green Village mixed-use project will add **469 housing units**, including 117 affordable units, in addition to **20,000 square feet of retail space** and a 120,000-square-foot, 130-room extended-stay hotel with conference space. In **Franklin Township**, seven projects involving new housing are under construction or



have been fully or at least partially completed. These projects will add over **1,500 new housing units**, of which over 550 will be affordable units. Many of these projects include mixed-use components, such as retail or office space, and are transit accessible.

**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 million square feet of commercial space** (including 2.7 million square feet of retail and 5.3 million square feet of office space); **9.5 million square feet of warehouse space**; 825,000 square feet of educational facilities; 420,000 square feet of medical buildings and facilities; and **nearly 14,000 residential housing units**, including 1,400 affordable units and 2,300 age-restricted units. This is roughly the equivalent of building two new shopping malls as large as the Quaker Bridge Mall, two new office complexes as large as the Carnegie Center, enough new houses to add a population the size of Plainsboro Township, and more warehouse space than nine Amazon.com facilities. 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.

The Forum's Rt1RGS Action Team developed a smart growth Road Show presentation about the benefits of smart growth and the importance of making the land use/transportation connection. To date, eight Forum municipalities and two counties have received this presentation. Afterward, nearly all of the municipalities voted to adopt a slightly modified version of the Model Resolution of Support and Engagement that was developed for NJDOT's Rt1RGS effort. 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 any interested municipality. The Rt1RGS Action Team is developing a short guide to smart growth best practices, including local implementation examples. See [www.dvrpc.org/CentralJerseyForum/ActionTeams.htm](http://www.dvrpc.org/CentralJerseyForum/ActionTeams.htm) for more information.

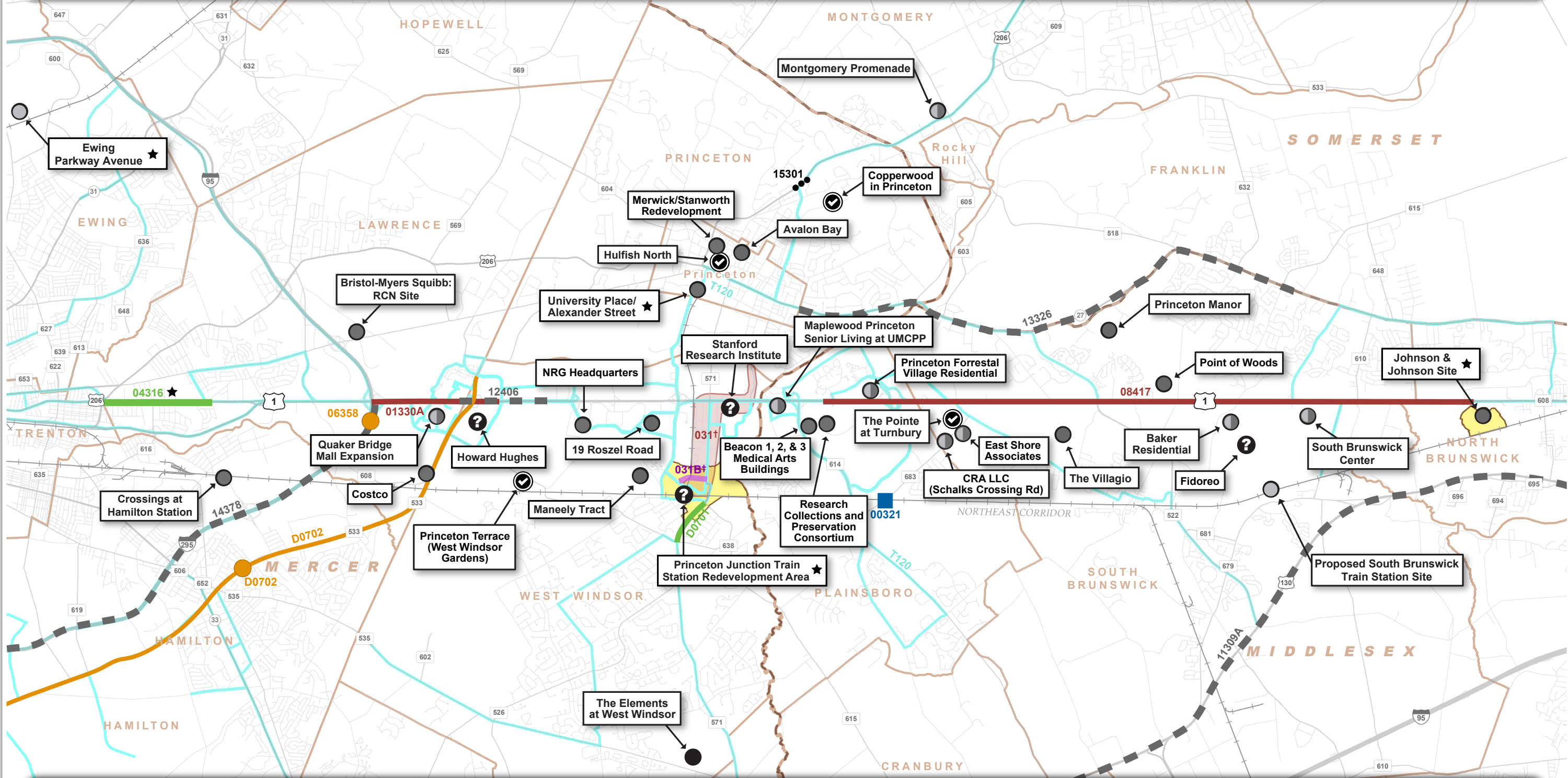
Upon reviewing the list of projects detailed in this chapter, it is clear that the number of mixed-use projects with smart growth elements in Forum communities is on the rise. However, much work remains to be done. Coordinated regional planning can help improve the interaction between land development and transportation improvements in Central Jersey.

## Studies and Policy Documents

- Identifying Opportunities for Park and Ride Capacity in South Jersey (DVRPC Publication #15015, see [www.dvrpc.org/Products/15015](http://www.dvrpc.org/Products/15015))
- NJDOT Route 1 Regional Growth Strategy (See [vtc.rutgers.edu/route-1-smart-growth/](http://vtc.rutgers.edu/route-1-smart-growth/))
- NJDOT Long-Range Plan (See [www.state.nj.us/transportation/works/njchoices/](http://www.state.nj.us/transportation/works/njchoices/))
- DVRPC Long-Range Plan (The *Connections 2040 Plan for Greater Philadelphia* is available at [www.dvrpc.org/Products/13042](http://www.dvrpc.org/Products/13042))
- NJTPA Long-Range Plan (NJTPA's *Plan 2040* is available at [www.njtpa.org/Planning/Plan-Update-to-2040/Plan2040final.aspx](http://www.njtpa.org/Planning/Plan-Update-to-2040/Plan2040final.aspx).)
- CR 571 Park-and-Ride Study (DVRPC Publication #11017, see [www.dvrpc.org/Products/11017](http://www.dvrpc.org/Products/11017))
- Mercer County Future Bus Plan (DVRPC Publication #10035, see [www.dvrpc.org/Products/10035](http://www.dvrpc.org/Products/10035))



# Figure 7: Development and Transportation Projects in the US 1 Corridor



|  |  |  |   |   |  |
|--|--|--|---|---|--|
| <b>Transportation Projects*</b>  |  | <b>Development Project Status Indicators</b>   |   | <b>★ Planned BRT or Transit Supportive Investment</b>   |  |
| <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> Bridge Replacement / Rehabilitation</li> <li><span style="color: orange;">●</span> Safety / Operations</li> </ul> | <ul style="list-style-type: none"> <li>●●●● Drainage Improvement</li> <li><span style="color: green;">—</span> Main Street / Pedestrian</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: red;">—</span> Roadway Improvement</li> <li><span style="border-bottom: 1px dashed black;">   </span> Roadway Rehabilitation</li> <li><span style="color: purple;">—</span> Study / Analysis</li> </ul> | <ul style="list-style-type: none"> <li>○ Planned</li> <li>◐ Approved</li> <li>● Under Construction</li> <li>◉ Completed</li> <li>⊕ Unknown</li> </ul> | <ul style="list-style-type: none"> <li><span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> TOD Area</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Municipal Boundary</li> <li><span style="border: 1px dashed black; display: inline-block; width: 15px; height: 10px;"></span> County Boundary</li> </ul> |  |

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

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, US 130, and US 206 corridors, as of March 2016.

**Table 11:** Summary of Major Development Projects

| Name   | Municipality    | Type                                   | Land Use         | Size  | Status   | Year Complete                                |
|--|-----------------|--|------------------|---|--|--|
| Cigar Factory Apartments   | City of Trenton | Housing                                | Residential      | 64 units  | Completed  | 2014   |
| Mercer County Community College Expansion  | City of Trenton | Mixed-Use Development                  | Educational      | 100,000 sq ft (estimated)   | Phase 1 complete<br>Phase 2 in planning  | Phase 1 completed in 2012<br>Phase 2 unknown |
| Roebing Block 3, including Roebing Lofts   | City of Trenton | Mixed-Use/Transit-Oriented Development | Mixed Use        | Roebing Lofts – 138 loft units with 10,000 sq ft commercial space<br>Roebing Block 3 – Additional 52 lofts with up to 200,000 sq ft commercial space, including restaurant space and 949-space parking garage | Under construction   | Unknown                                      |
| Rush Crossing  | City of Trenton | Housing/Transit-Oriented Development   | Residential      | 204 units   | Completed  | 2014   |
| Thomas Edison State College Nursing School   | City of Trenton | Mixed-Use Development                  | Educational      | 82,000 sq ft  | Under construction   | Spring 2016                                  |
| Vista Center   | City of Trenton | Office/Transit-Oriented Development    | Mixed Use        | 700,000 sq ft   | 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<br>About 1,000 housing units<br>300,000 to 400,000 sq ft retail<br>Office space<br>Possibly a hotel   | Planned  | Unknown                                      |
| Conair Corporation   | East Windsor    | Warehouse                              | Industrial       | 474,033 sq ft warehouse expansion across Milford Road from existing Conair warehouse  | Approved   | Unknown                                      |
| East Windsor Business Park   | East Windsor    | Warehouse/Office                       | Warehouse/Office | 54 acres total<br>Five lots of varying sizes of office and warehouse space approved, including:<br>45,000 sq ft; 45,250 sq ft; 13,200 sq ft; 8,800 sq ft; and 126,570 sq ft<br>4.46 acres open space          | Approved   | Unknown                                      |
| The Promenade at East Windsor  | East Windsor    | Mixed-Use Development                  | Mixed Use        | 30,555 sq ft and 14,400 sq ft office buildings<br>Two 17,402 sq ft retail buildings, including bank with drive-through<br>9,780 sq ft child care center   | Approved   | Unknown                                      |
| Regency Woods at East Windsor  | East Windsor    | Housing                                | Residential      | 209 housing units<br>38 acres of open space will be dedicated to East Windsor Township  | Approved   | Unknown                                      |
| SciPark  | East Windsor    | Research Facility/Office               | Office           | Four buildings on 32 acres will host approximately 240,000 sq ft office<br>Three buildings approved include: 58,861 sq ft; 66,890 sq ft; 47,662 sq ft<br>One 66,000 sq ft building has been constructed       | One building constructed; three additional buildings approved                        | Unknown                                      |
| Canal Walk   | Franklin        | Age-Restricted Housing                 | Residential      | 64 single-family (senior) homes<br>Seeking approval for senior apartments   | Homes approved; apartments planned   | Unknown                                      |
| Leewood Development Group  | Franklin        | Housing                                | Residential      | 212 units, including 106 affordable units<br>40 condos constructed in Phase 1 and 2   | Phase 1 and 2 completed<br>Phase 3 approved; construction scheduled to begin in 2016 | Unknown                                      |

**Table 11: 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<br>Franklin: 66 affordable units with stores at street level<br>Parkside: 146 affordable units (apartments and two-family houses; increase from 100 units before reconstruction)<br>Voorhees Station: 76 units (80% affordable, 20% market rate), stores at street level | Berry Street Commons, Franklin Commons, Parkside, and Voorhees Station completed and occupied  | 2015   |
| Somerset Douglas   | Franklin     | Housing                        | Mixed Use                     | 114 units  | Completed and occupied   | 2015   |
| 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<br>Mix of single-family, townhomes, and apartments<br>Includes 180 affordable rental units, 50 age-restricted apartments<br>Small (25,000 sq ft) retail component  | Single-family housing component largely constructed and sold; site plan for age-restricted apartments approved; retail component delayed; townhomes under construction | Phased construction over next 10 years                     |
| Crossings at Hamilton Station  | Hamilton     | Housing                        | Residential                   | 45 acres<br>636 total housing units, including 256 one- and two-bedroom luxury apartments, 156 townhomes, and 224 condominiums   | Under construction; approximately 390 units completed to date  | Unknown  |
| Fed Ex Ground Terminal   | Hamilton     | Warehouse                      | Industrial                    | 343,447 sq ft warehouse facility and 3,070 sq ft gateway building  | Approved   | Unknown  |
| Genesis Biotechnology Campus   | Hamilton     | Research Facility/Office       | Office                        | 180,000 sq ft office/research facilities in two buildings  | Preliminary approvals  | Unknown  |
| Homestead at Hamilton  | Hamilton     | Age-Restricted Housing/Medical | Residential/Community Service | 221,116 sq ft independent living/assisted living facility  | Under construction   | 2017   |
| IPT 7A DC, LLC   | Hamilton     | Warehouse/Office               | Warehouse/Office              | 339,500 sq ft warehouse/office space (directly across the street from Homestead at Hamilton)   | Planned  | Unknown  |
| Polaris (Lot 7 and Lot 8)  | Hamilton     | Mixed-Use Development          | Mixed Use                     | Two separate but adjacent lots<br>Lot 7: 88,812 sq ft three-story mixed-use building including 13,330 sq ft commercial space and 44 apartments with a free-standing, 2,300 sq ft bank<br>Lot 8: 38,843 sq ft warehouse with 7,834 sq ft office   | Lot 7: preliminary and final site plans approved;<br>Lot 8: preliminary site plan approved   | Unknown  |
| Gateway at Sunnymeade  | Hillsborough | Housing                        | Residential                   | 190 acres<br>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<br>469 total housing units, including 352 market-rate apartments and 117 affordable units<br>Two 10,000 sq ft retail buildings<br>120,000 sq ft, 130-room extended stay hotel with conference space   | Under construction   | Unknown  |
| Garden Properties Site (sold to CF Hopewell LLC)   | Hopewell     | Office Development             | Mixed Use                     | 1,000,000 sq ft office on 200 acres<br>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<br>Phase 1 = 555,525 sq ft office  | Phase 1 under construction; no additional phases proposed at this time   | Fall 2016  |
| Costco   | Lawrence     | Retail                         | Retail                        | 148,500 sq ft members only warehouse club on Quakerbridge Road; Includes pharmacy and free-standing gasoline fueling facility  | Under construction   | Summer 2016  |
| Quaker Bridge Mall Expansion   | Lawrence     | Retail Expansion               | Commercial                    | Final site will be 1.66 million sq ft<br>New expansion 600,000 sq ft; over 100 new units<br>Multi-deck parking with over 1,800 new parking stalls  | Phase 1 approvals  | Eight-year build-out; no timeline yet for schedule of work |
| Courts at Monroe   | Monroe       | Housing                        | Residential                   | 104 housing units total, including 26 affordable units   | Completed  | 2015   |

**Table 11: Summary of Major Development Projects (continued)**

| Name  | Municipality    | Type                                       | Land Use            | Size   | Status   | Year Complete                         |
|---|-----------------|--|---------------------|--|--|---------------------------------------|
| JSM at Route 33   | Monroe          | Mixed-Use Development                      | Mixed Use           | 386 acres between Perrineville and Bentley Roads<br>749 housing units, including 618 market rate and 131 age-restricted affordable units<br>178,452 sq ft commercial   | Approved   | Unknown                               |
| "The Villages" at Spotswood Englishtown Road  | Monroe          | Mixed-Use Development                      | Mixed Use           | 522 housing units total including 457 market rate and 66 age-restricted affordable units<br>92,234 sq ft commercial  | Approved   | Unknown                               |
| Belle Mead Plaza  | Montgomery      | Mixed-Use Development                      | Mixed Use           | 5.5 acres<br>31,000 sq ft retail with 27 affordable apartments above retail  | Approved   | Construction beginning in 2017        |
| Country Club Meadows  | Montgomery      | Housing and Age-Restricted Housing         | Housing             | 121 acres<br>148 single family homes including 108 on 22,000 sq ft lots and 40 on 6,000 sq ft lots<br>96 two-bedroom senior rental apartments<br>Continuing care facility including 74 one-bedroom independent living units, 74 one-bedroom assisted living units, and 74 one-bedroom sub-acute units                    | Approved   | Phased construction beginning in 2017 |
| Montgomery Promenade  | Montgomery      | Mostly Retail; Some Residential and Office | Mixed (Commercial)  | 50 acres<br>270,000 sq ft retail; 32 age-restricted duplex townhomes   | Approved   | Unknown                               |
| Pike Run Plaza  | Montgomery      | Retail                                     | Retail              | 18 acres<br>102,000 sq ft retail   | Approved   | Construction beginning in 2017        |
| Skillman Park   | Montgomery      | Park/Municipal Use                         | Park/Municipal Use  | 250 acres  | Completed  | 2015                                  |
| Johnson & Johnson Site  | North Brunswick | Transit-Oriented Development               | Office<br>Mixed Use | 212 acres<br>Retail, office, civic, residential, transit<br>1,875 housing units; approximately 900,000 sq ft retail and 200,000 sq ft commercial; hotel<br>Phase 1: 400 housing units; approximately 300,000 sq ft retail including Costco and Target; 124-room hotel; Green Turtle restaurant; 5 additional retail pads | Phase 1 partially completed/under construction: Costco and Target constructed; 158 townhouses begin construction in May 2016; Courtyard by Marriott hotel and Green Turtle restaurant approved | Unknown                               |
| Beacon 1, 2, and 3 Medical Arts Buildings (Princeton Forrestal Campus)                                | Plainsboro      | Medical                                    | Office              | Beacon 1 = 40,000 sq ft medical office<br>Beacon 2 = 93,000 sq ft professional/medical office<br>Beacon 3 = 40,000 sq ft medical office  | Beacon 1 = completed and occupied<br>Beacon 2 = approved<br>Beacon 3 = construction beginning in 2016  | Unknown                               |
| Children's Hospital of Philadelphia (CHOP)  | Plainsboro      | Medical                                    | Community Service   | 25,000 sq ft medical facility with potential for additional 75,000 sq ft   | Phase I completed; timing of additional phases unknown   | Unknown                               |
| Maplewood Princeton Senior Living at the University Medical Center of Princeton at Plainsboro (UMCPP) | Plainsboro      | Medical                                    | Community Service   | 6+ acres<br>100,000 sq ft<br>105-unit assisted living memory care facility   | Approved   | Unknown                               |
| Princeton Forrestal Village Residential   | Plainsboro      | Mixed-Use Development                      | Mixed Use           | 7.6 acres of the Princeton Forrestal Village Mixed-Use Center's 57.9 acres<br>394 apartments in three buildings<br>Proposed units include 229 one-bedroom, 135 two-bedroom, 20 studio, and 10 three-bedroom<br>50 affordable units proposed  | Approved; construction scheduled to begin in 2016  | Unknown                               |
| ReCAP Project (Research Collections and Preservation Consortium)                                      | Plainsboro      | Library/Research                           | Educational         | Library/Research materials processing and storage facility<br>Over 270,000 sq ft at full buildout<br>Includes receiving/processing building and 11 storage modules   | Under construction   | 2016                                  |
| Andlinger Center for Energy and the Environment—Prospect Avenue                                       | Princeton       | Classrooms                                 | Educational         | Approximately 128,000 sq ft  | Under construction   | 2016                                  |
| Avalon Bay (formerly UMCP existing site)  | Princeton       | Mixed-Use Development                      | Mixed Use           | 12 acres<br>Up to 280 residential units, including 56 affordable<br>Retail/office capped at 6%   | Under construction   | 2016                                  |

**Table 11: Summary of Major Development Projects (continued)**

| Name  | Municipality    | Type                             | Land Use                               | Size  | Status   | Year Complete |
|---|-----------------|----------------------------------|--|---|--|---------------|
| Copperwood in Princeton (Bunn Drive)  | Princeton       | Age-Restricted Housing           | Residential                            | 20 acres<br>153 age-restricted units, including 12 affordable units   | Completed  | 2014          |
| Hulfish North   | Princeton       | Multi-Family Housing             | Residential                            | 4.4 acres<br>100 housing units<br>17 town homes; 83 condominiums  | Completed  | 2013          |
| Merwick/Stanzworth Redevelopment  | Princeton       | Single- and Multi-Family Housing | Residential                            | 25 acres<br>325 new units for Princeton University faculty and staff<br>Phase 1 = 127 units; Phase 2 = 198 units            | Phase 1 completed; Phase 2 under construction                | 2016          |
| Princeton University Hibben-Magie Redevelopment                                 | Princeton       | Housing                          | Residential                            | Increase of 137 units for graduate student housing  | Completed  | 2015          |
| 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   | Completed  | Fall 2013     |
| University Place/Alexander Street   | Princeton       | Mixed-Use Development            | Mixed Use                              | University Center for the Creative and Performing Arts<br>Retail and transit facilities                                     | Under construction   | 2016          |
| Amazon.com Facility   | Robbinsville    | Warehouse                        | Industrial                             | 88 acres<br>1,048,796 sq ft warehouse/processing facility<br>80,000 sq ft office space                                      | Completed  | 2014          |
| Cubberly Meadows, LLC   | Robbinsville    | Housing                          | Residential                            | 155 acres<br>110 single family homes  | Under construction   | Unknown       |
| Mercedes Benz, USA  | Robbinsville    | Warehouse                        | Industrial                             | Proposal to expand existing warehouse space<br>Two phases including 156,688 sq ft and 626,352 sq ft                         | Approved   | Unknown       |
| Raajipo, LLC  | Robbinsville    | Age-Restricted Housing           | Residential                            | 109 acres<br>115 age-restricted single family homes with recreational amenities   | Approved   | Unknown       |
| Sharbell "Springside at Robbinsville"   | Robbinsville    | Housing                          | Residential                            | 400 acres<br>150 units, including 120 single family homes and 30 affordable units<br>in a multi-family condominium building | Under construction   | 2016          |
| 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   | Unknown       |
| CRA II, LLC (Schalks Crossing Road)   | South Brunswick | Office Development               | Office Building                        | 3 buildings; 185,000 sq ft office   | Approved   | Unknown       |
| East Shore Associates   | South Brunswick | Office Development               | Office Building                        | 645,000 sq ft office building   | Approved   | Unknown       |
| Fidoreo   | South Brunswick | Office/Research Development      | Office Building                        | 15 office/research lots   | Preliminary approvals  | Unknown       |
| Oaks at Cranbury/PPF Industrial   | South Brunswick | Mixed-Use Development            | Mixed Use                              | 196 townhouse units (Oaks at Cranbury)<br>4 retail buildings (PPF Industrial)   | Oaks at Cranbury under construction; PPF Industrial approved | Unknown       |
| Point of Woods (US 1 and New Road)  | South Brunswick | Housing                          | Residential                            | 400 acres; 70 single-family homes   | Under construction   | 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       |
| The Pointe at Turnbury (Schindler Drive)  | South Brunswick | Age-Restricted Housing           | Residential                            | 190 residential units, ages 55+<br>7,500 sq ft clubhouse  | Completed  | 2014          |
| The Villagio (Stouts Lane)  | South Brunswick | Age-Restricted Housing           | Adult Residential Community            | 210 adult residential community units   | Under construction   | Unknown       |



**Table 11: Summary of Major Development Projects (continued)**

| Name  | Municipality    | Type                               | Land Use          | Size   | Status  | Year Complete |
|---|-----------------|------------------------------------|-------------------|--|---|---------------|
| Warehouse Proposals (15 separate)                                     | South Brunswick | Warehouses                         | Industrial        | 3500 Hadley LLC—233,544 sq ft office/warehouse<br>BMI Educational Service—147,825 sq ft warehouse<br>Corn Road LLC—308,276 sq ft warehouse<br>Executive Group—63,049 sq ft warehouse<br>F. Greek Development—65,700 sq ft warehouse<br>Forsgate 1—67,908 sq ft warehouse<br>Forsgate 2—145,751 sq ft warehouse/office building<br>FREIT—582,235 sq ft warehouse<br>Haddad Docks Corner—369,629 sq ft warehouse<br>Heller SBIP LLC—2,687,416 sq ft warehouse (four buildings: one building constructed, one 285,263 sq ft building under construction)<br>Ideal Warehouse—112,547 sq ft warehouse addition<br>IDI—450,000 sq ft warehouse<br>Industrial Dev. Inc.—481,730 sq ft warehouse<br>KTR NJ IV, LLC—598,720 sq ft warehouse<br>Triple Net Inv.—65,506 sq ft warehouse | Approved: BMI Educational Service, Executive Group, Forsgate 2, Haddad Docks Corner, Ideal Warehouse, Industrial Dev. Inc., KTR NJ IV LLC, Triple Net Inv.<br>Under construction: 3500 Hadley LLC, Corn Road LLC, F. Greek Development, Forsgate 1, Heller SBIP LLC<br>Completed: One building of Heller SBIP LLC complex, FREIT, IDI | Unknown       |
| 19 Roszel Road  | West Windsor    | Office Development                 | Commercial        | 100,500 sq ft office<br>Two buildings of 50,250 sq ft each   | Under construction; first building constructed and occupied   | Unknown       |
| Carnegie Center Building 300  | West Windsor    | Office Development                 | Commercial        | 84,000 sq ft office  | Completed   | 2014          |
| The Elements at West Windsor  | West Windsor    | Active Adult Single-Family Housing | Residential       | 156 detached single-family homes on CR 535   | Completed   | 2014          |
| Howard Hughes (formerly Wyeth Tract; also known as American Cyanamid) | West Windsor    | Multiple Use                       | Mixed Use         | 653 acres  | Not active; no application  | Unknown       |
| Maneely Tract   | West Windsor    | Multiple Use                       | Mixed Use         | 46 acres<br>172 housing units, including 51 townhouses, 46 apartments, and 75 affordable housing units<br>11,000 sq ft office, 40,000 sq ft retail<br>7,800 sq ft business center<br>3,200 sq ft fitness center  | Approved; construction scheduled to begin in spring 2016  | Unknown       |
| NRG Headquarters (804 Carnegie Center)                                | West Windsor    | Office Development                 | Commercial        | 121,500 square feet  | Under construction  | 2016          |
| Princeton Junction Train Station Redevelopment Area                   | West Windsor    | Transit-Oriented Development       | Mixed Use         | InterCap Holdings portion of redevelopment: 24.4 acres<br>800 housing units, including at least 98 affordable units<br>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  | Not active  | Unknown       |
| Stanford Research Institute (formerly Sarnoff Corp.)                  | West Windsor    | Office Development                 | Commercial        | 332 acres; 1.35 million sq ft office at build-out  | Not active  | Unknown       |
| West Windsor Athletic Club  | West Windsor    | Community and Sport Facilities     | Community Service | 77,022 sq ft community building<br>Illuminated soccer and baseball fields, tennis and basketball courts<br>Outdoor pool  | Completed   | 2014          |
| West Windsor Gardens Phases 1 and 2 (Clarksville Road)                | West Windsor    | Housing                            | Residential       | Phase 1 – 340 apartments<br>Phase 2 – 120 apartments   | Completed   | 2014          |

Sources: See page 64.

Note: COAH = Council on Affordable Housing; sq ft = square feet; UMCP = University Medical Center of Princeton.



# Central Jersey Transportation Forum Planned Projects Status Report – Spring 2016

**Publication Number:** 15046

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**Geographic Area Covered:**

Central Jersey: 24 municipalities in the vicinity of US 1, US 130, and US 206 in Mercer, Middlesex, and Somerset counties

**Key Words:**

Central Jersey Transportation Forum, Transportation Improvement Programs, TIP, DVRPC, NJTPA, road improvements, roadway rehabilitation, safety, transit, bridge, land use, land development

**Abstract:**

The Planned Projects Status Report has provided information on transportation projects in Central Jersey for over 13 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 25 projects in the New Jersey Department of Transportation Capital Program. Roadway rehabilitation and bridge projects are the most common types among Central Jersey's TIP projects, with eight projects each. These system preservation projects represent more than half of the total projects in the Forum area. There are also four roadway improvement projects, two projects to improve drainage or flooding problems, and two projects aimed at improving safety and operations. There is a single project for improving bicycle and pedestrian facilities. Altogether, the 25 projects in this report represent approval to invest approximately \$333 million over the TIP years. The report also includes information on seven transit projects, although many of these cover a broader area than Central Jersey.

The land development projects listed as completed or currently under construction in this report will add nearly 1.9 million square feet of commercial space; 2.4 million square feet of warehouse space; and approximately 7,150 housing units. The impacts of these projects will be significant and deserve attention by local and county officials and pertinent transportation agencies and organizations.

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**Staff Contact:**

Jesse Buerk  
Senior Transportation Planner  
(215) 238-2948  
jbuerk@dvrpc.org



190 N. Independence Mall West, 8th Floor  
Philadelphia, PA 19106-1520  
Phone: (215) 592-1800  
Fax: (215) 592-9125  
[www.dvrpc.org](http://www.dvrpc.org)



**8TH FLOOR**

**190 N. INDEPENDENCE MALL WEST**

**PHILADELPHIA, PA 19106-1520**

**215.592.1800**

**[WWW.DVRPC.ORG](http://WWW.DVRPC.ORG)**