HIGWAY PROGRAM
for the FY2014-2017 TIP for New Jersey
### Burlington County ATMS Upgrade & CR 656 DMS Deployment

**AQCODE:** X11  

This project will upgrade existing Advanced Transportation Management System (ATMS) operations and deploy Dynamic Message Signs (DMS) along the corridor which connects the NJ Turnpike, US Route 130, I-295, and US Route 206. It will also include system server and communication upgrades to Burlington County’s ATMS network. Two DMS will be deployed along CR 656 near the I-295’s exit 52 interchange. The new DMS system servers and communication equipment will be interconnected with a fiber-optic communications network that will be connected to the County’s Traffic Operations Center (TOC) in Mt. Laurel Township. A fiber-optic conduit will additionally be installed under existing pavement to provide communications for the DMS.

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**Municipalities:** Burlington Township; Springfield Township; Florence Township; Mansfield Township

**CIS Program Subcategory:** Signal/ITS Improvements

**Project Manager:**

**Mileposts:** Various

**Improvement Type:** Transit Improvements

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### Burlington County Bus Purchase

**AQCODE:** M10  

In the DVRPC region, a combination of fixed route, subscription, and demand responsive transit services are provided in Burlington County, such as providing for the purchase of buses and capital equipment for BurLink. The Burlink bus system is a deviated fixed route service that is operated by the South Jersey Transportation Authority (SJTA) and provides transportation to county residents, employees and visitors. BurLink bus routes connect with many NJ TRANSIT bus routes and the River LINE.

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**Municipalities:** Various

**CIS Program Subcategory:** Transit Improvements

**Project Manager:**

**Mileposts:** Various

**Improvement Type:** Transit Improvements

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**Burlington County Roadway Safety Improvements**

- **AQCODE:** S6
- **DB#** D0302
- **Project Manager:** Berryman, Tom
- **CIS Program Subcategory:** Local Aid
- **Mileposts:** N/A
- **Improvement Type:** Roadway Rehabilitation
- **Fiscal Year Total:**
  - 2014: 0.600
  - 2015: 0.200
  - 2016: 0.700
  - 2017: 0.800
  - 2018: 0.800
  - 2019: 0.800
  - Total 2018-2023: 2.300

**Summary:** This program will provide for the installation of improved safety items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guide rail, and other treatments that improve the overall safety and visibility of various roadways in the county.

**Municipalities:** Various

**DVRPC Planning Area:** Burlington County

**CIS Program Category:** Local System Support

**Degrees of Disadvantage:** Sponsor: Burlington County

**CIS Program Subcategory:** Local Aid

**Mileposts:** N/A

**Improvement Type:** Roadway Rehabilitation

**Fiscal Year Total:**
- 2014: 0.600
- 2015: 0.200
- 2016: 0.700
- 2017: 0.800
- 2018: 0.800
- Total 2018-2023: 2.300

**DB#** D1405

**CR 545 and Old York Road (CR 660), Roundabout**

- **AQCODE:** S6
- **DB#** D1405
- **Project Manager:** Berryman, Tom
- **CIS Program Subcategory:** Local Aid
- **Mileposts:** 12.54
- **Improvement Type:** Intersection/Interchange Improvements

**Summary:** Burlington County is proposing to construct a modern roundabout at the intersection of County Route 545 (Bordentown-Georgetown Road) and County Route 660 (Old York Road) which ranks 27th in the DVRPC New Jersey sub-region and seventh in Burlington County on the new Rutgers high crash locations screening, and has a history of right angle crashes. The proposed roundabout would replace the existing skewed intersection alignment which is STOP controlled on the Old York Road approaches. The posted speed limit on all approaches to the intersection is 45 miles per hour. The existing roadway geometry promotes higher speeds than are appropriate for the adjacent land use which is a mix of both suburban and rural. A roundabout is the only alternative which will reduce vehicle speeds approaching the intersection and reduce conflicts between turning vehicles. A 2001 study by the Insurance Institute for Highway Safety showed that roundabouts reduce crashes by up to 40% and injury crashes by up to 80%. A modern roundabout and new drainage facilities will be constructed at the intersection. This roundabout will serve to calm traffic while maintaining traffic flow, and will eliminate the possibility of intersection crossover crashes.

**Municipalities:** Bordentown Township; Chesterfield Township

**DVRPC Planning Area:** Growing Suburb; Rural Area

**CIS Program Category:** Local System Support

**Degrees of Disadvantage:** Sponsor: Burlington County

**CIS Program Subcategory:** Local Aid

**Mileposts:** 12.54

**Improvement Type:** Intersection/Interchange Improvements

**Fiscal Year Total:**
- 2014: 2.250
- Total 2014-2017: 2.250
- Total 2018-2023: 2.250
### Hanover Street Bridge over Rancocas Creek, CR 616

**DB# D9902**  
**AQCODE:** S19  
Hanover Street bridge over the Rancocas Creek is 0.2 miles north of CR 530. The existing bridge is two narrow lanes, a sidewalk and no shoulders. The bridge will be replaced on the same alignment. The new structure will be two travel lanes, sidewalks and shoulders. This project will accommodate bicycles and pedestrians.  

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**TIP Program Years ($ millions)** | **Later Fiscal Years ($ millions)**
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Total FY2014-2017 | 3.315
Total Later FY2018-2023

### Route 9, Jobs Creek Bridge

**DB# 11368**  
**AQCODE:** S19  
The proposed work consists of replacing the existing two-lane bridge over Jobs Creek (Structure Number 0302-151) with a new two-lane, single-span structure. The proposed bridge will have two lanes and shoulders supported by concrete beams on concrete abutments supported by piles. Retaining walls will be required along the south side of the widened roadway but the entire structure would remain within the existing right-of-way. About 800 feet of bridge approach roads will be reconstructed at each end of the bridge. All safety features such as bridge parapets, shoulder width, roadway curvature, and guardrail will be included and no design exceptions are proposed.  

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**TIP Program Years ($ millions)** | **Later Fiscal Years ($ millions)**
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Total FY2014-2017 | 1.630
Total Later FY2018-2023 | 3.600
### Burlington

**DB# 11334  Route 38, Route 30/130 to Lenola Road (CR 608)**

- **AQCODE:** S10
- **Initiated from the Pavement Management System, this project consists of milling, resurfacing and rehabilitating the roadway within the project limits.**

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- **CMP:** Not SOV Capacity Adding
- **Adding Subcorr(s):** 10A
- **Municipalities:** Pennsauken Township; Cherry Hill Township; Maple Shade Township
- **DVRPC Planning Area:** Developed Community
- **CIS Program Subcategory:** Inverso, Frank
- **CIS Program Category:** Road Assets
- **Mileposts:** 0.00 - 6.1
- **Degrees of Disadvantage:**
- **Improvement Type:** Roadway Rehabilitation
- **Sponsor:** NJDOT

### Burlington

**DB# 13329  Route 38, Rt 295 to Rt 206**

- **AQCODE:** S10
- **Initiated from the Pavement Management System, this project will resurface various locations of the northbound direction and various locations of the southbound direction.**

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- **CMP:**
- **Municipalities:** Mount Laurel Township; Hainesport Township; Lumberton Township; Mount Holly Township
- **DVRPC Planning Area:** Developed Community; Growing Suburb
- **CIS Program Subcategory:** Maevsky, Andrew
- **CIS Program Category:** Road Assets
- **Mileposts:** 9.53 - 19.19
- **Degrees of Disadvantage:**
- **Improvement Type:** Roadway Rehabilitation
- **Sponsor:** NJDOT
### Burlington

**DB# 12307**  
Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements  

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<th>AQCODE</th>
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<th>Traffic congestion occurs on NJ 38 EB and WB during the PM peak on weekdays due to lack of capacity causing operational problems from queueing on NJ 38 WB, on Church St and on Fellowship Road between the intersections.</th>
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**CMP:**  
- **Municipalities:** Moorestown Township  
- **CIS Program Subcategory:**  
- **Project Manager:** Maevsky, Andrew  
- **Mileposts:** 7.53-7.59  
- **Improvement Type:** Intersection/Interchange Improvements

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**DB# 10307**  
Route 70, East of North Branch Road to CR 539

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<th>AQCODE</th>
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<th>Proposed pavement rehabilitation strategy to occur on this section of RI 70, which is a public facility and part of the NHS, will provide for milling and overlay to either match existing grade or provide a 2 to 3 inch increase in profile grade. NOTE: NJDOT is evaluating the feasibility of rubblization for this project since it is in a low constraint area. This solution, if feasible, would increase the proposed cost but would significantly extend the service life of the repair by allowing construction of a perpetual pavement that will ultimately provide a superior product with significantly less future maintenance costs. Pavement rehabilitation Rank #28 on the 2008 Pavement Projects List.</th>
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**CMP:**  
- **Municipalities:** Pemberton Township  
- **CIS Program Subcategory:**  
- **Project Manager:** Shah, Samir  
- **Mileposts:** 31.2-38.45  
- **Improvement Type:** Roadway Rehabilitation

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### Burlington

#### DB# 11411  Route 70, Red Lion Road (CR 685) to Dakota Trail, Pavement

- **AQCODE:** S10
- **Initiated from the Pavement Management System, this project consists of milling, resurfacing and rehabilitating the roadway within the project limits. Rumble strips will also be added to project.**

- **CMP:**
  - **Municipalities:** Southampton Township; Woodland Township
  - **CIS Program Subcategory:**
  - **Project Manager:** Pennell, Ed
  - **Mileposts:** 18.0 - 27.7
  - **Improvement Type:** Roadway Rehabilitation

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#### DB# 11410  Route 72, Route 70 to County Route 532, Pavement

- **AQCODE:** S10
- **Initiated from the Pavement Management System, this project will resurface both directions within the project limits. The existing pavement is in poor condition. This project proposes to mill 3 inches of existing HMA and replace with 4 inches of HMA for the travel lanes. The shoulders are proposed to be milled 1 inch and replaced with 2 inches of HMA. An increase in thickness is necessary to allow for correcting pavement cross slope.**

- **CMP:**
  - **Municipalities:** Woodland Township
  - **CIS Program Subcategory:**
  - **Project Manager:** Patel, Pankesh
  - **Mileposts:** 0.0 - 6.0
  - **Improvement Type:** Roadway Rehabilitation

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DB# 02397  Route 130, Columbus Road/Jones Street

The existing five-legged intersection is comprised of two closely spaced signals with left turns permitted from the "live" left lane of Rt. 130 northbound onto Jones Street. The project will address operational, physical and safety problems. The proposed project includes the following: Designated left-turn lane will be provided for northbound Route 130 onto Jones Street; Median opening at Court Drive will be closed, but allowing for the use of emergency vehicles; The existing traffic signal at the intersection will be replaced; ADA compatible pedestrian crosswalk and sidewalks will be provided at the intersection; A lead signal phase will be provided for the northbound Route 130 left-turn and for westbound Columbus Road. The project will include milling and resurfacing at the intersection. These improvements will address the operational and safety concerns at the subject intersection.

CIS Program Subcategory: Congestion Relief
Project Manager: Bousenberry, Bob
Mileposts: 46.8-47.9
Improvement Type: Intersection/Interchange Improvements

This project may be suitable for ITS treatments.

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<th>Later Fiscal Years ($ millions)</th>
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<td>0.000 1.000</td>
<td>Total FY2014-2017 1.000</td>
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DB# 02309  Route 130, Crystal Lake Dam

Crystal Lake Dam carries US Rt. 130 over Springhill Brook and is owned by NJDOT. It is classified as a “Significantly Hazard” dam by the New Jersey Department of Environmental Protection- Bureau of Dam Safety and Flood Control. The dam does not conform to current NJ Dam Safety Standards. The purpose of the project is to bring it into conformance with those standards, this will include providing overtopping protection for a 100 yr. storm event, improvement to the spillway, construction of a new sluice gate and access, slope stabilization and regrading, clearing of vegetation on the embankment and re-vegetation compatible with the site to provide slope stabilization, construction of a new inlet, new guiderail and minor repairs to the existing culvert.

CIS Program Subcategory: Roadway Preservation
Project Manager: Bousenberry, Bob
Mileposts: 53.5
Improvement Type: Bridge Repair/Replacement

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<th>Later Fiscal Years ($ millions)</th>
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### Burlington

**DB# 9212C  Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)**

**AQCODE:** X5

This proposed safety and operational improvement project would provide a west and eastbound left-turn lane at Monmouth Road, widening to provide for shoulders, as well as improving the geometry and signal timing. In addition, the existing four-lane section should be extended through both intersections to provide more of a safe distance to tie back into the two-lane section. This project will incorporate recommendations made in the Rt. 206 Bicycle/Pedestrian Compatibility Study.

**CMP:** Minor SOV Capacity

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<td>Mileposts:</td>
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This project may be suitable for ITS treatments.

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**Total FY2014-2017:** 1.464  **Total Later FY2018-2023:** 5.345

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**DB# D9903  Smithville Road Bridge over Rancocas Creek, CR 684**

**AQCODE:** S19

Smithville Road Bridge over the Rancocas Creek is one mile north of the intersection with CR 530. This two-lane bridge carries an AADT of about 3,200 vehicles. The road is classified as an Urban Collector. The current sufficiency rating for the bridge is 22.7. This bridge will be replaced.

**CMP:** Not SOV Capacity Adding

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**Total FY2014-2017:** 3.075  **Total Later FY2018-2023**
**DB# D9912A South Pemberton Road, CR 530, Phase 2**

**AQCODE:** 2025M

This project will reconstruct and provide lane and shoulder widening approximately 2.7 miles of CR 530 (S. Pemberton Rd.) from Hanover St. (CR 616) in Pemberton Borough to US Route 206 in Southampton Township. The widening of the roadway is not an additional through lane, but will include a 5 lane cross-section that contains a fourteen foot continuous turn lane, new six foot shoulders, and four- twelve foot travel lanes. There are many driveways/access points along the corridor, and the continuous turn lane is to provide a safe area to get out of the main flow of traffic and reduce collisions during turns off of the roadway. Over the last ten years there have been twelve fatalities on this stretch of roadway. Crash data over the last five years (2006-2010) documents 348 crashes in this segment, including 94 injury crashes. The roadway segment is a heavily traveled corridor due to the fact that it is a continuation of State Highway Route 38. Route 38 ends at Route 206 (The South Pemberton Road westernmost limit) and becomes CR 530/South Pemberton Road, which carries a traffic volume of over 25,000 AADT. This project provides for the acquisition of easements and/or full takings of over 90 parcels and provides for the environmental clean-up and demolishing of all structures. This project will also include tree clearing to accommodate roadway and shoulder width. This project is a breakout of South Pemberton Road, CR 530, Phase 1 (DB# D9912).

**TIP Program Years ($ millions) | Later Fiscal Years ($ millions)**

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**Fiscal Year Total**

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**Total FY2014-2017**

| Fund | 27.000 |      |      |      |      |      |      |      |      |      |

**Total for Burlington:**

| Fund | 24.120 | 31.057 | 27.973 | 8.790 | 17.785 | 7.800 | 0.800 |      |      |      |

**Total FY2014-2017**

| Fund | 91.940 |      |      |      |      |      |      |      |      |      |

**Total Later FY2018-2023**

| Fund | 26.385 |      |      |      |      |      |      |      |      |      |
**Camden**

**DB# D1505**

**ADA Improvements**

AQCODE: A2  
This project will completely reconstruct existing or construct new ADA compliant sidewalk, curb ramps, and associated structures at approximately 1,088 various locations in the City of Camden. Crosswalks will be constructed as required or appropriate to connect opposite ADA compliant ramps at street intersections.

**CMP:**

Municipalities: Camden City  
DVRPC Planning Area: Core City  
CIS Program Subcategory:  
Degrees of Disadvantage:  
Project Manager: Ahiarakwe, Uzo  
Sponsor: City of Camden  
Mileposts:  
Improvement Type: Roadway Rehabilitation

**TIP Program Years ($ millions)**

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**Later Fiscal Years ($ millions)**

|  | Total FY2014-2017 | 3.114 | Total Later FY2018-2023 |
|  |  | | |

**DB# D1009**

**Berlin Road Streetscape Improvements, Camden County**

AQCODE: A2  
The proposed improvements will provide streetscape improvements on Berlin Road (C.R. 702) between Gibbysboro Rd. (C.R. 686) and White Horse Rd. (C.R. 702) within the Borough of Lindenwold, Camden County. These improvements include the installation of 2,665 linear feet of new sidewalk on the northern side of Berlin Road between White Horse Road to Gibbysboro Road (CR 686); 4,603 linear feet of replacement sidewalk such that the existing four foot wide sidewalk is improved to have a concrete surface with a brick paver edge and remain at a width of four feet. The improvements also include upgrades to 19 intersections for handicap accessibility [to include re-grading of existing sidewalk depressions and installation of detectable warning surfaces]; landscape improvements along the entire 7,268 linear feet of sidewalk upgrade [re-establishment of the grass strip between the sidewalk and curb line through most of the project area and planting of 115 street trees selected from the approved street trees in the Borough Ordinance ]; 33 historic period style light fixture units [black powder coat finish] with arms to hang future banners and planters; one bus stop enclosure at the major intersection of Linden Avenue and Berlin Road; five benches located at central locations and five trash/recycling containers. The project will not involve any changes to the curbs along the County roadway or any improvements that will change the drainage of the county roadway. This project does not require the acquisition of any property since all of the proposed improvements are within the public right-of-way.

**CMP:**

Municipalities: Lindenwold Borough  
DVRPC Planning Area: Developed Community  
CIS Program Subcategory:  
Degrees of Disadvantage:  
Project Manager: Darji, Vijesh  
Sponsor: DVRPC  
Mileposts: 0.11-1.786

**Improvement Type:** Streetscape

**TIP Program Years ($ millions)**

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**Later Fiscal Years ($ millions)**

|  | Total FY2014-2017 | 0.675 | Total Later FY2018-2023 |
|  |  | | |
### Camden County Bus Purchase

**DB# D0601**

**AQCODE:** M10

**TIP Program Years ($ millions)**

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**Total FY2014-2017** | **0.300**

**Later Fiscal Years ($ millions)**

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**Total Later FY2018-2023** | **0.600**

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### Camden County Roadway Safety Improvements

**DB# D0410**

**AQCODE:** S11

**TIP Program Years ($ millions)**

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**Total FY2014-2017** | **0.800**

**Later Fiscal Years ($ millions)**

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**Total Later FY2018-2023** | **2.400**
The project will reconstruct the Grove Street roadway from the Grove Street Bridge over Cooper River to 200 feet (200') south of Kings Highway (CR 573) due to the deteriorated condition of the pavement and curbs, as well as address speeding and pedestrian safety concerns.

Specifically, curbs and sidewalks along the roadway will be reconstructed in the section between the Cherry Hill Township border and Lake Street. Traffic calming measures will be implemented on the northern end of the project, such as adding new landscaped six foot (6') wide median islands between the Grove Street Bridge over Cooper River and South Edge Park Drive. New concrete sidewalks will be installed to connect existing sidewalks on the northern end of the project. Small block retaining walls will be constructed for a portion of the new walk on the eastern side, and curb heights will be raised throughout to meet NJDOT standards, provide more adequate stormwater management, and thus enhance pedestrian and vehicular traffic safety. There will also be new ADA-compliant curb ramps throughout project limits, as well as enhanced crosswalks with highly-visible thermoplastic striping and upgraded signage on each side street and at three (3) major school crossings across Grove Street. A designated bike lane on each side of Grove Street will be installed between Hopkins Lane and South Edge Park Drive. Stormwater inlets and concrete pipe will also be installed within the Grove Street/Maple Avenue intersection to address flooding issues. Lastly, areas of slate curb will be reset; any areas of concrete curb will be replaced with dyed concrete; and areas of historic brick sidewalk will be reset in-kind.

Grove Street (CR 644) serves as a major entrance to Haddonfield Borough. With residences on both sides, it also acts as a connector to various residential neighborhoods.

**Project Manager:**

**CIS Program Subcategory:**

**Mileposts:**

**Improvement Type:**

**CIS Program Category:**

**Degrees of Disadvantage:**

**Sponsor:** Camden

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## Haddon Avenue Roadway Improvements

### DB# D1407

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**This project will fund traffic flow improvements, which will include new interconnected traffic signals at four intersections, as part of a larger plan for the transit-oriented Haddon Avenue Transit Village (HATV) development, including a bikeway, new/improved traffic signals, and a center turn lane on Haddon Avenue between Vesper Blvd. and just west of Copewood Street. The four signals will be installed at Euclid, Vesper, Copewood, and Lourdes Hospital crosswalk intersection on Haddon Avenue.**

This was a project selected from the 2012 DVRPC Competitive CMAQ Program for $880,000 CMAQ funds.

### Fiscal Year Total

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**Total FY2014-2017**: 0.880

**Total Later FY2018-2023**: 0

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## Pearl Street Bulkhead Replacement

### DB# D1007A

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**This project is a breakout from the ARRA Martin Luther King Waterfront Connection Bike/Ped project (DB# D1007). It will rebuild a bulkhead along the waterfront and mill and overlay Pearl Street from Marine Drive to the Delaware River. This will increase bike safety by providing striped bike lanes within the project area for the existing and future regional trail system.**

### Fiscal Year Total

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**Total FY2014-2017**: 0.600

**Total Later FY2018-2023**: 0
### River Road Improvements, Cramer Hill

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**Total FY2014-2017:** 4.050  
**Total Later FY2018-2023:**

### Route 30, Atco Avenue to Route 206

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**Total FY2014-2017:** 9.000  
**Total Later FY2018-2023:**
### Route 30, Blue Anchor Dam

**DB# 93266**  
**AQCODE:** S2  
**Project Manager:** Pennell, Ed  
**Mileposts:** 25.88

This project will address the proposed replacement of the spillway structure. The existing spillway structure is reported to be deteriorated and inadequate to pass 100-year, 24-hour storm without overtopping the crest of roadway at the current setting of the stop logs. Operation of the stop logs during an emergency may be difficult without any operating mechanism. The replacement of the dam is necessary in order to prevent roadway deterioration due to flooding.

**Improvement Type:** Bridge Repair/Replacement  
**CIS Program Subcategory:** Roadway Preservation  
**CIS Program Category:** Bridge Assets  
**Degrees of Disadvantage:** 2  
**Sponsor:** NJDOT

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### Route 30, Evesham Road Intersection Improvements

**DB# 93263**  
**AQCODE:** R1  
**Project Manager:** Dietrich, Mark  
**Mileposts:** 9.32 - 9.842

This Rt. 30 project will address safety and congestion by adding left-turn lanes to the Route 30 and Evesham Avenue (CR 544) approaches, to the intersection, and by adding a continuous center left-turn lane throughout the project limits.

**Improvement Type:** Intersection/Interchange Improvements  
**CIS Program Subcategory:** Safety  
**CIS Program Category:** Safety Management  
**Degrees of Disadvantage:** 1  
**Sponsor:** NJDOT

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**DB# 12314**  
**Route 42, Northbound Bridge over Conrail (Abandoned)**  
**AQCODE:**  

The bearings at several locations are exhibiting increase in size and number of cracked welds at the sole plate over past several years. We recommend replacing bearings over abutments and pier to meet current standards.

**CMP:**

- **Municipalities:** Gloucester Township  
- **CIS Program Subcategory:** DVRPC Planning Area: Developed Community  
- **Project Manager:** Maevsky, Andrew  
- **Mileposts:** 10.210-10.210  
- **Improvement Type:** Bridge Repair/Replacement

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**DB# 11338**  
**Route 70, Route 38 to Cropwell Road**  
**AQCODE:** S10

This project consists of milling, resurfacing, reconstructing, and rehabilitating the mainline and shoulder pavement in both the Eastbound and Westbound directions. Ramps and cross roads within the project limits are also included in the scope or work. The project is to mill and resurface the majority of Rt. 70 with a full depth pavement reconstruction for certain sections of the roadway where the pavement is in poor condition.

In addition, the existing culvert at Cropwell's Brook is to be replaced. The proposed culvert will accommodate a 25-year storm. Drainage improvements include the construction of additional inlets and piping, increasing the size of existing piping, installation of underdrains in select areas, and the installation of a tide control check valve.

**CMP:**

- **Municipalities:** Evesham Township; Pennsauken Township; Cherry Hill Township  
- **CIS Program Subcategory:** DVRPC Planning Area: Growing Suburb; Developed Community  
- **Project Manager:** Maevsky, Andrew  
- **Mileposts:** 0.00 - 7.7  
- **Improvement Type:** Roadway Rehabilitation

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**Route 76/676, Bridge Deck Replacements**

Initiated by the Bridge Management System, this project will replace the bridge decks on three structures: 76/676 over the Main Branch of the Newton Creek; Route 76 over Nicholson Road; and 676 Southbound over the Main Branch of the Newton Creek. The superstructure of Route 76 over the South Branch of the Newton Creek, Conrail and Klemm Avenue will also be replaced. Pavement resurfacing will also occur throughout the project.

**Phase Fund Years ($ millions)**

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**Total FY2014-2017**

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**Route 130, Brooklawn Circles**

The improvements will incorporate the reconstruction of Old Salem Road to accommodate two lanes of traffic and divert flow from Creek Road to a new traffic signal on Rt. 130. Additionally, the intersection of Creek Road and Rt. 47 (one of the legs of the circle) will be revised to allow ingress from Rt. 47 northbound only. The improvements are designed to improve both safety and operations within the Brooklawn Circle. This project will be designed to be bicycle/pedestrian compatible.

**Phase Fund Years ($ millions)**

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**Total FY2014-2017**

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**Total Later FY2018-2023**

| 47.000 |

**Total Later FY2018-2023**

10/2/2015
**Route 130, Camden County, Drainage**

DB# 08366  
AQCODE: S2  
NJDOT Operations reports multiple closures due to flooding in this area. The current storm water pipes are inadequate to drain the storm water which is causing the flooding in the roadway. The past flood closures and daily traffic results in a high probability that the traveling public will continue to be impacted during major storm events. Hydrology and hydraulics studies are needed to identify the storm water drainage needs in order to reduce future flooding. The project area ranks #26 of 200 locations in the Drainage Management System.

**Project Manager:** Bousenberry, Bob  
**CIS Program Subcategory:** Roadway Preservation  
**Mileposts:** 28.82-29.15  
**Phase:** 2014-2017  
**Improvement Type:** Roadway Rehabilitation

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**Route 168, Merchant Street to Ferry Avenue, Pavement**

DB# 10341  
AQCODE: S10  
Pavement rehabilitation rank #30 on the 2008 Pavement Projects List. The pavement project is identified as a priority need in the Pavement Management System.

The project requires various levels of pavement reconstruction and resurfacing. All sections will be paved with asphalt. Significant sections of the project will require only milling and paving. The other sections require full reconstruction. The reconstruction involves the removal of the existing pavement and 9” thick concrete slab, further excavation of the subbase, and the installation of Geotextile, and Roadway Stabilization prior to base and surface courses.

**Project Manager:** McCleerey, John  
**CIS Program Subcategory:** Roadway Rehabilitation  
**Mileposts:** 8.56 - 10.75  
**Phase:** 2014-2017  
**Improvement Type:** Roadway Rehabilitation

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<td>Total FY2014-2017</td>
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</table>
Camden

**Route 168, Mingus Run Creek Culvert**

**AQCODE:** S10  
The reason for the project is to replace a deteriorated structure. The existing deteriorated culvert will be replaced with a 60-inch concrete pipe under Route 168. New headwalls and erosion control will be constructed. A sidewalk will be added to Route 168. The length of the project is approximately 270 feet. Three ROW parcels are required and NJDEP Environmental Permits are required.

Funding for construction is anticipated from the Culvert Line Item.

**CIS Program Subcategory:** Roadway Rehabilitation  
**Improvement Type:** Roadway Rehabilitation

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<thead>
<tr>
<th>Phase</th>
<th>Fund</th>
<th>TIP Program Years ($ millions)</th>
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<td>Total FY2014-2017 0.166</td>
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</table>

**Route 168, Newton Lake Dam**

**AQCODE:** s2  
The project involves reconstruction of the dam on Newton Lake, located at milepost 9.52 of NJ Route 168. The project includes construction of a new 80 ft. long ogee spillway, and the installation of steel sheeting along the downstream embankment, fish ladder, Re-decking of the bridge and full superstructure replacement. The project also includes repair of the embankment at upstream section of the culverts connecting Peters Creek to Newton Lake and rehabilitation of substructure. The signal will be upgraded to current NJDOT standards and will be configured for integration into the corridor's ITS Adaptive Traffic Signal System.

**CIS Program Subcategory:** Roadway Preservation  
**Improvement Type:** Bridge Repair/Replacement

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund</th>
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<td>Total FY2014-2017 11.800</td>
<td>Total Later FY2018-2023</td>
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</tbody>
</table>
This project consists of new ramps and related improvements to enable motorists to make movements between I-295 and Rt. 42 which are not possible in the current configuration. Other project improvements include the re-striping of Rt. 55 NB from one lane to two lanes from the existing point where Rt. 55 NB tapers from two lanes to one lane, up to the tie-in with Rt. 42 NB. The second lane on Rt. 55 NB will become a continuous auxiliary lane up to the proposed entrance to new Ramp A, connecting Rt. 42 NB to I-295 SB. The existing Leaf Avenue ramps off Rt. 42 NB will be relocated approx. 750 feet south and will intersect with Benigno Blvd. The new exit location off Rt. 42 NB requires a ramp connection separated from the mainline to prevent queued traffic at the new intersection from mixing with mainline traffic. This ramp connection splits off from the Ramp A entrance on the left and runs parallel to Rt. 42 to the new intersection; which will be signalized. Benigno Blvd. will be realigned to meet Edgewood Avenue and Wellwood Avenue will be extended to a T-intersection with Benigno Blvd.

This project may be suitable for ITS treatments.

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<tr>
<th>Phase</th>
<th>Fund</th>
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<th>2015</th>
<th>2016</th>
<th>2017</th>
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<td>59.380</td>
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<tr>
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<td>40.000</td>
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</table>
**DB# 355C**  
**Route 295/42/I-76, Direct Connection, Contract 2**  
**LRPID: 77**  

This project relieves the existing bottleneck at the interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange.

Contract 2 will include construction along I-295 from just north of Browning Road to the northerly project limit (Route 168); the construction of new Ramp D (I-76 EB to I-295 NB) and Ramp B (I-295 SB to I-76 WB) and a portion of new Ramp C (I-295 SB to Route 42). Contract 2 is a breakout from DB #355. There are 4 breakout/contracts for the Direct Connect project DB #355. See DB#'s 355B, 355C, 355D, and 355E.

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This project may be suitable for ITS treatments.

**DB# 355D**  
**Route 295/42/I-76, Direct Connection, Contract 3**  
**LRPID: 77**  

This project relieves the existing bottleneck at the interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange.

Contract 3 will include the completion of the new I-295 NB and SB structures over I-76, Rt. 42, Ramps C and E, and Browning Road; the new Ramp A (Rt. 42 NB to I-295 NB) bridge will be completed under this contract along with a portion of Ramp F (I-76 EB to I-295 SB); and the new I-295 SB direct connection and Ramp A will be opened to traffic upon completion of this contract. Contract 3 is a break out from DB #355. There are 4 breakout/contracts for the Direct Connect project DB #355. See DB#'s 355B, 355C, 355D, and 355E.

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This project may be suitable for ITS treatments.
### Camden

**DB# 355E**

**Route 295/42/I-76, Direct Connection, Contract 4**

LRPID: 77

This project relieves the existing bottleneck at the interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange.

Contract 4 includes the reconstruction of I-76 and Rt. 42 along the entire project limits; the completion of new Ramps C & F, and the completion of the new I-295 NB direct connection. Contract 4 is a break out from DB #355. There are 4 breakout/contracts for the Direct Connect project DB #355. See DB#'s 355B, 355C, 355D, and 355E.

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Total FY2014-2017: 80.000
Total Later FY2018-2023: 200.000

**AQCODE:** 2025M

**Municipalities:** Bellmawr Borough; Mount Ephraim Borough

**CIS Program Subcategory:** DVRPC Planning Area: Developed Community

**Project Manager:** McCleerey, John

**Mileposts:** 26.41 - 27.8

**Improvement Type:** Roadway New Capacity

This project may be suitable for ITS treatments.

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**DB# 12313**

**Rt. 42 Bridges over Blackwood Railroad Trail**

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Total FY2014-2017: 3.600
Total Later FY2018-2023: 6.000

**AQCODE:** S19

**Municipalities:** Gloucester Township

**CIS Program Subcategory:** DVRPC Planning Area: Developed Community

**Project Manager:** Maevsky, Andrew

**Mileposts:** 10.210-10.210

**Improvement Type:** Bridge Repair/Replacement

The existing two (NB & SB) – three span Route 42 bridges will be removed and replaced with a precast arch system (a three sided structure). Retaining walls will be constructed to maintain and limit embankment slope. The project will extend and widen the acceleration and deceleration lanes and provide shoulders in order to accommodate possible future bus rapid transit (BRT) system requirements. Since the bridges are located above the Blackwood Railroad/Gloucester Township Health and Fitness Trail, the new structures will be placed 17 feet high (requested vertical clearance by PSE&G) and 16 feet wide to accommodate the trail. ITS features, pedestrian/underpass lighting, and a security camera (installed with the project & maintained by the Township) will be also provided in this project.

**CIS Program Category:** Bridge Assets

**Degrees of Disadvantage:**

**Sponsor:** NJDOT

---

**CMP:**

<table>
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<tr>
<th>Major SOV Capacity</th>
<th>Adding Subcorr(s): 2B, 3D</th>
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<tr>
<th>Sponsor</th>
<th>NJDOT</th>
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**Mileposts:** 26.41 - 27.8

**Improvement Type:** Roadway New Capacity

This project may be suitable for ITS treatments.

---

**Proposed Fiscal Year:** 2014

**Proposed Project Completion:** 2015

---

**Structures Nos:** 0427-154, 0417-151, 0417-152, 0428-152 and 0428-153.

**This project may be suitable for ITS treatments.**

---

**Proposed Fiscal Year:** 2014

**Proposed Project Completion:** 2015

---

**Structures Nos:** 0427-154, 0417-151, 0417-152, 0428-152 and 0428-153.

**This project may be suitable for ITS treatments.**
Springdale Road (CR 673) Roadway Improvements, Phase II

This project would complete the Springdale-Kresson Bikeway Connector project (Phase I is under construction), which involves milling and resurfacing, install handicap ramps, a landscaped center island, and extend bike lines through the project limits from Wilderness Drive to a tenth of a mile before Evesham Road on Springdale Road. Sidewalks will be installed throughout the length of the project (a township contribution). Traffic signal improvements will include Morris Drive and Springdale Road. This is a project supported by both county and township master plans. It will connect Cherry Hill East to Cherry Hill West and allow bicyclists to access recreational amenities along Cooper River.

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Total FY2014-2017 3.735 Total Later FY2018-2023

Total for Camden:

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<td>507.257</td>
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</table>
This is a resurfacing and safety improvement project on Woodbury-Glassboro Road (CR 553) from Woodcreek Road to Tylers Mill Road in Deptford, Wenonah, and Mantua Townships. Existing curb ramps will be replaced to meet ADA compliance, and the new pavement surface will include long life traffic stripes and raised pavement markers. The guiderail at existing bridge crossings of Mantua Creek and Monogahela Brook will be upgraded. Bicycle inlet grates and inlet heads will be installed. The existing signal will be upgraded on Woodbury-Glassboro Road at Lowes Drive, Manuta Boulevard (CR 676), Timberline Center Drive/Target and Center Street. A new traffic signal will also be constructed at the Salina Road/Barkbridge Road intersection at the Deptford/Wenonah municipal boundary.

Enhancements to safety measures such as long-life striping, bicycle-safe inlet grates, and curb replacements to meet ADA standards will occur. Any deteriorated concrete base course uncovered during the resurfacing project will be rehabilitated (replaced in kind) during the project. Long life traffic stripes and raised pavement markers will be installed on the new pavement surface. Deteriorated pipes within the project limits will be lined. The existing traffic signal systems at Pitman Avenue (CR 639), Holly Avenue (CR 624), Donald Barger Boulevard/Heston Road, as well as Lambs Road (CR 635) that intersect Main Street/Broadway (CR 553 Alternate) will be upgraded to comply with current regulations and include solar panel systems.
**DVRPC FY2014-2017 TIP for NJ**

**New Jersey Highway Program**

**Gloucester**

**DB# D1403**

**CR 557 (Tuckahoe Road), Resurfacing and Safety Improvements**

This is a resurfacing and safety improvement project on Tuckahoe Road (CR 557) from 500 feet north of Marsh Lake Branch through the intersection of Main Road/West Malaga Road (CR 555/CR 659) in Franklin Township. The new pavement surface will include long life traffic stripes and raised pavement markers. Curb ramps will be replaced to meet current ADA-standards. Inlet heads will be installed to meet current storm water regulations. Additionally, the project will restripe the adjoining road section of Tuckahoe Road to provide continuous bicycle lanes from the existing multi-purpose trail crossing of Tuckahoe Road (CR 555) near Williamstown High School and Owens Park in Monroe Township through the proposed resurfaced Section 5 and continuing to US Route 40 and Section 6 of Tuckahoe Road (CR 557) in Franklin Township. Bicycle safe inlet grates and accompanying bicycle signage will also be constructed.

**TIP Program Years ($ millions) | Later Fiscal Years ($ millions)**

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**Fiscal Year Total**: 2.300

**Total FY2014-2017**: 2.300

**Total Later FY2018-2023**: 0.000

**Mileposts**: Franklin Township; Monroe Township

**CIS Program Subcategory**: Municipalities

**CIS Program Category**: Sponsor: Gloucester

**CIS Program Subcategory**: Roadway Rehabilitation

**Degree of Disadvantage**: DVRPC Planning Area: Rural Area; Growing Suburb

**Municipalities**: DVRPC Planning Area: Rural Area; Growing Suburb

**Project Manager**: DVRPC Planning Area: Rural Area; Growing Suburb

**Mileposts**: DVRPC Planning Area: Rural Area; Growing Suburb

**Improvement Type**: DVRPC Planning Area: Rural Area; Growing Suburb

**Sponsor**: DVRPC Planning Area: Rural Area; Growing Suburb

---

**DB# D9807**

**Gloucester County Bus Purchase**

In the DVRPC region, a combination of fixed route, subscription, and demand responsive transit services are provided in Gloucester County by the Gloucester Division of Transportation Services (DTS). All are independent community transportation services meeting a variety of needs of their residents. Trip purposes served by these community transit providers include employment, non-emergency medical, nutrition, personal business, and shopping trips. This project provides funds for purchasing new capital equipment, usually lift-equipped vehicles.

**CMP**: Not SOV Capacity Adding

**Municipalities**: Various

**DVRPC Planning Area**: DVRPC Planning Area: Local System Support

**CIS Program Subcategory**: DVRPC Planning Area: Local System Support

**Degrees of Disadvantage**: Sponsor: Gloucester County

**Project Manager**: Sponsor: Gloucester County

**Mileposts**: Sponsor: Gloucester County

**Improvement Type**: Sponsor: Gloucester County

**This project may be suitable for ITS treatments.**

**TIP Program Years ($ millions) | Later Fiscal Years ($ millions)**

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**Fiscal Year Total**: 0.070

**Total FY2014-2017**: 0.210

**Total Later FY2018-2023**: 0.420

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10/2/2015
Gloucester County Guiderail Rehabilitation

Funds will be used for guiderail construction for the replacement/rehabilitation of the following 10 locations throughout Gloucester County:

1. Richwood Road (CR609) over Raccoon Creek in the Townships of Elk and Harrison
2. Jefferson Road (CR624) over Edwards Run in Harrison Township
3. Clayton Avenue (CR608) over Still Run in Elk Township and the Borough of Clayton
4. Kings Highway (CR551) over Raccoon Creek and unnamed tributary in the Township of Woolwich and Borough of Swedesboro
5. Auburn Road (CR551) at unnamed tributary of Oldmans Creek at Leone Road in the Township of Woolwich
6. Swedesboro-Paulsboro Road (CR653) over Little Timber Creek in the Township of Logan
7. Whitehall Road over Hospitality Branch in the Township of Monroe
8. Tomlin Station Road (CR607) over Rattling Run in the Township of East Greenwich
9. Aura Road (CR667) over Raccoon Creek in the Borough of Glassboro and Township of Elk
10. Malaga Road (CR659) and Bluebell Road (CR633) over Whitehall Branch in the Township of Monroe

Locations were determined through the guide rail inventory and asset management system that was funded by DVRPC UPWP funds, which has enabled Gloucester County to identify priority locations where the asset is in need of immediate upgrades.

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Total FY2014-2017: 1.000
Total Later FY2018-2023
Gloucester County Multi-Purpose Trail Extension

The project will extend the multi-purpose trail that runs from Glassboro to Williamstown along the former railroad right-of-way to the Elk Township recreational complex, and Elk Township’s trail (Elephant Swamp Trail) that runs towards Salem County. The project would not only link to the existing trail that ends at Delsea Drive in Glassboro but also look to link to other facilities such as Rowan University and the Rowan Boulevard project. The trail link to Rowan University would end on campus near Girard Avenue in Glassboro at the future site of the light rail train station that would connect to the City of Woodbury and onward to Philadelphia. A portion of the former rail right-of-way on the easterly side of Route 55 is owned largely by Elk Township. Linking to the existing Elk Township Recreational Complex would involve using the existing bridge on Whig Lane Road (CR619) across Route 55, as well as utilizing a portion of the State highway right-of-way of Route 55 (on the other side of the existing fence away from the highway, separated from any traffic). A small trail bridge is planned across a branch of Still Run along the Route 55 ROW. The southerly link to the Elk Township Recreational Park connects to the Elephant Swamp Trail which extends into Salem County. The project would have the ability to link to existing and planned transit facilities such as: NJ Transit 463 Bus Route in Williamstown on an existing portion of the trail which has connections to NJ Transit’s Avondale facility in Camden County (connections to Camden, Philadelphia and Atlantic City); NJ Transit 408 Bus Route in Glassboro at the project beginning of the trail on Route 47 which connects Philadelphia to Millville; the northern terminus of the planned trail at Rowan University in Glassboro would provide a future light rail connection to the City of Woodbury as well as to the Cities of Camden and Philadelphia; and a bike lane link is also planned along a light rail trail spur by the Borough of Glassboro to the Glassboro Arts District along High Street.

Gloucester County Roadway Safety Improvements

This program will provide for the installation of improved safety items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guide rail, and other treatments that improve the overall safety and visibility of various roadways in the county.

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### Holly Avenue (CR 624), Lambs Road (CR 635) to Rt 47 (Delsea Drive)

**DB#** D1508  
**AQCODE:** S10  
**Phase Fund**

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**Fiscal Year Total:** 0.500

**Total FY2014-2017:** 0.500  
**Total Later FY2018-2023**

**Project Manager:** Maevsky, Andrew  
**CIS Program Subcategory:** Roadway Rehabilitation  
**Mileposts:** 5.96-3.99  
**Sponsor:** Gloucester County  
**CIS Program Category:** Road Assets  
**DVRPC Planning Area:** Developed Community  
**Degrees of Disadvantage:**

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**Total FY2014-2017:** 19.954  
**Total Later FY2018-2023**

### Route 42, Ardmore Ave to Camden County Line, Pavement

**DB#** 12306  
**AQCODE:** S10  
**Phase Fund**

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**Fiscal Year Total:** 15.400  
**Total FY2014-2017:** 19.954  
**Total Later FY2018-2023**
**DB# 13333  Route 47, CR 690 to Howard Street**

| AQCODE: | S10 |

Initiated from the Pavement Management System, this project will resurface various locations of the roadway within the project limits.

**CMP:**

- **Municipalities:** Franklin Township; Clayton Borough
- **DVRPC Planning Area:** Rural Area; Growing Suburb
- **CIS Program Category:** Road Assets
- **Project Manager:** Inverso, Frank
- **Degrees of Disadvantage:**
- **Sponsor:** NJDOT

**Mileposts:** 50.39 - 59.7

**Improvement Type:** Roadway Rehabilitation

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**Total FY2014-2017:** 2.929

**Total Later FY2018-2023:**

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**DB# 12305  Route 47, Grove St. to Route 130, Pavement**

| AQCODE: | S10 |

The project will rehabilitate and reconstruct deteriorated pavements and correct deficiencies warranted by the Americans with Disabilities Act (ADA) on Route 47 (Delsea Drive) from Grove St. in Glassboro Borough continuing through Washington and Deptford Townships to Broadway Ave. (intersection included). Work will include intersection improvements, such as redesigning signals by adding features like pedestrian heads with countdown timers and image detection, and sidewalk construction to fill in gaps to ensure curb ramps and transit stops are part of a sidewalk network, and the replacement of substandard curb ramps with ADA compliant curb ramps or addition of ADA compliant curb ramps to locations that have an existing sidewalk or crosswalk but do not currently have a ramp.

**CMP:**

- **Not SOV Capacity Adding**

**Municipalities:** Glassboro Borough; Washington Township; Deptford Township; Westville Borough

**DVRPC Planning Area:** Growing Suburb; Rural Area; Developed Community

**CIS Program Category:** Road Assets

**Project Manager:** Maevsky, Andrew

**Degrees of Disadvantage:**

**Sponsor:** NJDOT

**Mileposts:** 62.3-75.2

**Improvement Type:** Roadway Rehabilitation

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**Total FY2014-2017:** 7.650

**Total Later FY2018-2023:** 23.600
### Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538)

**DB#** 97049  | **AQCODE:** S10  | **This project will provide for resurfacing of the roadway as well as corner cutbacks, shoulder improvement and conversion of the existing flasher to a full traffic signal. This project will be bicycle/pedestrian compatible.**

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<th>2015</th>
<th>2016</th>
<th>2017</th>
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**Fiscal Year Total:** 0.500 2.840

**TIP Program Years ($ millions):** 3.340

**Total FY2014-2017:**

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### Route 130, Plant Street to High Hill Road (CR 662)

**DB#** 11414  | **AQCODE:** S10  | **NEW**

The existing pavement is in poor condition within the project limits, exhibiting low to high severity fatigue cracking, deteriorated patches, potholes, raveling, rutting, bleeding, block cracking, transverse and longitudinal cracking, construction joint deterioration, and isolated shoveling. The project will undergo pavement resurfacing within the entire length of the project. The project will identify and repair deficient pavement. The project has been identified as a reconstruction project.

Based on field testing, for the majority of the mainline and shoulders the proposed recommendation includes milling and paving and raising the roadway by 1 inch in some sections. There is also a short section (MP 0.84 to MP 1.09), which requires reconstruction.

The project will also include upgrade of all curb ramps & midblock cross walks that do not meet current ADA criteria.

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**Fiscal Year Total:** 0.300 1.520

**TIP Program Years ($ millions):** 1.820

**Total FY2014-2017:**

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<tbody>
<tr>
<td>Roadway Rehabilitation</td>
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</table>
# Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation

**AQCODE:** S19

This project will provide for the proposed replacement of the existing structure (vertical lift bridge) and associated road and drainage improvements, such as retaining walls, sign structures, lighting, and to address flooding issues, a raised roadway profile of Route 130. The proposed replacement will be a fixed span bridge and will essentially allow Route 130 to function as an overpass to connect Main Street and Island Road which would go underneath it. This will allow public access to a fishing pier and parking lot adjacent to Raccoon Creek that will also be created as part of this project. The existing bridge operator's house will be demolished, and the property will be landscaped. U.S. Route 130 will be widened to provide outside and inside shoulders in each direction separated by a concrete barrier curb. An acceleration on-ramp lane at Barker Avenue will be provided for motorists to access Route 130 NB, while the existing Sheets Avenue at Route 130 unsignalized intersection will close, and a gated access road for only emergency vehicles will be provided near Sheets Avenue. Lastly, an ingress/egress access road between High Hill Road and the Route 130 Bridge for the DREAM Park equestrian facility, a traffic signal at High Hill Road, and at the south of the bridge, a gated utility access road will be constructed for relocated sewer and electric facilities.

**Municipalities:** Logan Township  
**CIS Program Subcategory:** Bridge Preservation  
**Project Manager:** Inverso, Frank  
**Mileposts:** 11.80 - 12.80  
**Improvement Type:** Bridge Repair/Replacement

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### Route 168, Bridge over Big Timber Creek

**AQCODE:** S19

The project will replace the existing bridge (Structure No. 0819150) carrying Route 168 over Big Timber Creek. The new Bridge will maintain the one lane, shoulder and sidewalk for the northbound direction, and two (2) lanes, shoulder and sidewalk in the southbound direction.

**Municipalities:** Washington Township  
**CIS Program Subcategory:** Bridge Preservation  
**Project Manager:** Maevsky, Andrew  
**Mileposts:** 0.75  
**Improvement Type:** Bridge Repair/Replacement

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|  | Total FY2014-2017 | 2.500 | Total Later FY2018-2023 | 8.300 |
### Route 322, Corridor Congestion Relief Project

- **LRPID:** 94
- **AQCODE:** 2020M
- **DB#:** 07369

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**Description:** This project involves construction of a bypass route around Mullica Hill. New roadway on new alignment.

- **CIS Program Subcategory:** Congestion Relief
- **CIS Program Category:** Local System Support
- **DVRPC Planning Area:** Growing Suburb
- **Degrees of Disadvantage:** 0
- **Sponsor:** NJDOT

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**Total FY2014-2017:** 6.800

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### Route 322, Kings Highway (CR 551)

- **AQCODE:** R1
- **DB#:** 97112B

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<th>TIP Program Years ($)</th>
<th>Later Fiscal Years ($)</th>
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<td>DES NHPP</td>
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<td>CON NHPP</td>
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**Description:** This intersection improvement is a breakout of the Rt. 322 (Commodore Barry Bridge to Rt. 55) concept development study. The proposed improvements will provide for left-turn movements on all approaches and address the vertical curve on Rt. 322. This project is also proposed to be bicycle and pedestrian compatible.

- **CIS Program Subcategory:** Congestion Relief
- **CIS Program Category:** Congestion Relief
- **DVRPC Planning Area:** Growing Suburb
- **Degrees of Disadvantage:** 0
- **Sponsor:** NJDOT

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<td>CON NHPP</td>
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**Total FY2014-2017:** 6.800

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This is a resurfacing and safety improvement project that will consist of mill & paving of North Main Street (Route 45) through the village of Mullica Hill in Harrison Township. Route 45 is one of the highest volume traffic corridors for the County and as such requires a greater frequency for repairs and resurfacing. The roadway is exhibiting major distress with numerous patches and potholes. The project will also rehabilitate in-kind any deteriorated concrete base course. Pavement resurfacing will occur from approximately the Swedesboro Road/Mullica Hill By-Pass (Route US 322/CR 536) intersection (a prior reconstruction project) to the Mill Road intersection (local Route US 322/CR 536) within the Mullica Hill village. Curb ramps will be replaced in kind to meet current ADA standards. Long life traffic stripes and raised pavement markers will also be installed on the new pavement surface. Lastly, two pedestrian warning beacons will be added at the intersection of Woodland Avenue that crosses North Main Street due to the frequency of pedestrian crossing.

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<th>Phase Fund</th>
<th>TIP Program Years ($ millions)</th>
<th>Later Fiscal Years ($ millions)</th>
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<td>Total FY2014-2017</td>
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<td>Total Later FY2018-2023</td>
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Total for Gloucester:
DVRPC FY2014-2017 TIP for NJ
New Jersey Highway Program

Mercer

DB# 99334  Duck Island Landfill, Site Remediation

ACODE: S2  The NJDOT completed construction that properly sealed the site of the landfill in 2001. NJ Department of Environmental Protection requires continued monitoring of the site due to contamination levels at the landfill. This monitoring requirement is typical for a landfill with contamination.

CMP: Not SOV Capacity Adding  Adding Subcorr(s): 1A
Municipalities: Hamilton Township  DVRPC Planning Area: Developed Community
CIS Program Subcategory: Quality of Life  CIS Program Category: Road Assets
Project Manager: Campi, John  Degrees of Disadvantage: 3
Mileposts: N/A  Sponsor: NJDOT
Improvement Type: Other

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Total FY2014-2017 0.400  Total Later FY2018-2023 0.600

DB# D1011  Mercer County Bus Purchase

ACODE: M10  This program will provide for the purchase of buses and bus equipment for transportation services programs in Mercer County.

CMP: Not SOV Capacity Adding
Municipalities: Various  DVRPC Planning Area:
CIS Program Subcategory:  CIS Program Category: Local System Support
Project Manager: 0  Degrees of Disadvantage:
Mileposts: Transit Improvements  Sponsor: DVRPC
Improvement Type:

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Total FY2014-2017 0.000  Total Later FY2018-2023
### Mercer County Guiderail Management Planning Initiative

**DB# D1511**

**AQCODE:** S9

This project will provide an engineering assessment of guiderail installed along Mercer County highways and abutting off-network bridges maintained by the County. Analysis will include location and physical attributes, current condition, and design recommendations to bring installations into compliance with current standards, considering also minor drainage and grading improvements to eliminate guiderail.

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### Mercer County Roadway Safety Improvements

**DB# D0412**

**AQCODE:** S11

This program will provide for the installation of improved safety items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guide rail, and other treatments that improve the overall safety and visibility of various roadways in the county.

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DVRPC FY2014-2017 TIP for NJ
New Jersey Highway Program

Mercer County Signal Project, CR 533

**DB# D0702**

**AQCODE:** 2020M

**Project Manager:** Kumar, Arun

**CIS Program Subcategory:** Local Aid

**CIS Program Category:** Local System Support

**Improvement Type:** Signal/ITS Improvements

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

**Mileposts:** 0.0 - 8.41

**TIP Program Years ($ millions)**

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**Fiscal Year Total:** 6.655

**Total FY2014-2017:** 6.655

**Total Later FY2018-2023:** 10.000

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Princeton-Hightstown Road Improvements, CR 571

**DB# D0701**

**AQCODE:** S6

**Project Manager:** Kumar, Arun

**CIS Program Subcategory:** Local Aid

**CIS Program Category:** Local System Support

**Improvement Type:** Intersection/Interchange Improvements

The project limits include the intersections of CR 571 with Clarksville Road (CR 638) and Wallace-Cranbury Road (CR 615), and the approximately 1 mile segment connecting them. CR 571 is a major east-west corridor at the northern edge of Mercer County and the Central Jersey Transportation 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.

**Mileposts:** 40.32 - 40.97

**TIP Program Years ($ millions)**

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**Fiscal Year Total:** 0.800

**Total FY2014-2017:** 0.800

**Total Later FY2018-2023:** 10.000
Province Line Road Bike Trail

This project will help complete the regional bicycle and pedestrian network by installing a dedicated eight foot (8’) wide bicycle and pedestrian trail along the eastern side of Province Line Road to link various segments of the Lawrence Hopewell Trail from the southeastern end of the Bristol Myers Squibb campus in Lawrenceville, across U.S. Route 206, south on Province Line Road to Bannister Drive, where the trail turns and continues on residential streets.

The Province Line Road section of the Lawrence-Hopewell Trail is approximately 2,700 feet long and is expected to safely take trail users off a very busy, narrow Quaker Bridge Mall - Route 1 connector road and provide important access to community parks. It will provide trail access to three neighborhoods that are presently cut off from any safe bicycling or walking opportunities. Going south, the segment also serves as an important link to the Princeton Pike bike lane that continues for about a mile before turning off road at the historic Brearley House and onto the Delaware and River (D&R) Canal.

This was a project selected from the 2012 DVRPC Competitive CMAQ Program for $360,000 CMAQ funds.

Route 1 Business, Brunswick Circle to Lake Drive

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

**AQCODE:** 2025M  
This project resulted from a Congestion Management Study. Critical concerns are safety/efficiency in the separation of through and local traffic. Widening of Rt. 1 Southbound to 3 through lanes with a 2 lane Collector Distributor (CD) 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 CD roadway; density of roadside driveways and associated vehicle conflicts; and the inadequate or lack of acceleration/deceleration lanes at Quaker Bridge Mall ramps.

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**TIP Program Years ($ millions)**  
**Later Fiscal Years ($ millions)**

### Route 27, Riverside Drive W to Vliet Road

**AQCODE:** S10  
Initiated from the Pavement Management System, this project will resurface various locations of the northbound direction and various locations of the southbound direction.

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

Based on the Structural Re-Evaluation Report, the overall condition of the structure is poor due to extensive large spalls (up to 2” deep) with exposed rusted rebars, wide crack and incipient spalls in the original east culvert section road slab and in the sidewalks. The proposed will consist of repairing the box culvert using the Shotcrete method.
### DB# 08355  Route 31, Bridge over CSX Railroad

**AQCODE:** S19  
**CMP:** Not SOV Capacity Adding  
**Municipalities:** Hopewell Township; Pennington Borough  
**CIS Program Subcategory:** Bridge Preservation  
**Project Manager:** Campi, John  
**Mileposts:** 7.07  
**Improvement Type:** Bridge Repair/Replacement

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**AQCODE:** S19

The project includes replacement of the bridge over CSX Railroad, a new pavement box will be constructed several hundred feet either side of the bridge and replacement of the culvert at Seminary Creek.

**CIS Program Category:** Bridge Assets  
**Degrees of Disadvantage:** 1  
**Sponsor:** NJDOT

### DB# 159A  Route 31, Pennington Circle Safety Improvements

**AQCODE:** S2  
**CMP:** Minor SOV Capacity  
**Municipalities:** Hopewell Township  
**CIS Program Subcategory:** Safety  
**Project Manager:** Campi, John  
**Mileposts:** 6.09  
**Improvement Type:** Intersection/Interchange Improvements

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**AQCODE:** S2

The project is a breakout of the Rt. 31 TDD project (DB 159). The project will evaluate and begin to develop measures to improve safety at the Pennington Circle. Limits of the project will also include appropriate lengths of CR 546 and CR 640, which intersect the circle. The Pennington Circle is the site of frequent vehicle crashes, and is ranked 98th on the statewide list of top “High Crash Frequency and Severity” intersections. It is a significant safety concern for Hopewell Township officials and residents. The project focuses on improving safety. Signing and striping changes are included as part of the improvement.

**CIS Program Category:** Safety Management  
**Degrees of Disadvantage:** 0  
**Sponsor:** NJDOT
Mercer

**DB# 11309  Route 130, Westfield Ave. to Main Street**

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

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<th>TIP Program Years ($ millions)</th>
<th>Later Fiscal Years ($ millions)</th>
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| Fiscal Year Total | Total FY2014-2017 | 0.938 | Total Later FY2018-2023 | 7.123 |

**DB# L064  Route 206, South Broad Street Bridge over Assunpink Creek**

The scope of the project includes a bridge replacement on the same alignment as the original bridge. It consists of placing pre-cast concrete arch units over the entire width of the original arch sections. It doesn't require demolition of either the original arch or the two existing arch extensions. It eliminates the need for any ROW acquisitions and any disturbance to historic sites and parkland. Most importantly, it eliminates the impacts to Trigen hot and chilled water lines and utility vaults.

The scope of the project does not include day-lighting of the creek between S. Broad Street and S. Warren Street. Mercer County owns this bridge and the City of Trenton has the jurisdiction over Route 206.

<table>
<thead>
<tr>
<th>Phase Fund</th>
<th>TIP Program Years ($ millions)</th>
<th>Later Fiscal Years ($ millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CON STATE</td>
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<td>DES NHPP</td>
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<table>
<thead>
<tr>
<th>Fiscal Year Total</th>
<th>Total FY2014-2017</th>
<th>8.312</th>
<th>Total Later FY2018-2023</th>
</tr>
</thead>
</table>
**DB# 95040**

**Route 206, Whitehorse Circle (CR 533, 524)**

AQCODE: S2

This project is to improve safety by constructing a roundabout to eliminate many of the conflict points, thereby reducing the number of crashes, specifically the angle crash type.

CIS Program Category: Safety Management

Sponsor: NJDOT

CIS Program Subcategory: Safety

Degrees of Disadvantage: 2

**Phase** | Fund | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | **TIP Program Years ($ millions)** | **Later Fiscal Years ($ millions)**
--- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ---
PE HSIP | 0.500 | 0.500 | 0.500 | 0.500 | 0.500 | 0.500 | 0.500 | 0.500 | 0.500 | 0.500 | 0.500 | 2.920 | 2.920

**Fiscal Year Total** | 0.500 | 0.500 | 0.200 | 2.920

| **Total FY2014-2017** | 1.200 | **Total Later FY2018-2023** | 2.920 |

**DB# 06358**

**Route 295, Northbound Approach to Route 1 Exits, ITS Improvements**

AQCODE: S7

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

CIS Program Category: Congestion Relief

Sponsor: NJDOT

CIS Program Subcategory: Congestion Relief

Degrees of Disadvantage: 2

**CMP:**

Not SOV Capacity Adding

Adding Subcorr(s): 4B

**Phase** | Fund | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | **TIP Program Years ($ millions)** | **Later Fiscal Years ($ millions)**
--- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ---
CON CMAQ | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400

**Fiscal Year Total** | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | **Total FY2014-2017** | **Total Later FY2018-2023** | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400

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Signal Upgrades

The aim of the project is to upgrade traffic control devices in Ewing Township to improve safety. Traffic control devices at the following intersections currently have signal masts on curbed islands that present fixed object hazards immediately adjacent to the travel way:

1. Olden Avenue (CR 622) at Arctic Parkway (CR 639) - work will include the removal of masts from islands, upgrade masts and signals, ADA compliance, turn radius restriping for safety per DVRPC Road Safety Audit;
2. Olden Avenue (CR 622) at US 206S (CR 583), Princeton Avenue – work will include the removal of a mast and controller from island, upgrade masts and signals, ADA compliance, implementation of operational recommendations from DVRPC-funded TCDI project and congestion and crash site analysis project;
3. US 206S (CR 583), Princeton Avenue at Spruce Street (CR 613) – work will include the removal of a mast from island, upgrade masts and signals, ADA compliance, and the implementation of operational recommendations from DVRPC-funded TCDI project;
4. Parkway Avenue (CR 634) at Parkside Avenue (CR 636) – work will include the removal of a mast from island, upgrade masts and signals, ADA compliance, and implementation of recommendations from a DVRPC road diet study.

Trenton Amtrak Bridges

This project will rehabilitate the Chestnut Avenue, Monmouth Street and East State Street Orphan Bridges over Amtrak. The bridges will be rehabilitated on the existing alignment and will maintain the same cross section. Minor curb, sidewalk and repaving within the existing curbline will be done at the bridge approaches. Profile changes are limited to minimize impact to utilities, lighting, drainage and right of way.
<table>
<thead>
<tr>
<th>Mercer</th>
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<tbody>
<tr>
<td>Total for Mercer:</td>
<td></td>
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<tr>
<td>16.755</td>
<td>17.455</td>
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<tr>
<td><strong>Total FY2014-2017</strong></td>
<td><strong>65.599</strong></td>
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<tr>
<td><strong>Total Later FY2018-2023</strong></td>
<td><strong>67.343</strong></td>
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</tbody>
</table>
This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks.

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<tr>
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<td>4.000</td>
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<tr>
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</table>

Total FY2014-2017: 16.000
Total Later FY2018-2023: 24.000
### Crash Reduction Program

**DB# X242**  
**AQCODE:** S6  
This is a comprehensive program of safety improvements designed to improve conditions and locations identified by the Highway Safety Improvement Program. Treatments are intended to reduce nighttime, wet weather, fixed object, and icing crashes. These treatments may include pavement improvements, protection or removal of fixed objects, and utility pole delineation. This program will also develop and implement a systematic approach to the installation of lane and roadway departure technologies such as rumblestrips and rumblestripes, signing, and striping to prevent vehicles from leaving their respective lanes and causing crashes, injuries, and deaths. Additionally, this program will also provide for the development and implementation of quick-turnaround projects at locations which show an excessive occurrence of crashes as well as remediation of those locations.

**Municipalities:** Various  
**CIS Program Subcategory:** Safety  
**Project Manager:** Day, William  
**Mileposts:** N/A  
**Improvement Type:** Intersection/Interchange Improvements

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<td>0.720</td>
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</table>

Total FY2014-2017: **4.280**  
Total Later FY2018-2023: **4.320**

### DVRPC, Bridge Rehabilitation Program

**DB# D0803**  
**AQCODE:** S19  
According to the NJDOT Interim Report on Structurally Deficient Bridges, there are approximately 60 county or municipally owned structurally deficient bridges in the DVRPC region. This line item provides funding to start implementation of a needed rehabilitation program for these structures.

**Municipalities:** Various  
**CIS Program Subcategory:** Bridge Preservation  
**Project Manager:** Schoonmaker, Elizabeth  
**Mileposts:** N/A  
**Improvement Type:** Bridge Repair/Replacement

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<tbody>
<tr>
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<tr>
<td>EC STP-STU</td>
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</table>

Total FY2014-2017: **10.000**  
Total Later FY2018-2023: **20.000**
### Various

**DB# D026**  
**DVRPC, Future Projects**

<table>
<thead>
<tr>
<th>AQCODE: X3</th>
<th>This program provides funding for local projects to be selected by the Delaware Valley Regional Planning Commission, the designated Metropolitan Planning Organization for Burlington, Gloucester, Mercer and Camden counties.</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMP:</td>
<td>Not SOV Capacity Adding</td>
</tr>
<tr>
<td>Municipalities:</td>
<td>Various</td>
</tr>
<tr>
<td>CIS Program Subcategory:</td>
<td>Local Aid</td>
</tr>
<tr>
<td>Project Manager:</td>
<td>Schoonmaker, Elizabeth</td>
</tr>
<tr>
<td>Mileposts:</td>
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</tr>
<tr>
<td>Improvement Type:</td>
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</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund</th>
<th>TIP Program Years ($ millions)</th>
<th>Later Fiscal Years ($ millions)</th>
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</tr>
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</tr>
<tr>
<td>2016</td>
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<td>2018</td>
<td>2019</td>
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<td></td>
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<td>2020</td>
<td>2021</td>
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<td>2023</td>
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<td>0.121</td>
<td>5.264</td>
<td>10.364</td>
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<td>Total FY2014-2017</td>
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<td>Total Later FY2018-2023</td>
<td>35.356</td>
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</table>

### DVRPC, Local ITS Improvements

**DB# D0802**

<table>
<thead>
<tr>
<th>AQCODE: S7</th>
<th>This project will provide for the installation of ITS improvements on county roadways, such as closed loop traffic signal systems.</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMP:</td>
<td>Minor SOV Capacity</td>
</tr>
<tr>
<td>Municipalities:</td>
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<td>CIS Program Subcategory:</td>
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</tr>
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<td>Project Manager:</td>
<td>Schoonmaker, Elizabeth</td>
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<tr>
<td>Mileposts:</td>
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</tbody>
</table>
| Improvement Type: | Signal/ITS Improvements  
This project contains ITS elements.                                                                                                         |

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund</th>
<th>TIP Program Years ($ millions)</th>
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<tr>
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<td>1.300</td>
</tr>
<tr>
<td>Total FY2014-2017</td>
<td>0.586</td>
<td>Total Later FY2018-2023</td>
<td>5.200</td>
</tr>
</tbody>
</table>
### Local Aid Consultant Services

**Project Description:** Funding for consultant services to assist local public agencies in administering projects and providing oversight to recipients receiving Local Aid funds. Services also include providing overall quality assurance and quality control for the project delivery process.

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<tr>
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<td>STP-STU</td>
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<td>0.200</td>
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<tr>
<td>EC</td>
<td>STP-STU</td>
<td>0.200</td>
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<tr>
<td>EC</td>
<td>STP-STU</td>
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</tbody>
</table>

**Fiscal Year Total:**

- **Total FY2014-2017:** 0.400
- **Total Later FY2018-2023:** 0.600

### Local CMAQ Initiatives

**Project Description:** Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The DVRPC program will contribute to the following projects selected as part of the DVRPC Competitive CMAQ Program: Diesel Engine Locomotive Retrofits, Gloucester County CNG Transit Vehicles, Gloucester Marine Terminal Truck Engine Retrofit, Province Line Road Bike Trail, and Haddon Avenue Roadway Improvements. Funds were also made available for NJDEP Vehicle Retrofits and transit flexes for Burlington, and Mercer County paratransit vehicles.

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</table>

**Fiscal Year Total:**

- **Total FY2014-2017:** 1.730
- **Total Later FY2018-2023:** 5.520
**Local County Aid, DVRPC**

**AQCODE:** X12  
**DB#:** X41C1  
**This program provides funds allocated to the counties within the DVRPC MPO area for transportation improvements under the NJ Transportation Trust Fund Act.**

<table>
<thead>
<tr>
<th>CMP: Not SOV Capacity Adding</th>
</tr>
</thead>
</table>

**Municipalities:** Various  
**CIS Program Subcategory:** Local Aid  
**Project Manager:** Tessema, Adnew  
**Mileposts:** N/A  
**Improvement Type:** Other

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<tr>
<td>ERC STATE</td>
<td>15.484</td>
<td>15.484</td>
<td>15.484</td>
<td>15.484</td>
<td>15.484</td>
<td>15.484</td>
<td>15.484</td>
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</table>

**Total FY2014-2017:** 61,936

**Total Later FY2018-2023:** 92,904

**Local Municipal Aid, DVRPC**

**AQCODE:** X12  
**DB#:** X98C1  
**This program provides funds allocated to municipalities in the DVRPC area for transportation improvements under the NJ Transportation Trust Fund Act.**

**CMP:** Not SOV Capacity Adding

**Municipalities:** Various  
**CIS Program Subcategory:** Local Aid  
**Project Manager:** Abuhuzeima, Shukri  
**Mileposts:** N/A  
**Improvement Type:** Other

|------------|------|------|------|------|------|------|------|------|------|------|

**Total FY2014-2017:** 54,988

**Total Later FY2018-2023:** 82,482

**DVRPC FY2014-2017 TIP for NJ**

**New Jersey Highway Program**  
**Final Version**
**Local Project Development Support**

This program provides NJDOT project management and environmental support to local governments.

<table>
<thead>
<tr>
<th>DB#</th>
<th>Local Project Development Support</th>
<th>NCODE</th>
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</thead>
<tbody>
<tr>
<td>06326</td>
<td>This program provides NJDOT project management and environmental support to local governments.</td>
<td></td>
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</tbody>
</table>

**Municipalities:** Various  
**CIS Program Subcategory:** Local Aid  
**Project Manager:** Abuhuzeima, Shukri  
**Mileposts:** N/A  
**Improvement Type:** Other

**DVRPC Planning Area:**  
**CIS Program Category:** Local System Support  
**Degrees of Disadvantage:**  
**Sponsor:** NJDOT

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**Total FY2014-2017:** 2.800  
**Total Later FY2018-2023:** 4.200
Local Safety/ High Risk Rural Roads Program

The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a short period of time, generally less than 12 months from problem identification to completion of construction. This program also encompasses mandatory federal funding of $1.7 million per year for High Risk Rural Roads, for safety countermeasures on rural major or minor collector roads, or on rural local roads.

Burlington County Centerline Safety Enhancement Project, 2014 will replace the following project that was cancelled on 6/23/2014: FY14 $500,000 HSIP funds will provide for the New Jersey Highway Safety Improvement Program (HSIP) Design Assistance Program as a component of the FY2014 DVRPC Unified Planning Work Program (UPWP). The remaining FY14 $500,000 HSIP funds will provide for this Design Assistance Program as a component of the FY2015 DVRPC UPWP.

The Burlington County Centerline Safety Enhancement Project, 2014 will provide for the implementation of a systemic centerline rumble strip (CLRS) project throughout the county. CLRS is one method to make roadways safer by constructing longitudinal rumble strips. The audible warning and vibration made when vehicle tires pass over rumble strips alert motorists that their vehicles have drifted out of their intended travel lane adjacent to a shoulder or the centerline, and that the driver needs to take corrective action to possibly avoid an accident. Rumble strips are constructed on the shoulders of divided highways and freeways; and on undivided roadways, rumble strips are constructed on the centerline and/or the outside shoulder of the pavement. NJDOT has completed a statewide network screening of the straight line diagram database to identify roadway segments eligible for CLRS according to cross-section criteria. Burlington County has further cross referenced the NJDOT network screening against GIS analysis of historical traffic crash data on County roads, consisting of fixed object, sideswipe, and head-on type crashes. Approximately 150 miles of centerline rumble strips will be constructed on Burlington County roadways. This project will draw $1,750,000 HSIP funds in FY15 from this Local Safety/ High Risk Rural Roads Program (DB# 04312) and additional statewide HSIP authority.

$1,700,000 HSIP funds in FY15 will provide for construction of the project, Riverton Road (CR 603) and Branch Pike (CR 606) Roundabout, in Cinnaminson Township, Burlington County. A new modern roundabout and new drainage facilities will be constructed to replace three-stop controlled intersections created by these three roads. This roundabout will reduce vehicular speeds on Riverton Road and Branch Pike and reduce the number of conflicts between turning vehicles. It will also provide traffic calming for the residential neighborhood while maintaining a good level of service for the through traffic on Riverton Road, as well as eliminate the possibility of intersection crossover crashes. Riverton Road currently carries traffic from U.S. Route 130 to NJ Route 38 through this residential area. This project will be added to the Local Safety/ High Risk Rural Roads Program Line Item (DB #04314) and broken out as an individual project at the appropriate time.

Project Manager: Abuhuzeima, Shukri

Municipalities: Various

CIS Program Subcategory: Local Aid

Project Manager: Abuhuzeima, Shukri

Mileposts: N/A

Improvement Type: Intersection/Interchange Improvements

TIP Program Years ($ millions) | Later Fiscal Years ($ millions)
--- | ---
--- | --- | --- | --- | --- | --- | --- | --- | --- | ---
ERC HSIP | 1.750 | 5.800 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000
ERC HSIP | 5.800 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000
ERC HSIP | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000
ERC HSIP | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000
ERC HSIP | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000
ERC HSIP | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000
ERC HSIP | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000
ERC HSIP | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000

Fiscal Year Total: 1.750 5.800 1.000 1.000 1.000 1.000 1.000 1.000 1.000


Total Later FY2018-2023: 6.000
**New Jersey Highway Program**

**Various**

**DB#** X30A  **Metropolitan Planning**

**AQCODE:** X1

NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible state and local officials, public and private transit operators and the general public.

**CMP:** Not SOV Capacity Adding

**Municipalities:** Various

**CIS Program Subcategory:** Local Aid

**Project Manager:** Powers, Eric

**Mileposts:** N/A

**Improvement Type:** Other

**CIS Program Category:** Local System Support

**Sponsor:** MPO

**Degrees of Disadvantage:**

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**Fiscal Year Total**

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**Total Later FY2018-2023**

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**Total Later FY2018-2023**

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**Total Later FY2018-2023**

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### New Jersey Pavement Management System

**DB# D1503**

**AQCODE:** X1

The Local Pavement Management System will be used to develop a systematic program that can manage existing pavement conditions. An RFP will be issued for a consultant with experience in developing a pavement management system. Development of the system will include the evaluation and inventory of the pavement conditions for the county roadway network. In addition, the system could provide database tools for use in the creation of contract documents for new resurfacing projects. The project is necessary to ensure the Cities and Counties are in full compliance with the new FHWA standards.

**CMP:** Not SOV Capacity Adding

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#### TIP Program Years ($ millions)

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**Fiscal Year Total:** 2.000

**Total FY2014-2017:** 2.000

**Total Later FY2018-2023:**

### Ozone Action Program in New Jersey

**DB# D0407**

**AQCODE:** A1

Through use of public service announcements, promotional items and events, Ozone Action strives to improve the region’s air quality by encouraging the use of mobility alternatives that will reduce congestion, warning individuals in advance of "Ozone Action Days," and public education about ozone and actions that will reduce contributions to regional emissions.

**CMP:** Not SOV Capacity Adding

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**Fiscal Year Total:** 0.160

**Total FY2014-2017:** 0.160

**Total Later FY2018-2023:** 0.240
**Rail-Highway Grade Crossing Program, Federal**

This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

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**TIP Program Years ($ millions)**

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**Later Fiscal Years ($ millions)**

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**Sponsor:** NJDOT

**DVRPC Planning Area:** Safety Management

**Degrees of Disadvantage:**

**Neighborhood Mobility Management**

**CIS Program Category:** Safety Management
**Resurfacing, Federal**

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**DVRPC FY2014-2017 TIP for NJ**

**New Jersey Highway Program**

**Final Version**

**Various**

**DB# 99327A**

**AQCODE:** S10

**This program provides for the design and construction of pavement resurfacing projects. This line item will be utilized to provide pavement recommendations, survey, aerial photography, photogrammetry, base mapping and engineering needed to prepare contract documents to advertise resurfacing projects as well as provide for contractor services to construct resurfacing projects. Project lists will be developed by using the Pavement Management System and visual inspection of the roadway segments in need of repair.**

**CMP:** Not SOV Capacity Adding

**Municipalities:** Various

**CIS Program Subcategory:** Roadway Preservation

**Project Manager:** Gresavage, Sue

**Mileposts:** N/A

**Improvement Type:** Roadway Rehabilitation

**TIP Program Years ($ millions)**

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**DVRPC Planning Area:**

**CIS Program Category:** Road Assets

**Degrees of Disadvantage:**

**Sponsor:** NJDOT

**Municipalities:** Various

**CIS Program Subcategory:** Roadway Preservation

**Project Manager:** Gresavage, Sue

**Mileposts:** N/A

**Improvement Type:** Roadway Rehabilitation

**TIP Program Years ($ millions)**

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**DVRPC Planning Area:**

**CIS Program Category:** Road Assets

**Degrees of Disadvantage:**

**Sponsor:** NJDOT

**Municipalities:** Various

**CIS Program Subcategory:** Roadway Preservation

**Project Manager:** Gresavage, Sue

**Mileposts:** N/A

**Improvement Type:** Roadway Rehabilitation

**TIP Program Years ($ millions)**

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DVRPC FY2014-2017 TIP for NJ
New Jersey Highway Program
Final Version

RideECO Mass Marketing Efforts--New Jersey

This program expands outreach to the general public about the benefits of using transit and the RideECO Program, focusing on southern New Jersey media outlets. This program seeks to reinforce rider and employer directed advertising and also to reach beyond those traditional markets in order to attract more riders to area transit services. RideECO is a commuter benefit program offered by participating employers and provides vouchers that can be used to purchase passes, tickets or tokens for transit fares.

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Total FY2014-2017  0.170
Total Later FY2018-2023  0.240
**Various**

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**DB# 01300 RIMIS - Phase II Implementation**

- **AQCODE:** S7
- **DB#: 01300**
- **Phase II installation and operations of Regional Integrated Multi-modal Information Sharing (RIMIS), a computer message/digital system to notify agencies about incidents or unusual conditions that affect them. This project also helps to extend RIMIS to include DVRPC county roadways.**

- **CIS Program Category:** Congestion Relief
- **Sponsor:** DVRPC

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**Total FY2014-2017:** 0.813

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**DB# D1502 SHRP2 C16 Planning and Policy Assessment Tool**

- **AQCODE:** X1
- **DB#: D1502**
- **DVRPC was selected through a competitive grant process to receive a User Incentive grant to test the Planning and Policy Assessment Tool (SmartGAP) developed under the joint FHWA/AASHTO Implementation Assistance Program (IAP) of the Strategic Highway Research Program 2. The tool is part of the Advanced Travel Analysis Tools for Integrated Travel Demand Modeling, and C16 will test the Effects of Smart Growth Policies on Travel Demand. The funds will primarily be used to demonstrate and document the use of the tool.**

- **CIS Program Category:** Congestion Relief
- **Sponsor:** DVRPC

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**Total FY2014-2017:** 0.050

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This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements.

In 2014, the DVRPC region was allocated $3,536,000 TAP funds. The following five TAP projects in the region will draw from this Statewide TAP line Item DB #X107 at the appropriate time for obligation:

1. Burlington County - Delaware River Heritage Trail, Route 130 Bypass, Fieldsboro to Florence Connector Trail - $750,000;
2. Camden County - Benjamin Franklin Bridge South Walkway Bicycle and Pedestrian Ramp Project - $800,000;
3. Camden County - Pennsauken-Merchantville Multi-Use Trail - $755,000;
4. Gloucester County - Multi-Modal Transportation Improvements to Mantua Avenue, from Monroe Avenue to Marion Avenue - $900,000;
5. Mercer County - Peddie Lake Dam Pedestrian Bridge - $331,000.

DVRPC received 39 applications that requested approximately $29.5 million in TAP funds from our region. The projects were evaluated by the TAP subcommittee using the agreed upon selection criteria from NJDOT. The TAP Subcommittee recommended the five projects shown above to be selected in the DVRPC region.

CIS Program Subcategory: Quality of Life
Project Manager: Abuhuzeima, Shukri
Mileposts: N/A
Improvement Type: Streetscape

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Total FY2014-2017: 6.004
Total Later FY2018-2023: 9.006
The Transportation and Community Development Initiative is a proposed DVRPC funding program targeted to those communities most in need of revitalization assistance. The program would serve to support local planning, design, feasibility studies or other analyses that increase the demand or improve the market for redevelopment and improve the efficiency or enhance the regional transportation network. The fundamental idea is to support early-stage project ideas which are not otherwise eligible for funding through other sources. This program is a component of the DVRPC Work Program.

Municipalities: Various
CIS Program Subcategory: Local Aid
Project Manager: Schoonmaker, Elizabeth
Mileposts: N/A
Improvement Type: Other

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Fiscal Year Total: 1.080 0.080 1.080 0.080 1.080 0.080 1.080 0.080 1.080 0.080

Total FY2014-2017: 2.320
Total Later FY2018-2023: 3.480
This program will provide annual funding to the following Transportation Management Associations (TMAs): Keep Middlesex Moving; Hudson, Meadowlink, TransOptions; Ridewise; HART Commuter Information Services; Cross County Connection; and Greater Mercer. The role of the TMAs is to promote statewide Transportation Demand Management (TDM) initiatives to reduce commuter work trips. The TMAs will also deliver programs that include but are not limited to the following; Ridesharing Information Services, Employer TDM Services, Corridor Management Support, Park and Ride Promotion, Traffic Mitigation Projects, Smart Workplaces New Jersey, coordination of transportation services for transportation disadvantaged populations, Transit Development and Promotion, Bicycle and Pedestrian Safety Programs, as well as other incentive and demonstration programs in transportation demand management for commuters.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: Various

Project Manager: CIS Program Category: Congestion Relief

Mileposts: N/A

Improvement Type: Other

DVRPC Planning Area:

Degrees of Disadvantage:

Sponsor: NJDOT

This project may be suitable for ITS treatments.

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Total for Various:

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NEW JERSEY TRANSIT PROGRAM
for the DVRPC FY2014 TIP
for New Jersey

NEW JERSEY TRANSIT
(NJ TRANSIT)
### Bridge and Tunnel Rehabilitation

**AQCODE:** M9

**Description:** This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**Municipalities:** Various

**CIS Program Subcategory:** System Preservation

**Improvement Type:** Bridge Assets

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**Total FY2014-2017:** 4.577

**Total Later FY2018-2023:** 8.203

### Building Capital Leases

**AQCODE:** M1

**Description:** Funding is provided for capital improvements and lease payment obligations at NJ TRANSIT operating and office installations. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**Municipalities:** Various

**CIS Program Subcategory:** System Management

**Improvement Type:** Transportation Support Facilities

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**Total FY2014-2017:** 5.244

**Total Later FY2018-2023:** 8.203
### Bus Acquisition Program

This program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**Municipalities:** Various  
**CIS Program Subcategory:** System Preservation  
**Project Manager:**  
**Mileposts:**  
**Improvement Type:** Transit Improvements  
This project may be suitable for ITS treatments.

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**Total FY2014-2017:** 87.746  
**Total Later FY2018-2023:** 222.337
This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide.

This program also involves the construction of an improved vehicular ground transportation facility at Frank R. Lautenberg (FRL) Station in Secaucus, NJ. Pedestrian connections to the rail terminal and signage improvements within and outside of the station are also included as part of this project.

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

### Miles

#### Improvement Type
- Transit Improvements

#### Sponsor
- NJ TRANSIT

#### CMP
- Not SOV Capacity Adding

#### DVRPC Planning Area
- Various

#### CIS Program Category
- Mass Transit Assets

#### Degrees of Disadvantage
- Not Applicable

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**Total FY2014-2017**: 0.736

**Total Later FY2018-2023**: 1.104
This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles/equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls.

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2012, NJ TRANSIT operated a fleet of just over 2100 buses. 283 buses (14%) provided service in the DVRPC region and operated accordingly: Hamilton Township garage operates 69 local buses for service in Trenton and surrounding towns in Mercer County. Washington Township garage operates 112 commuter buses for service linking the Philadelphia/Camden market with Gloucester, Cumberland, Salem, Atlantic, and Cape May Counties. Some local service operates solely in suburban Camden and Gloucester Counties. Newton Avenue Garage operates 102 local and commuter buses for service in the Philadelphia/Camden area and suburban locations mostly in Camden and Burlington Counties. Some service extends to Mercer County (#409/418 lines to Trenton) and to Gloucester County (#455 line).

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

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### Bus Vehicle and Facility Maintenance/Capital Maintenance

**AQCODE:** M5  
Funding is provided for acquisition/installation/rehabilitation of major components associated with capital equipment and facilities in accordance with Transportation Trust Fund requirements and expanded eligibility criteria.

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2013, NJ TRANSIT operated a fleet of just over 2200 buses. 275 buses (12.5%) provided service in the DVRPC region and operated accordingly: Hamilton Township garage operates 68 local buses for service in Trenton and surrounding towns in Mercer County. Washington Township garage operates 112 commuter buses for service linking the Philadelphia/Camden market with Gloucester, Cumberland, Salem, Atlantic, and Cape May Counties. Some local service operates solely in suburban Camden and Gloucester Counties. Newton Avenue Garage operates 95 local and commuter buses for service in the Philadelphia/Camden area and suburban locations mostly in Camden and Burlington Counties. Some service extends to Mercer County (#409/418 lines to Trenton) and to Gloucester County (#455 line).

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**CIS Program Subcategory:** System Preservation

**Mileposts:** Various

**DVRPC Planning Area:** 
**Degrees of Disadvantage:** Not SOV Capacity Adding

**Sponsor:** NJ TRANSIT

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**Fiscal Year Total**

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### Capital Program Implementation

**DB# T68**

**AQCODE:** M1  
Funding is provided for capital project management activities associated with capital program/project delivery including procurement and DBE/SBE activities.

**Municipalities:** Various  
**CIS Program Subcategory:** System Management  
**Project Manager:**  
**Mileposts:** Various  
**Improvement Type:** Transit Improvements

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State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. In the DVRPC region, a combination of fixed route, subscription, and demand responsive services are operated by several county and other service providers. A variety of trip purposes are served, including employment, non-emergency medical, nutrition, personal business, and shopping trips.

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<th>Later Fiscal Years ($ millions)</th>
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Total FY2014-2017: 18,708
Total Later FY2018-2023: 28,062
**Claims support**

Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT’s interests as a result of litigation. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

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**TIP Program Years ($ millions)**

**Later Fiscal Years ($ millions)**

**Total FY2014-2017**: 1.840

**Total Later FY2018-2023**: 2.760
Environmental Compliance

Funding is provided for compliance with environmental regulations at both bus and rail facilities includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Project Manager:

CIS Program Subcategory:

Mileposts:

Improvement Type:

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Total FY2014-2017: 2.760
Total Later FY2018-2023: 4.140
## Immediate Action Program

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### Project Details

- **AQCODE:** M1
- **CIS Program Subcategory:** System Preservation
- **CIS Program Category:** Mass Transit Assets
- **Mileposts:** Various
- **Municipalities:** Various
- **Municipal Sponsor:** NJ TRANSIT
- **Improvement Type:** Transit Improvements
- **Project Manager:**
- **Degrees of Disadvantage:** Not SOV Capacity Adding
- **Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders;**
- **consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing**
- **the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly.**

### Budget Summary

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**DB# T199  Job Access and Reverse Commute Program**

**AQCODE:** 2015O  
Funding is provided to continue the Job Access and Reverse Commute (JARC) program with non-federal funds. Moving Ahead for Progress in the 21st Century (MAP-21) eliminated the requirement for dedicated Federal funding for JARC.

**CMP:** Not SOV Capacity Adding  
**CIS Program Subcategory:** System Expansion  
**CIS Program Category:** Local System Support  
**Municipalities:** Various  
**Project Manager:**  
**Mileposts:** Various  
**Improvement Type:** Transit Improvements  
**Sponsor:** NJ TRANSIT

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**Light Rail Infrastructure Improvements**

**Funding**

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements. Funding is also provided for NLR Infrastructure and River Line capital asset replacement. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

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**Total FY2014-2017** 10.400

**Total Later FY2018-2023** 13.500

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**Light Rail Resiliency**

**Funding**

Funding is provided for improvements to the RiverLINE Light Rail to make signal and communication systems and related infrastructure more resilient to power outages/storms. Section 5324 is the Superstorm Sandy Relief Fund.

**Fund**

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**Total FY2014-2017** 0.000

**Total Later FY2018-2023**
**DB# T53E Locomotive Overhaul**

**AQCODE:** M3

Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**CMP:** Not SOV Capacity Adding

**Municipalities:** Various

**CIS Program Subcategory:** System Preservation

**Project Manager:**

**Mileposts:** Various

**Improvement Type:** Transit Improvements

**DVRPC Planning Area:**

**CIS Program Category:** Mass Transit Assets

**Degrees of Disadvantage:**

**Sponsor:** NJ TRANSIT

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**Fiscal Year Total**

- **Total FY2014-2017:** 6.839
- **Total Later FY2018-2023:** 1.776
Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

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<td>Later Fiscal Years ($ millions)</td>
<td>Total Later FY2018-2023</td>
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NEC Improvements

**AQCODE:** M1

"Funding is provided for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for other NJ TRANSIT improvement projects, including associated track and station improvements; platform extensions; and yard improvements. In 2012, average weekday ridership on the Northeast Corridor totaled over 113,000 passenger boardings per day. 2012 Average Weekday Passenger Boardings for the following stations in the DVRPC region were as follows: 4,638 at Trenton Station; 5,019 at Hamilton Station; 1,021 at Princeton Station; 6,816 at Princeton Junction."

**Project Manager:**

**CIS Program Subcategory:** System Preservation

**Mileposts:** Various

**Improvement Type:** Transit Improvements

This project may be suitable for ITS treatments.

|------------|------|------|------|------|------|------|------|------|------|------|

**Fiscal Year Total:** 1.036 1.700 1.700 3.200 3.000 2.750 9.750 9.750 9.750

**Total FY2014-2017:** 7.636

**Total Later FY2018-2023:** 44.750

---

New Freedom Program

**AQCODE:** M1

This program provides funding to encourage services and facilities improvements to address the transportation needs of persons with disabilities that go beyond those required by the American with disabilities Act. The program provides for associated capital and operating costs to help people with disabilities participate more fully in the workforce and in community life.

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

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

**CMP:** Not SOV Capacity Adding

**Municipalities:** Various

**CIS Program Subcategory:** System Management

**Project Manager:**

**Mileposts:** Various

**Improvement Type:** Transit Improvements

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**Fiscal Year Total:** 0.000

**Total FY2014-2017:** 0.000

**Total Later FY2018-2023**
### DB# T906  
**NJ TRANSIT System Repairs/Restoration**

**AQCODE:** X13  
**Fund:** NJ TRANSIT System Repairs/Restoration  
**Phase:** Various  
**AQCODE:** Funding is provided for the repairs and restoration to the RiverLINE and to support measures to address latent damages due to Superstorm Sandy. Section 5324 is the Superstorm Sandy Relief Fund.

**CIS Program Category:** Mass Transit Assets  
**Degrees of Disadvantage:** 8  
**Sponsor:** NJ TRANSIT

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Total FY2014-2017: 0.000  
Total Later FY2018-2023: 0.000

### DB# T55  
**Other Rail Station/Terminal Improvements**

**AQCODE:** M8  
**Fund:** Other Rail Station/Terminal Improvements  
**Phase:** Various  
**AQCODE:** Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**CIS Program Category:** Mass Transit Assets  
**Degrees of Disadvantage:** 8  
**Sponsor:** NJ TRANSIT

**Municipalities:** Not SOV Capacity Adding

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Total FY2014-2017: 0.656  
Total Later FY2018-2023: 12.704
**Physical Plant**

**AQCODE:** M8  

**Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.**

**Municipalities:** Various  

**CIS Program Subcategory:** System Preservation  

**Project Manager:**  

**Mileposts:** Various  

**Improvement Type:** Transit Improvements  

**CIS Program Category:** Transportation Support Facilities  

**Degrees of Disadvantage:** Not SOV Capacity Adding  

**Sponsor:** NJ TRANSIT  

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|  | Total FY2014-2017 | 1.532 |
|  | Total Later FY2018-2023 | 2.298 |
### DB# T135  Preventive Maintenance-Bus

**AQCODE:** M3  
This program provides for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2008, NJ TRANSIT operated a fleet of just over 2100 buses. 283 buses (14%) provided service in the DVRPC region and operated accordingly: Hamilton Township garage operates 69 local buses for service in Trenton and surrounding towns in Mercer County. Washington Township garage operates 112 commuter buses for service linking the Philadelphia/Camden market with Gloucester, Cumberland, Salem, Atlantic, and Cape May Counties. Some local service operates solely in suburban Camden and Gloucester Counties. Newton Avenue Garage operates 102 local and commuter buses for service in the Philadelphia/Camden area and suburban locations mostly in Camden and Burlington Counties. Some service extends to Mercer County (#409/418 lines to Trenton) and to Gloucester County (#455 line).

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

ARRA funds added is for preventive maintenance ($2,259,000).

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**Total FY2014-2017:** 174,902  
**Total Later FY2018-2023:** 241,338
Preventive Maintenance-Rail

This program funds the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only. In 2012, average weekday ridership on the Northeast Corridor totaled over 113,000 passenger boardings per day. 2012 Average Weekday Passenger Boardings for the following stations in the DVRPC region were as follows: 4,638 at Trenton Station; 5,019 at Hamilton Station; 1,021 at Princeton Station; 6,816 at Princeton Junction. Average weekday ridership on the River Line was 8,700 passenger trips in 2012.

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Total FY2014-2017: 64.517

Total Later FY2018-2023: 109.708
The Rail Capital Maintenance project includes Rail Maintenance of Way (MOW) activities and Rail Maintenance of Equipment (MOE) activities in accordance with TTF eligibility requirements.

In 2012, average weekday ridership on the Northeast Corridor totaled over 113,000 passenger boardings per day. 2012 Average Weekday Passenger Boardings for the following stations in the DVRPC region were as follows: 4,638 at Trenton Station; 5,019 at Hamilton Station; 1,021 at Princeton Station; 6,816 at Princeton Junction.

Expenditures are for costs of projects in specific years only.

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Fiscal Year Total

| Fiscal Year Total | 3.744 | 3.744 | 3.744 | 3.744 | 3.744 |

Total FY2014-2017

| Total Later FY2018-2023 | 18.720 |
This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards. Rail vehicles operated in the DVRPC region include diesel locomotives, electric locomotives, Comet and MultiLevel coaches and EMUs. This project is funded under the provisions of Section 13 of P.L. 1995, c.10°

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**Total FY2014-2017** 4.843

**Total Later FY2018-2023** 1.168
This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles/equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

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

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**Fiscal Year Total**

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### Rail Support Facilities and Equipment

| AQCODE: M9 | This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for systemwide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT’s capital cost-sharing obligations related to use of Amtrak/Conrail facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108. |

| CMP: | Not SOV Capacity Adding |
| DB#: T37 | |
| Sponsor: | NJ TRANSIT |
| DVRPC Planning Area: | |
| CIS Program Category: Mass Transit Assets |
| Degrees of Disadvantage: 7 |
| CIS Program Subcategory: System Preservation |
| Project Manager: | |
| Municipalities: | Various |
| Sponsor: | NJ TRANSIT |
| Miles: | |
| Improvement Type: | Transit Improvements |

#### TIP Program Years ($ millions) vs. Later Fiscal Years ($ millions)

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| Total FY2014-2017 | 2.042 |
| Total Later FY2018-2023 | 25.544 |
This element provides funding for the River LINE LRT project from Camden to Trenton for annual EDA debt service payments required until FY19. Project cost of the River LINE is $1.0 billion. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

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This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was 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.

**M10**
This project is funded under the provisions of Section 13 of P.L. 1995, c.108. MATCH funds are provided from the State.

**AQCODE:** M10
**CIS Program Subcategory:** System Management
**CIS Program Category:** Local System Support

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**Fiscal Year Total**

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**CIS Program Subcategory:** System Management  
**Mileposts:** Various  
**Municipalities:** Various  
**CIS Program Category:** Local System Support  
**Project Manager:** Not SOV Capacity Adding  
**Degrees of Disadvantage:** DVRPC Planning Area:  
**Sponsor:** NJ TRANSIT

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This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

### Phase Fund TIP Program Years ($ millions) Later Fiscal Years ($ millions)

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**Fiscal Year Total**

| Fiscal Year Total | Total FY2014-2017 2.396 | Total Later FY2018-2023 3.594 |
This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations. This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This project may be suitable for ITS treatments.

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Total FY2014-2017: 1.607
Total Later FY2018-2023: 3.388
Funding during this TIP period will be used to commence with the early phase of the South Jersey Bus Rapid Transit (SJ BRT) system. Improvements include the addition of 150 new parking spaces to the existing 322 spaces at the Avandale Park and Ride, transit signal priority equipment at key intersections, offboard fare collection systems (e.g., ticket vending machines), dynamic signage at major terminals such as the Avandale Park and Ride and Walter Rand Transportation Center, and the design of enhanced BRT stops that will brand and standardize BRT shelters. This initial project activity will support the long term advancement of the SJ BRT system.

When fully completed, the SJ BRT system is expected to serve Gloucester and Camden county residents travelling between Downtown Camden and Center City Philadelphia and the Avandale Park and Ride in Winslow Township, Camden County. The total cost of the SJ BRT is approximately $46 million. The full SJ BRT line will commence at the Avandale Park and Ride lot and travel on the Atlantic City Expressway, Route 42, I-76, and I-676 to Camden and Philadelphia cities. A branch of the service will also serve a new Park and Ride lot at Delsea Drive in Gloucester County by travelling along Route 55 prior to linking the other branch of service at the merge of Routes 55 and 42.

Funding is also provided for the implementation of the Bus Rapid Transit serving Camden County, NJ including an expanded park/ride, traffic signal priority at select intersections to improve bus vehicle travel speeds, fare collection, and dynamic signage.

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

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<th>Later Fiscal Years ($ millions)</th>
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Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

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**Total FY2014-2017:** 6.247

**Total Later FY2018-2023:** 12.150
**New Jersey Transit Program**

**DB# T88 Study and Development**

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This element provides funds 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.

**Municipalities:** Various

**CIS Program Subcategory:** Study & Development

**Study & Development Fund**

**Project Manager:**

**Mileposts:** Various

**Improvement Type:** Transit Improvements

This project may be suitable for ITS treatments.

**CMP:** Not SOV Capacity Adding

**Adding Subcorr(s):** 4A, 4B, 8A, 15A

**DVRPC Planning Area:**

**CIS Program Category:** Congestion Relief

**Degrees of Disadvantage:**

**Sponsor:** NJ TRANSIT

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## Technology Improvements

**AQCODE:** M5  
This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT’s technology infrastructure to support services to customers. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**CIS Program Subcategory:** System Management  
**Mileposts:** Various  
**Improvement Type:** Transit Improvements  
This project contains ITS elements.

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**Total FY2014-2017** 27.331  
**Total Later FY2018-2023** 34.669
**DB# T42  Track Program**

**AQCODE:** M9  

"Funding is provided for an annual program of track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108."

**CIS Program Subcategory:** System Preservation  

**CIS Program Category:** Mass Transit Assets  

**DVRPC Planning Area:**  

**Sponsor:** NJ TRANSIT  

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**Fiscal Year Total**  

|              | 1.054 | 1.054 | 1.054 | 0.995 | 0.996 | 0.995 | 0.995 | 0.995 | 0.996 | 0.996 |

**Total FY2014-2017**  

|              | 4.157 |

**Total Later FY2018-2023**  

|              | 5.973 |
Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1C., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.
This program provides funding for transit expansion projects, including new station construction, ferry program, 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; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands
Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger
equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West
Shore–Hoboken to West Havenstraw; 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 LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Route
1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in
Monmouth and Ocean Counties; 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, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology
Program along with other new systemwide, 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 only for
information purposes in order to give a better understanding of total transportation funding. As shown below, there is no
Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. 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.

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NEW JERSEY TRANSIT PROGRAM
for the DVRPC FY2014 TIP
for New Jersey

DELAWARE RIVER PORT AUTHORITY/
PORT AUTHORITY TRANSIT CORPORATION
(DRPA/PATCO)
### DRPA - Rebuild PATCO Cars

**AQCODE:** M10

This project will provide for the replacement of PATCO's existing car fleet, either through new car purchase or complete rebuilding of existing cars.

The following special Federal appropriations were allocated to this project. SAFETEA-LU provided $10,000,000 under Section 1934 (ID# NJ-261, bal. avail. $4,310,000) and $40,000,000 under Section 1701.

**CMP:** Not SOV Capacity Adding

**Municipalities:** Various

**CIS Program Subcategory:** DRPA Improvement

**Project Manager:** DRPA

**Mileposts:** N/A

**Improvement Type:** Transit Improvements

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### Electrical Cable Replacement

**AQCODE:** M6

This program will provide for systemwide replacement of electrical cable to improve reliability and fire resistance.

**CMP:** Not SOV Capacity Adding

**Municipalities:** Various

**CIS Program Subcategory:** DRPA Improvement

**Project Manager:** DRPA

**Mileposts:** N/A

**Improvement Type:** Transit Improvements

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**Embarkment, Fence, and Retaining Wall Restoration/Rehabilitation**

This program will address embankment restoration to prevent erosion and preserve drainage control. Project includes fencing and retaining wall rehabilitation or replacement.

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**Install Elevators, PATCO**

Installation of ADA compliant elevators, beginning at 9th/10th, Locust Street Station, and City Hall Station in Philadelphia; Ferry Avenue Station in New Jersey; and eventually to include all PATCO stations.

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| EC    | DRPA | 10.700 |
| EC    | SECT 5309 |       |
Lindenwold Yard Tie Renewal and Overall Improvements

This project includes the replacement of ties, rails and turnout components at Lindenwold Yard. Also electrical systems and distribution of the third rail power within the yard will be modified and improved. Up to 4.5 miles of track and 53 turnouts will be replaced.

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Pedestrian Bridge and Tunnel Rehabilitation

This program will provide for preventive repairs of pedestrian bridges and tunnels owned by PATCO, including miscellaneous steel repair, concrete repair, joint filler, and spot paint. Structures to include Haddonfield Station pedestrian bridge (over PATCO); Ashland Station pedestrian bridge (over Evesham Road); Ferry Station West pedestrian tunnel; Ferry Station East pedestrian tunnel; Lindenwold Station pedestrian tunnel; Lindenwold Station pedestrian bridge.

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This project will provide for preventive maintenance expenses pertaining to activities performed on vehicles and facilities.

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## Relocation of Center Tower

This program will provide for the fit-out of the second floor of an existing Administration/Center Tower building at Lindenwold for the purpose of relocating Center Tower from Camden to Lindenwold. Additionally, it will provide for the purchase and installation of new equipment for centralized train control, traction power control, and integrated customer service/communication. This project contains ITS elements.

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### Later Fiscal Years ($ millions)

| Fiscal Year Total | 0.500 | 0.500 | 0.800 |     |      |      |      |      |      |      |

### Summary

- **Project Manager:** DRPA
- **Mileposts:** Various
- **Improvement Type:** Transit Improvements
- **CIS Program Subcategory:** DRPA Improvement
- **Sponsor:** DRPA/PATCO
- **Degrees of Disadvantage:** 6
- **Location:** Lindenwold
- **ERC:** DRPA, SECT 5309
- **CMP:** Not SOV Capacity Adding
- **Adding Subcorr(s):** 5C
- **DVRPC Planning Area:**
- **CIS Program Category:**
- **City of:** Various

---

| Fiscal Year Total | 1.800 | Total Later FY2018-2023 | 7.500 |
**DB# DR019  Smoke and Fire Control**

**AQCODE:** M6  
**CMP:** Not SOV Capacity Adding

Municipalities: Various  
CIS Program Subcategory: DRPA Improvement  
Project Manager: DRPA  
Mileposts: Various  
Improvement Type: Transit Improvements

This program will provide smoke and fire control for evacuation of patrons in emergencies. This project may be suitable for ITS treatments.

**DVRPC Planning Area:**  
**CIS Program Category:**  
**Degrees of Disadvantage:**  
**Sponsor:** DRPA/PATCO

### TIP Program Years ($ millions)

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**Total FY2014-2017:** 4.250  
**Total Later FY2018-2023:** 1.000
**Transit Enhancements (PATCO)**

This program will address transit enhancements; specific projects to be determined.

ARRA funds added is for improvements to PATCO Station lighting ($60,030).

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**Total FY2014-2017** 0.260 **Total Later FY2018-2023** 0.210

**Total for PATCO:**

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**Total FY2014-2017** 60.035 **Total Later FY2018-2023** 18.710
NEW JERSEY STATEWIDE HIGHWAY PROGRAM
for the DVRPC FY2014 TIP
for New Jersey
### Acquisition of Right of Way

**AQCODE:** Advance acquisition and demolition of key right of way parcels, easements, transportation facilities, and access and development rights to preserve transportation corridors for future transportation use.

**Municipalities:**

**CIS Program Subcategory:** Capital Program Delivery

**Project Manager:** N/A

**Mileposts:** N/A

**Improvement Type:** Roadway New Capacity

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**Total FY2014-2017:** 2.000

**Total Later FY2018-2023:** 3.000
### ADA Curb Ramp Implementation

**AQCODE:** The Federal Highway Administration requested NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory and develop an Implementation Program. A priority list of locations that are missing ADA curb ramps was developed and this funding will be applied to projects that are missing ADA curb ramps statewide. There are currently 17% of state roadway intersections that are missing curb ramps.

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**TIP Program Years ($ millions)**

**Later Fiscal Years ($ millions)**

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### Airport Improvement Program

This program funds grants to be awarded by the Commissioner of NJDOT pursuant to a competitive project application process for projects, including but not limited to, safety, preservation, rehabilitation and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, airport access roads, etc.) at public-use general aviation airports, aviation planning purposes, aviation education and promotion programs, aviation studies, airport feasibility studies, and also to provide funds to help match and capture federal funds.

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**Total FY2014-2017**: 20.000  
**Total Later FY2018-2023**: 30.000
### Asbestos Surveys and Abatements

**AQCODE:** This program provides initial funding for term agreements for advanced design services which include asbestos surveying, preparation of plans and specifications for the asbestos abatement, and the air monitoring process needed on construction contracts.

**CMP:**
- **Municipalities:**
- **CIS Program Subcategory:** Capital Program Delivery
- **Project Manager:** Britton, Jim
- **Mileposts:** N/A
- **Improvement Type:** Other

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**Fiscal Year Total:**
- **Total FY2014-2017:** 2.000
- **Total Later FY2018-2023:** 3.000

### Automatic Traffic Management System (ATMS)

**AQCODE:** This program will provide funding for the deployment program for the first Automatic Traffic management System (ATMS) in the State including all phases of design. This program will include funding for the complete delivery of the Final Design document for Automatic Traffic Management System (ATMS) for a candidate highway (I-80, I-295 or I-78). The design document will be used to deploy and carry out the actual construction of this technology for automatic operation and handling of traffic.

**CMP:**
- **Municipalities:**
- **CIS Program Subcategory:** Congestion Relief
- **Project Manager:** Mirza, Wasif
- **Mileposts:** N/A
- **Improvement Type:** Signal/ITS Improvements

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**Fiscal Year Total:**
- **Total FY2014-2017:** 30.000
This program provides funding for NJ Department of Environmental Protection mandated cyclic (2 year) inspections and the preparation and maintenance of Emergency Action Plans (EAP), Operations and Maintenance Manuals (O&M) and Hydrology and Hydraulics (H&H) engineering studies for NJDOT owned dams. If needed, minor improvements will be provided for hydraulically inadequate dams located on the state highway system.

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| Fiscal Year Total | 0.350 | 0.350 | 0.350 | 0.350 | 0.350 | 0.350 | 0.350 | 0.350 | 0.350 | 0.350 | 0.350 |

| Total FY2014-2017 | 1.400 |

| Total Later FY2018-2023 | 2.100 |
Betterments, Roadway Preservation

This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.

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<tr>
<th>Phase</th>
<th>Fund</th>
<th>TIP Program Years ($ millions)</th>
<th>Later Fiscal Years ($ millions)</th>
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</table>

Total FY2014-2017: 40.780
Total Later FY2018-2023: 61.170
**DB# X72C Betterments, Safety**

**AQCODE:** This is an ongoing program of minor improvements to the state highway system such as beam guide rail and impact attenuators, as well as safety fencing.

**CMP:**

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<td>Mileposts: N/A</td>
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**CIS Program Subcategory:** Safety

**Project Manager:** Tunnard/Bhanderi

**Mileposts:** N/A

**Improvement Type:** Intersection/Interchange Improvements

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**Total FY2014-2017:** 28.000

**Total Later FY2018-2023:** 42.000
This is a comprehensive program to ensure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access and safety. This program includes addressing bicycle, pedestrian, transit and ADA travel needs through the development of improvements on state, county and local system either by independent capital projects or through grants to counties and municipalities. Projects must make full consideration for the needs of all users.

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| Total FY2014-2017 | 24.000                         |
| Total Later FY2018-2023 | 36.000                         |
This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks.

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DB# 98315  |  Bridge Emergency Repair  
| AQCODE: | This program allows NJDOT to obtain emergency bridge repairs (through various Bridge Maintenance Contracts - i.e. Concrete Structural Repair, Structural Steel Repair, Timber Structure Repair, Movable Bridge Repair Contracts). This program also allows the NJDOT to obtain emergency technical consultant assistance for inspection and repair design when the safety of a bridge(s) is compromised due to a collision or flood damage, etc. These consultants will be available to assist Department personnel on an as-needed basis.

CIS Program Subcategory: Bridge Preservation  
Project Manager: Renman/Tunnard  
Mileposts: N/A  
Improvement Type: Bridge Repair/Replacement  

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| Total FY2014-2017 | 134.000 |
| Total Later FY2018-2023 | 210.000 |
This program provides regular structural inspection of state highway, NJ Transit highway-carrying bridges and local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible bridges.

**Phase Fund**

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<td>2018-2023</td>
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**Total FY2014-2017** 113.600

**Total Later FY2018-2023** 170.400
**DB#** X70  **Bridge Management System**

**AQCODE:**

This is a program for the development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs.

**CIS Program Subcategory:** Bridge Preservation

**Project Manager:** Renman, Greg

**Mileposts:** N/A

**Improvement Type:** Bridge Repair/Replacement

**DVRPC Planning Area:**

CIS Program Category: Bridge Assets

**Degrees of Disadvantage:**

Sponsor: NJDOT

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### Bridge Preventive Maintenance

This program provides funding for bridge preservation activities including painting as well as deck repairs and substructure repairs as a means of extending structure life. Painting contracts shall be awarded to include painting steel on various structures as an anti-corrosion and will be constituted from an approved list of bridges based on the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint rescaling, substructure concrete repairs, and sealing of the entire structure, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts shall be awarded to preserve and prolong the useful service life of bridges in accordance with the NJDOT Bridge Preventive Maintenance Program.

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**Total FY2014-2017**: 171,000

**Total Later FY2018-2023**: 280,000
### Bridge Replacement, Future Projects

**DB# 08381**  
**AQCODE:** Various  
**CIS Program Subcategory:** Bridge Preservation  
**Project Manager:** Renman, Greg  
**Mileposts:** N/A  
**Improvement Type:** Bridge Repair/Replacement

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### Bridge Scour Countermeasures

**DB# 98316**  
**AQCODE:** Various  
**CIS Program Subcategory:** Bridge Preservation  
**Project Manager:** Lambert, Dave  
**Mileposts:** N/A  
**Improvement Type:** Bridge Repair/Replacement

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**Capital Contract Payment Audits**

This program provides funding for the auditing of capital project contract invoices that involve reimbursement of direct and overhead costs. The Federal Highway Administration requires such audits on all engineering firms doing business with the NJDOT in order to ensure accurate billing of project costs.

**Phase** | **Fund** | **TIP Program Years ($ millions)** | **Later Fiscal Years ($ millions)**
--- | --- | --- | ---
--- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ---
EC | STATE | 1.500 | 1.500 | 1.500 | 1.500 | 1.500 | 1.500 | 1.500 | 1.500 | 1.500 | 1.500 | 1.500

**Fiscal Year Total**

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**Total FY2014-2017** | **6.000**

**Total Later FY2018-2023** | **9.000**
**Congestion Relief, Intelligent Transportation System Improvements**  
*(Smart Move Program)*

**AQCODE:**  
This is a program of low-cost, quick-turnaround intelligent transportation system (ITS) improvements to improve traffic flow and provide traveler information on the state’s transportation system. This program will provide for the deployment of these through separate ITS projects or be added within other roadway and bridge infrastructure preservation projects to effectively complete these at the minimum cost and disruption to traffic during construction. Design support to add ITS components and/or standards may be accomplished through using consultants. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment could include Dynamic Message Signs to provide real time traffic conditions in strategic locations to allow the motoring public to make informed decisions on possible alternatives.

**Project Manager:** Mirza, Wasif  
**CIS Program Subcategory:** Congestion Relief  
**Mileposts:** N/A  
**Improvement Type:** Signal/ITS Improvements  
**Municipalities:**  
**DVRPC Planning Area:**  
**CIS Program Category:** Congestion Relief  
**Sponsor:** NJDOT

### TIP Program Years ($ millions)

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### Total FY2014-2017: 8.000  
### Total Later FY2018-2023: 12.000
**DB# 02378**

**Congestion Relief, Operational Improvements (Fast Move Program)**

This is a program of low-cost, quick-turnaround capital improvements to relieve congestion at key bottleneck locations throughout the state.

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**Total FY2014-2017** 8.000

**Total Later FY2018-2023** 12.000
In order to provide inspection of construction projects on an as-needed basis, the NJDOT provides term agreements. This service also provides materials inspection of structural steel and precast concrete produced at out-of-state fabrication facilities.

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This program will provide a replacement system for the current information technology (IT) systems supporting the Estimating through Awarding of Construction Projects. It will also implement IT systems for Construction Management, Materials and Civil Rights including annual licensing fees.

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Total FY2014-2017: 2.600
Total Later FY2018-2023: 4.200
**DB# 99322A  Culvert Inspection Program, Locally-owned Structures**

| AQCODE: | This program will provide for regular structural inspection of county-owned and locally-owned highway bridges of less than 20 feet. |

| CMP: | DVRPC Planning Area: |

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<td>Improvement Type:</td>
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**Fiscal Year Total**

|------|------|------|------|------|------|------|------|------|------|

**Total FY2014-2017** 18.000

**Total Later FY2018-2023** 27.000

---

**DB# 993322  Culvert Inspection Program, State-owned Structures**

| AQCODE: | This program provides for the inspection of state-owned highway bridges less than 20 feet in length. |

| CMP: | DVRPC Planning Area: |

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**Total FY2014-2017** 3.200

**Total Later FY2018-2023** 4.800
Culvert replacements will be initiated based on the results of the culvert inspection program. It is anticipated that these culverts will be replaced in the same location with basically the same waterway opening size and will require minimal utility involvement.

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|  | Total FY2014-2017 | 12.000 | Total Later FY2018-2023 | 18.000 |
**DBE Supportive Services Program**

This is a federal grant program which provides support to individual Disadvantaged Business Enterprise (DBE) contractors through technical assistance, on-site visits, DBE conferences, newsletters, and similar types of assistance.

**Municipalities:**
- Sponsor: NJDOT
- Cities of: N/A

**CIS Program Subcategory:**
- Capital Program Support
- CIS Program Category: Capital Program Delivery
- Degrees of Disadvantage:

**Phase Fund**

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**TIP Program Years ($ millions)**

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**Later Fiscal Years ($ millions)**

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**Total FY2014-2017**

| 1.000 |

**Total Later FY2018-2023**

| 1.500 |
This program provides initial funding for Capital Program Management task order agreements as well as projects emerging from concept development. Funding is also provided for review of projects and for advanced design services which include, but are not limited to the following functions: development of base plan for final design; location of existing features within footprints, such as project monumentation, topography, utilities and drainage, using Subsurface Utility Engineering (SUE), General Field survey, Global Positioning System survey, Primary Control survey and Aerial photography; geotechnical work, specifically soil borings; administrative work needed to set budgets and manpower for right of way acquisition; asbestos surveying or plans, specifications and air monitoring for abatement process.

### Design, Emerging Projects

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### Design, Geotechnical Engineering Tasks

**AQCODE:** This program will provide funding for term agreements to obtain consultant services to perform Geotechnical Services for various projects within the geographical confines of the state of New Jersey. The work covered by this agreement will be limited to Geotechnical Engineering Services and consists of two major tasks: conducting subsurface exploration programs and providing geotechnical designs and analysis for bridge and structure foundations, roadway engineering and rock engineering.

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### Disadvantaged Business Enterprise

**AQCODE:** This is a federal grant to provide an integrated program of training and business development services to expand the capacity of Disadvantaged Business Enterprise (DBE) firms to more equitably compete for public works contracts in the State.

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### New Jersey Statewide Program

#### Drainage Rehabilitation & Improvements

**DB#**: X154D  
**AQCODE**: This program funds low-cost/high-value drainage projects on the state highway drainage system.

**CIS Program Subcategory**: Roadway Preservation  
**Mileposts**: N/A  
**Improvement Type**: Roadway Rehabilitation

#### Funding Table

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**Total FY2014-2017**: 20.000  
**Total Later FY2018-2023**: 30.000
**DVRPC FY2014-2017 TIP for NJ**

**New Jersey Statewide Program**

**Various**

### DB# X154

**Drainage Rehabilitation and Maintenance, State**

#### AQCODE:

This program provides funding for the rehabilitation and maintenance of state highway drainage systems, which may include: removal of material, video inspection, contract salary costs, retrofitting inlet covers due to Stormwater Management Regulations, acquisition and maintenance of specialized drainage equipment.

#### CMP:

- **Municipalities:** N/A
- **CIS Program Subcategory:** Roadway Preservation
- **Project Manager:** Tunnard/Bhanderi
- **Mileposts:** N/A
- **Improvement Type:** Roadway Rehabilitation
- **DVRPC Planning Area:**
- **CIS Program Category:** Road Assets
- **Degrees of Disadvantage:**
- **Sponsor:** NJDOT

#### EC STATE

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This program provides funding for purchasing materials in addition to replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are highway lighting, sign lighting, cathodic protection for bridges, road weather information systems and traffic counting/monitoring sites.

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Total Later FY2018-2023: 32.676
**DB# 04324 Electrical Load Center Replacement, Statewide**

**AQCODE:** This project will provide for the betterment of the existing highway lighting facilities. The existing facilities do not comply with current electrical code and replacement equipment is not available. Due to high traffic volumes, maintenance of the existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. ROW acquisition may be required.

**Municipalities:**
**CIS Program Subcategory:** Capital Program Support
**Improvement Type:** Streetscape

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**TIP Program Years ($ millions)**

**Later Fiscal Years ($ millions)**

**Total FY2014-2017:** 10.000  **Total Later FY2018-2023:** 24.000
Environmental Investigations

This program provides funding for environmental assessment work products provided on a quick-response basis through specialized task-order consultant agreements in such areas as ecology, hazardous waste investigations, cultural resource investigations and National Environmental Policy Act, and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements requiring 100% state funding. This general program will, furthermore, provide for the cleanup at various locations, of gasoline UST Discharge, reduction and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of transportation facilities.

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### Environmental Project Support

This program provides for environmental services for the following activities: Land Use Regulation Program permit and preparation payments; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources mitigation; hazardous waste investigations and studies and payments; hydrology/hydraulic investigations and studies, permits and payments; and Air/Noise studies. These activities are in support of meeting environmental commitments and prevent costly violations.

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#### Total FY2014-2017: 1.700

#### Total Later FY2018-2023: 3.300
### Equipment (Vehicles, Construction, Safety)

This program provides funding for the direct purchase or lease/rental of replacement or new equipment to include, but not limited to the following: construction equipment, snow plow trucks, light duty trucks, passenger vehicles including vans & cars, radios, rollers, concrete mixers, asphalt spreaders, trailer-mounted arrow boards, safety trucks, portable light towers, truck-mounted attenuators, portable message boards, emergency service patrol vehicles, incident management response trucks, vehicle fuel system hardware and software, HARs trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment will support the expanded capital, safety and maintenance programs. Part of this funding should be used to replace equipment that is over-age and that has fallen behind the planned life cycle due to recurring budget shortfalls and budget cuts in the equipment area.

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**Total FY2014-2017**: 62.000

**Total Later FY2018-2023**: 120.000
### Ferry Program

#### AQCODE:

This program provides federal dollars allocated from the Ferry Boat Discretionary Fund program for construction/improvement to ferry boats and ferry terminals. Funding comes from set-aside funds and potential earmarks.

#### Municipalities:

- Sponsor: NJDOT

#### CIS Program Subcategory:

- Intermodal Programs

#### Mileposts:

- N/A

#### Improvement Type:

- Other

#### TIP Program Years ($ millions)

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#### Total FY2014-2017: 8.000

#### Total Later FY2018-2023: 12.000
This program provides funding for the rehabilitation and improvement of key elements of the NJ rail freight network, including acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program, matching of federal funds, and participation in other projects and programs for improvement of the intermodal goods movement network and support of economic development initiatives.

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**Highway Safety Improvement Program Planning**

This item consists of two programs: Safety Management System (SMS) safety improvement projects and Rail-Highway safety improvement projects. SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associated with safe corridors and intersection improvement programs in an effort to reduce crashes and crash severity on New Jersey's roadways. Safe Corridor Program currently includes portions of Rt. 1, 9, 22, 40, 46, 47, 73 and 206. The Intersection Improvement Program includes right angle, left turn, same direction and pedestrian crash intersection locations. Rail-Highway Program will continue onsite inspection of public grade crossing to identify rail-highway grade crossing hazards to develop and implement rail-highway grade crossing safety improvements.

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### Intelligent Transportation System Resource Center

This program includes the development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, ITS Deployment Plan, and a Work Zone Mobility Monitoring Program. The center will also conduct research, operational tests, evaluation of deployment scenarios and strategies, training and outreach to develop best practices for implementation of ITS.

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**TIP Program Years ($ millions)**

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**Total FY2014-2017** 13.000

**Total Later FY2018-2023** 18.000
**Intersection Improvement Program (Project Implementation)**

This program provides for the implementation of safety and operational improvements at intersections identified by the Highway Safety Improvement Program as having significant safety problems. This program also includes right angle, left turn and pedestrian crash occurrences at intersection locations.

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**TIP Program Years ($ millions)**

**Later Fiscal Years ($ millions)**

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### Interstate Service Facilities

This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.

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**Total FY2014-2017**: 0.400

**Total Later FY2018-2023**: 0.600
### Various

**DB# 13305**

**Job Order Contracting**

| AQCODE: | Utilize Job Order Contracting (JOC) to better manage and control cost associated with urgent bridge repairs. This project utilizes a 3rd party vendor to control the bid award process for road & bridge projects with an estimated repair cost under $1M per project. |

**CMP:**

**Municipalities:**

**CIS Program Subcategory:**

**Project Manager:** Tunnard/Ghorbani

**Mileposts:** N/A

**Improvement Type:** Other

**DVRPC Planning Area:**

**CIS Program Category:** Bridge Assets

**Degrees of Disadvantage:**

**Sponsor:** NJDOT

#### TIP Program Years ($ millions)

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#### Later Fiscal Years ($ millions)

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10/2/2015
DB# X137  Legal Costs for Right of Way Condemnation  

AQCODE:  
This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

CMP:  
Municipalities:  
CIS Program Subcategory:  
Project Manager:  
Mileposts:  
Improvement Type:

DVRPC Planning Area:  
CIS Program Category: Capital Program Delivery  
Degrees of Disadvantage:
Sponsor: NJDOT  

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Total FY2014-2017  6.400  
Total Later FY2018-2023  9.600

DB# 10347  Local Aid Consultant Services  

AQCODE: X1  
Funding for consultant services to assist local public agencies in administering projects and providing oversight to recipients receiving Local Aid funds. Services also include providing overall quality assurance and quality control for the project delivery process.

CMP:  
Municipalities:  
CIS Program Subcategory:  
Project Manager:  
Mileposts:  
Improvement Type:

DVRPC Planning Area:  
CIS Program Category: Local System Support  
Degrees of Disadvantage:
Sponsor: NJDOT  

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Total FY2014-2017  0.500  
Total Later FY2018-2023
### Local Aid Grant Management System

**AQCODE:** This program provides for the development and implementation of a web-based grant management system to facilitate customer service to grantees and enable better management of grant funds, both state and federal.

**Municipalities:** Local Aid

**CIS Program Subcategory:** Local Aid

**Project Manager:** Abuhuzeima, Shukri

**Mileposts:** N/A

**Improvement Type:** Roadway Rehabilitation

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**Total FY2014-2017:** 0.400

**Total Later FY2018-2023:** 0.600

### Local Aid, Infrastructure Fund

**AQCODE:** This program provides local aid funding for counties and municipalities in addition to funding provided by the basic Trust Fund Act program.

**Municipalities:** Local Aid

**CIS Program Subcategory:** Local Aid

**Project Manager:** Bruccoleri, Dave

**Mileposts:** N/A

**Improvement Type:** Roadway Rehabilitation

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**Total FY2014-2017:** 30.000

**Total Later FY2018-2023:** 45.000
### Local Bridges, Future Needs

**AQCODE:** Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system.

**DB# 08387**

**CIS Program Subcategory:** Bridge Preservation  
**Project Manager:** Tessema, Adnew  
**Mileposts:** N/A  
**Improvement Type:** Bridge Repair/Replacement

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**Total FY2014-2017:** 100,000  
**Total Later FY2018-2023:** 150,000

### Local Municipal Aid, Urban Aid

**AQCODE:** This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.

**DB# X98Z**

**CIS Program Subcategory:** Local Aid  
**Project Manager:** Abuhuzeima, Shukri  
**Mileposts:** N/A  
**Improvement Type:** Roadway Rehabilitation

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**Total FY2014-2017:** 20,000  
**Total Later FY2018-2023:** 30,000
**Maintenance & Fleet Management System**

This program provides for the continued operation and system upgrades of the Maintenance & Fleet Management Systems. These systems provide enhanced data accumulation and cost management dissemination capabilities for maintenance operations and a required compatible data source for related systems that are required for federal funding justification (Pavement and Bridge Management Systems). Also included will be the purchase of equipment for the NJDOT fleet and funding for monthly air-time fees.

**TIP Program Years ($ millions)**

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**Total FY2014-2017**: 4.000

**Total Later FY2018-2023**: 6.000
### Maritime Transportation System

This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes navigable channels, dredging and dredged material management technologies, marine environment enhancements, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix. Funding may also be provided for the Port Jersey channel dredging project.

**Project Manager:** Boehm, Genevieve

**CIS Program Subcategory:** Intermodal Programs

**Mileposts:** N/A

**Improvement Type:** Other

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**Total FY2014-2017: 4.000**

**Total Later FY2018-2023: 6.000**

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### Median Crossover Protection Contract #12

This project involves the installation of a Dual Faced/Modified Thrie Beam Guiderail in 21.05 miles of median of various Interstates, Freeways and Expressways in the Central and Southern Region. The various locations are I-295, MP 60.4 - 67.51; I-287, MP 29.3 - 29.5; I-195, MP 3.54 - 4.33 & MP 22.8 - 34.17; 138, MP 0.72 - 3.22; 55, MP 20.8 - 52.3; 29, MP 4.75 - 8.85; 18, MP 14.44 - 16.56. Use Non-vegetative Surface, Porous HMA under guiderail.

**Project Manager:** Kaushal, Kunal

**CIS Program Subcategory:** Safety

**Mileposts:** Various

**Improvement Type:** Intersection/Interchange Improvements

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| Fiscal Year Total | 10.512 |

**Total FY2014-2017: 10.512**

**Total Later FY2018-2023: 10.512**
### Minority and Women Workforce Training Set Aside

**State law requires that an allocation of one half of one percent for State construction contracts over $1 million is set aside for minority and women outreach and training purposes. Training and outreach activities will have particular emphasis on contractors who do not meet workforce goals. This requirement is delineated under NJAC 17:27-7.4. NJDOT is committing to the training requirement on a programmatic level rather than on a project-by-project level.**

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**Total FY2014-2017** 4.000

**Total Later FY2018-2023** 6.000
This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Workzone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations’ strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist’s information sharing (511), (d) “Every Day Counts” initiatives, (e) incorporation of adaptive signal systems, (f) hard shoulder use, (g) performance measures and, (h) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers; development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database; and funding for TRANSCOM. This program will support NJDOT’s traffic signal optimization efforts and the Arterial Management Center. The funding for utilization of the New Jersey Institute of Technology (NJIT) and/or other academic institution(s) as a resource center for ITS research or utilization of their expertise for NJDOT assistance will be maintained in its entirety.

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DVRPC Planning Area: CIS Program Category: Congestion Relief
Degrees of Disadvantage: Sponsor: NJDOT

Municipalities: N/A
CIS Program Subcategory: Mobility and Systems Engineering Program
Project Manager:
Mileposts: N/A
Improvement Type: Signal/ITS Improvements
New Jersey Statewide Program

### Various

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### DB# X233 Motor Vehicle Crash Record Processing

**AQCODE:** This program provides the in-house Crash Records unit with upgraded equipment and new methodology. The comprehensive crash record database will include driver/crash correlation, crash location, data for driver updates, and database cleaning (correction) process. Data entry, scanning and imaging will be performed by a private contractor.

**DB#** X233  **Motor Vehicle Crash Record Processing**

|-------|------|------|------|------|------|------|------|------|------|------|------|

**Total FY2014-2017** 14.000  **Total Later FY2018-2023** 21.000
### Orphan Bridge Reconstruction

**NCODE**

This program provides for the engineering and construction of orphan bridges. These bridges will be designed utilizing in-house and task order designers. The bridges will be reconstructed in the existing footprint, with the abutments being repaired and the superstructures being replaced with prefabricated/precast systems whenever possible.

**CIS Program Subcategory:** Bridge Preservation  
**Mileposts:** N/A  
**Improvement Type:** Bridge Repair/Replacement  
**Municipalities:**  
**Project Manager:** Tunnard/Ghorbani  
**Sponsor:** NJDOT

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**DB# X28B**  
**Park and Ride/Transportation Demand Management Program**  

**AQCODE:** This program supports TDM options for carpooling, vanpooling, and transit by providing funding for leases for park and rides in areas with high demand areas throughout the state. The department continues to support funding for approximately 15 leased park and rides statewide to assist with reducing air pollution, congestion and improve air quality.

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**TIP Program Years ($ millions)**  
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**Total FY2014-2017** 4.000  
**Total Later FY2018-2023** 6.000
This program will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey’s Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey’s highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

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### Pedestrian Safety Improvement Design and Construction

This is a dedicated funding line item for pedestrian safety projects in high crash corridors and near transit facilities. These funds are being used for pedestrian safety enhancements at intersections, sidewalk installation, and traffic calming measures, new state-of-the-art technologies for safe pedestrian crossings, signage and striping.

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**Total FY2014-2017**: 16.000  
**Total Later FY2018-2023**: 24.000
Pedestrian Safety Improvement Program

This is a zone-based approach to reduce pedestrian crashes and/or fatalities. Each zone would be identified through crash history data and estimated rates of exposure to motor vehicles/pedestrian conflicts. Each zone would be examined by NJDOT’s Safety Impact Teams who will conduct Road Safety Audits and make recommendations for engineering improvements. These areas will be focus areas for enhanced education and enforcement measures. This program will be monitored for success.

Municipalities: Day, William
CIS Program Subcategory: Intermodal Programs
Project Manager: N/A
Mileposts: Bicycle/Pedestrian Improvement

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Total FY2014-2017: 2.500
Total Later FY2018-2023: 3.000
This program will provide for major repairs, rehabilitation, and replacement of the NJDOT physical plant facilities which are not in compliance with fire and safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.

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### Total FY2014-2017

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### Total Later FY2018-2023

42.000
### Planning and Research, Federal-Aid

**AQCODE:** NJDOT will continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.

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#### TIP Program Years ($ millions)

|-------------------|------|------|------|------|------|------|------|------|------|------|
### DB# X140 Planning and Research, State

**AQCODE:** This program will provide for planning activities which include needs assessments, geometric deficiencies, local aid assistance, congestion management, travel market analysis, formulation of a new statewide plan, facilitating/implementing intermodalism, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.

**CMP:**
- Municipalities:
- CIS Program Subcategory: Capital Program Delivery
- Project Manager: Lewis, James
- Mileposts: N/A
- Improvement Type: Other

**CIS Program Category:** Capital Program Delivery

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**Fiscal Year Total:**
- **Total FY2014-2017:** 4.000
- **Total Later FY2018-2023:** 6.000

**DVRPC Planning Area:**
- **CIS Program Category:** Capital Program Delivery
- **Degrees of Disadvantage:**
- **Sponsor:** NJDOT
Pre-Apprenticeship Training Program for Minorities and Women

This program will provide funding for a pre-apprenticeship program to train minorities and women to qualify for entry into union apprenticeship programs and employment on NJDOT construction projects.


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Total FY2014-2017: 2.000
Total Later FY2018-2023: 3.000

Program Implementation Costs, NJDOT

This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the Capital Program. This funding is allocated for multi-year and previously authorized project costs.


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Total FY2014-2017: 398.000
Total Later FY2018-2023: 694.800
This program will provide funding for Concept Development and Preliminary Engineering work on various identified projects on the state transportation system. Functions to be performed include, but are not limited to, data collection including traffic counts and review of as-built plans, evaluation of existing deficiencies, evaluation of existing safety conditions, environmental screenings, assessment of right-of-way and access impacts, assessment of environmental impacts, identification of a Preliminary Preferred Alternative, National Environmental Protection Agency classification, estimates, technical environmental studies, base mapping/surveying, utility investigations, right of way research and estimates, drainage investigations, geotechnical investigations, engineering in support of the environmental document, an approved environmental document, cost estimates and community outreach/involvement.
### Project Enhancements

This program provides funding for new methodology for the advancement of the Capital Program due to changes in policy and procedures. This program will provide enhanced data accumulation and advanced dissemination capabilities for senior management.

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**TIP Program Years ($ millions)**

**Later Fiscal Years ($ millions)**

**Total FY2014-2017**: 0.400

**Total Later FY2018-2023**: 0.600
### Rail-Highway Grade Crossing Program, State

This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects.

This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations are identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.

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### Total FY2014-2017

| Total FY2014-2017 | 18.800 |

### Total Later FY2018-2023

| Total Later FY2018-2023 | 34.200 |
New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Division of Parks and Forestry. Under the program, a minimum of 30 percent of the project funding must be provided for motorized trail projects (ATVs, dirt bikes, snowmobiles), 30 percent for non-motorized (hiking, biking, horseback riding), and 40 percent for diverse use, which is any combination of motorized and non-motorized trail user types. New Jersey has established a maximum grant award of $25,000 for non-motorized and diverse projects. Grantees must match 20 percent of the total project costs.
This is a program of low-cost, quick turn around capital improvements to be accomplished under the management of the NJDOT Office of Landscape Architecture and the Regional Director for Regional Operations in each of the NJDOT regions. Also included is funding for small-scale landscape contracts to minimize adverse effects of a highway where engineering solutions are prohibitive.

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**Total FY2014-2017**: 3.000

**Total Later FY2018-2023**: 10.500
Restripping Program & Line Reflectivity Management System

This program is administered by NJDOT and will provide for the application of long-life pavement markings and raised pavement markers on the state highway system. In addition, a new Line Reflectivity Management Unit was formed within Maintenance Engineering and Operations, to take reflectivity readings of pavement markings in order to more efficiently develop the annual striping program for NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.

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Total FY2014-2017: 60.000
Total Later FY2018-2023: 90.000
**Resurfacing Program**

This is a comprehensive program of providing renewed riding surfaces to state highways to prolong the life of the pavement and provide a smoother ride for users of the system. The resurfacing program is a key component of NJDOT's broader Pavement Management Program, which is aimed at preserving and extending the life of state highways. Individual highway segments are selected for resurfacing or other treatments through the NJDOT's pavement management system. The program consists primarily of the resurfacing of highway segments, but may also include selected repair activities, minor upgrades such as curbing, application of long-life pavement markings and raised pavement markers on the state highway system and acquisition of essential equipment and materials.

<table>
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<th>Phase Fund</th>
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**TIP Program Years ($ millions)**

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<th>2016</th>
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**Later Fiscal Years ($ millions)**

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**Total FY2014-2017** | **Total Later FY2018-2023**  | **350.000** | **750.000** |
This program provides for the design and construction of pavement resurfacing projects. This line item will be utilized to provide pavement recommendations, survey, aerial photography, photogrammetry, base mapping and engineering needed to prepare contract documents to advertise resurfacing projects as well as provide for contractor services to construct resurfacing projects. Project lists will be developed by using the Pavement Management System and visual inspection of the roadway segments in need of repair.

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<tr>
<th>Phase Fund</th>
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**Fiscal Year Total**

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**Right of Way Database/Document Management System**

This program provides funding to update the existing Access database with a system that is approved and supported by the Division of Information Technology. This “next generation” system will have scheduling, document production, management control, GIS and extensive reporting capabilities. All information of the proposed system has been presented to Information Technology and has the advocacy of CPM’s senior management as well as the Department's Office of the Inspector General. Occasional upgrades may be required.

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<tr>
<th>Phase</th>
<th>Fund</th>
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| Fiscal Year Total | 0.100 | 0.100 | 0.100 |

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<th>2020</th>
<th>2021</th>
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<th>2023</th>
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**Total FY2014-2017** 0.300

**Total Later FY2018-2023**
This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way component of the capital program delivery process.

Due to staff reduction, it may be necessary to increase consultant force. The agreements will be established based on initial binding amounts of $10,000, with the funding of individual task order assignments referenced to project specific state and federal right of way accounts.

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<thead>
<tr>
<th>Total FY2014-2017</th>
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<tr>
<td>Total Later FY2018-2023</td>
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### Safe Corridors Program (Project Implementation)

This program will provide for the identification and implementation of safety improvements along the Safe Corridor locations as outlined in the Safety First Initiative. These currently include portions of Routes 1, 9, 22, 40, 46, 47, 73 and 206. The safety improvements proposed are striping, signage, crosswalks, bus shelters, handicap ramps, bicycle accommodations, travel lane modifications, resurfacing, changes in accommodating "U" turns, pedestrian refuge islands, corner modifications and innovative technology, i.e. pedestrian/bicycle detectors, etc.

<table>
<thead>
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<th>Municipalities:</th>
<th>DVRPC Planning Area:</th>
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<tbody>
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<td>Safety</td>
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<td>Bicycle/Pedestrian Improvement</td>
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| Improvement Type: | |
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#### TIP Program Years ($ millions) vs. Later Fiscal Years ($ millions)

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| Total FY2014-2017 | 10,000 |
| Total Later FY2018-2023 | 15,000 |
This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools. Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator.

In 2014, the DVRPC region was allocated $1,225,200 SRTS funds. The following five SRTS projects in the region will draw from this Statewide SRTS line Item DB #99358 at the appropriate time for obligation:
1. Burlington County - Pedestrian Infrastructure Upgrades (Access & Safety), Campus - Schools 1,2,3 - $92,000;
2. Camden County - Morgan Village Safe Routes to School Project - $317,200;
3. Camden County - Collingswood Safe Routes to School and Traffic Calming - $241,000;
4. Mercer County - Pedestrian Upgrades to Two Harrison Street Traffic Signals - $300,000;
5. Mercer County - Improvements to Stockton Street and Joseph Street - $275,000.

DVRPC received 40 applications that requested just under $14 million in SRTS funds from our region. The projects were evaluated by the SRTS subcommittee using the agreed upon selection criteria from NJDOT. The SRTS Subcommittee recommended the five projects shown above to be selected in the DVRPC region.
### Safe Streets to Transit Program

**AQCODE:** Various

This program identifies areas around train stations or bus stops and analyzes the risk based on crash history and exposure. Once the areas are identified, this program develops multi-modal improvement plans to address the issues.

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**Fiscal Year Total:**

|                  | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |

**Total FY2014-2017:** 4.000

**Total Later FY2018-2023:** 6.000

### Salt Storage Facilities - Statewide

**AQCODE:** Various

Construction of new salt barns at various maintenance yards across the State (1 per Region) to improve snow and ice removal capabilities and response time.

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**Fiscal Year Total:**

|                  | 4.500 |

**Total FY2014-2017:** 4.500

**Total Later FY2018-2023**
Funding is being provided for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign structures, including overhead, cantilever and variable message structures on state routes. This program also provides for the inspection of approximately 200 high mast light pole structures on state roadways.

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Total FY2014-2017: 6.400
Total Later FY2018-2023: 9.600
This program provides for the rehabilitation/replacement of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. A number of existing signs have been found to have fatigue cracking that necessitates action. There are approximately 650 aluminum sign structures in the State and most approaching their design life of 50 years. Accelerated replacement of these structures is required to address this issue.

**Phase** | **Fund** | **TIP Program Years ($ millions)** | **Later Fiscal Years ($ millions)**
--- | --- | --- | ---
ERC STP | 2014 | 2.000 | 5.000
 | 2015 | 2.000 | 5.000
 | 2016 | 2.000 | 5.000
 | 2017 | 2.000 | 5.000
 | 2018 | 2.000 | 10.000
 | 2019 | 2.000 | 10.000
 | 2020 | 2.000 | 10.000
 | 2021 | 2.000 | 10.000
 | 2022 | 2.000 | 10.000
 | 2023 | 2.000 | 10.000

**Fiscal Year Total**
- **2014-2017**: 8.000
- **Total Later FY2018-2023**: 45.000
**Signs Program, Statewide**

**AQCODE:** This program provides funding for the systematic upgrade of State highway signs, including refurbishing of deteriorated signs, installation of new signs, replacement of signs not in compliance with the current MUTCD (Manual on Uniform Traffic Control Devices), and improvement and updating of messages.

**Phase**  | **Fund**  | **2014** | **2015** | **2016** | **2017** | **2018** | **2019** | **2020** | **2021** | **2022** | **2023**
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EC NHPP  |  | 0.500 |  |  |  |  |  |  |  |  | 0.500
EC STATE |  | 2.000 |  |  |  |  |  |  |  |  | 2.000
EC NHPP  |  |  | 0.500 |  |  |  |  |  |  |  | 0.500
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**Fiscal Year Total**  | **2014** | **2015** | **2016** | **2017** | **2018** | **2019** | **2020** | **2021** | **2022** | **2023**
--- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ---
2.500 | 2.500 | 2.500 | 2.500 | 2.500 | 3.000 | 3.000 | 3.000 | 3.000 | 3.000 | 3.000

**Total FY2014-2017**  | **10.000**
**Total Later FY2018-2023**  | **17.500**
### DB# X150: State Police Enforcement and Safety Services

**AQCODE:**
This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.

**Municipalities:**

**CIS Program Subcategory:** Capital Program Delivery

**Project Manager:** Maruca, Ron/Rizzo, Antonio

**Mileposts:** N/A

**Improvement Type:** Other

**DVRPC Planning Area:**

**CIS Program Category:** Capital Program Delivery

**Sponsor:** NJDOT

|-------|------|------|------|------|------|------|------|------|------|------|------|

**Fiscal Year Total**

|------|------|------|------|------|------|------|------|------|------|

**TIP Program Years ($ millions)**

**Later Fiscal Years ($ millions)**

|------|------|------|------|------|------|------|------|------|------|

**Total FY2014-2017** 14,000

**Total Later FY2018-2023** 21,000
Statewide Traffic Operations and Support Program

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.

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Total FY2014-2017: 84.000

Total Later FY2018-2023: 142.500
Title VI and Nondiscrimination Supporting Activities

This is a State funded program that will support the activities required to ensure nondiscrimination in the delivery of the NJDOT Capital Program and related projects. Activities include, but are not limited to informational training sessions, translation services and the development of informational material (e.g., pamphlets, brochures, training guides and letters) disseminated to the public and in languages other than English as necessary.

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Total FY2014-2017: 0.450
Total Later FY2018-2023: 0.900
This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and restoration of Traffic Monitoring Systems (TMS) and continuous traffic counting installations; and acquisition of equipment to upgrade and to replace equipment which has failed. Site selection is made in accordance with federal requirements for the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams; and local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; and to initiate/update a Roadway Digital Imaging Program.

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<th>Phase Fund</th>
<th>TIP Program Years ($ millions)</th>
<th>Later Fiscal Years ($ millions)</th>
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<td>Total FY2014-2017</td>
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### Traffic Signal Replacement

This program provides for the purchase of materials and installation of new and upgraded traffic signals statewide and related improvements to the operation of signals. This program will provide for the replacement of traffic signals on an annual basis and assist regional operations in the rehabilitation and maintenance of our highway lighting system. It also includes the replacement of energy efficient LED indicators (State). Through a traffic signal management system that will provide a condition rating of the signal equipment integrated with crash data and congestion management system data, this program (to be developed via consultant RFP, analyzing corridor segments and creating a safety ranking based on MUTCD compliance, pedestrian facilities, controller capabilities, method of detection, accessibility, and other factors) will prioritize the signals for replacement based on the above data. The results of the priority locations will be to systematically replace aging signal equipment, optimize the operation of the signal, and provide maximum efficiency of the intersection (HSIP).

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**Total FY2014-2017**

| 40.444 |
This program provides for the assessment, planning, development and delivery of training and employee development programs inclusive of equipment, materials and software necessary to advance the skills and knowledge of Department employees to implement the Capital Program.

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Total FY2014-2017: 4.000
Total Later FY2018-2023: 6.000
This program will provide dedicated funding to local governments that have been selected for inclusion in the Transit Village Program. Projects which may be funded under this program are bike paths, sidewalks, streetscaping, and signage.

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**Total FY2014-2017**: 4.000

**Total Later FY2018-2023**: 6.000
### Transportation Alternatives Program

**AQCODE:** X12  
**DB#:** X107

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements.

In 2014, the DVRPC region was allocated $3,536,000 TAP funds. The following five TAP projects in the region will draw from this Statewide TAP line Item DB #X107 at the appropriate time for obligation:

1. Burlington County - Delaware River Heritage Trail, Route 130 Bypass, Fieldsboro to Florence Connector Trail - $750,000;
2. Camden County - Benjamin Franklin Bridge South Walkway Bicycle and Pedestrian Ramp Project - $800,000;
3. Camden County - Pennsauken-Merchantville Multi-Use Trail - $755,000;
4. Gloucester County - Multi-Modal Transportation Improvements to Mantua Avenue, from Monroe Avenue to Marion Avenue - $900,000;
5. Mercer County - Peddie Lake Dam Pedestrian Bridge - $331,000.

DVRPC received 39 applications that requested approximately $29.5 million in TAP funds from our region. The projects were evaluated by the TAP subcommittee using the agreed upon selection criteria from NJDOT. The TAP Subcommittee recommended the five projects shown above to be selected in the DVRPC region.

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**Total FY2014-2017:** 24.638  
**Total Later FY2018-2023:** 43.410
### Various

**DB# 02393**  
**Transportation and Community System Preservation Program**  
**AQCODE:** This program provides federal funding for various projects under the Transportation and Community System Preservation Program. The funding for these projects are earmarked via various federal appropriations acts.

**Municipalities:** Local Aid  
**CIS Program Subcategory:** Local Aid  
**Project Manager:** Abuhuzeima, Shukri  
**Mileposts:** N/A  
**Improvement Type:** Other

#### DVRPC Planning Area:
- CIS Program Category: Local System Support
- Degrees of Disadvantage: Local Lead
- Sponsor: Local Lead

#### TIP Program Years ($ millions)

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#### Total FY2014-2017  
**16.000**

#### Total Later FY2018-2023  
**24.000**
This funding is utilized to continue the management of the Owned and Leased Park and Ride Program and the remaining efforts as they relate to the 1-800-CARPOOL program which also includes maintaining the RidePro ride matching software program.

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Total FY2014-2017: 0.920
Total Later FY2018-2023: 1.380
This program includes reducing traffic-related fatalities, injuries and crashes by providing traffic and safety engineering services, training activities, and traffic records database support. The center will also provide support to other established programs such as Safety Conscious Planning (SCP), Comprehensive Strategic Highway Safety Plan (CSHSP), Senior Safety and the Safety Management Task Force (SMTF).

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Total FY2014-2017: 6.400

Total Later FY2018-2023: 9.600
This program provides funding for unanticipated project needs, contract change orders, consultant agreement modifications, utility readjustments, elements of federal-aid projects for which federal funding is not available under federal regulations, court-ordered condemnation awards, acceleration of federal-aid projects through multi-year funding agreements with Federal Highway Administration settlement of project accounting discrepancies with Federal Highway Administration, and minor work identified during the year.

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<tr>
<td>2018</td>
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Total Later FY2018-2023: 366.000
### Underground Exploration for Utility Facilities

This program provides funding for the use of subsurface testing to accurately locate and identify underground utilities for the purpose of mitigating design and construction problems caused by conflicts with utility locations.

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**Total FY2014-2017**: 0.800  
**Total Later FY2018-2023**: 1.200
This program provides funding for consultant and university research centers and programs providing support for New Jersey transportation research needs, including the multistate University Transportation Research Center/Research Foundation, NJIT, the National Center for Transportation and Industrial Productivity at NJIT, the LTAP center at Rutgers, the Center for Advanced Infrastructure and Transportation at Rutgers, Rowan University, the College of New Jersey and Stevens Institute of Technology. This program will also provide funding for policy research activities.

### Mileposts:
N/A

### TIP Program Years ($ millions)

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### Total Later FY2018-2023

| Total Later FY2018-2023 | 10.500 |

### Total FY2014-2017

| Total FY2014-2017 | 2.500 |
### Utility Reconnaissance and Relocation

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#### Description
This program provides reimbursement for design and construction costs to utility companies required to relocate facilities due to transportation improvement projects.

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#### Total FY2014-2017: 8.000

#### Total Later FY2018-2023: 12.000

### Youth Employment and TRAC Programs

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#### Description
This is a federal grant program that provides employment and training opportunities to at-risk youths in New Jersey, especially those in urban areas.

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#### Total FY2014-2017: 1.000

#### Total Later FY2018-2023: 1.500
### Various

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10/2/2015
NEW JERSEY STUDY & DEVELOPMENT PROGRAM
for the DVRPC FY2014 TIP
for New Jersey
### Burlington

**DB# 12307**

**Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements**

**AQCODE:** SDN  
Traffic congestion occurs on NJ 38 EB and WB during the PM peak on weekdays due to lack of capacity causing operational problems from queueing on NJ 38 WB, on Church St and on Fellowship Road between the intersections.

**CIS Program Subcategory:** Operational and Safety Improvements  
**Mileposts:** 7.53-7.59  
**Project Manager:** Maevsky, Andrew  
**Municipalities:** Moorestown Township  
**Sponsor:** NJDOT  
**DVRPC Planning Area:** Developed Community  
**CIS Program Category:** Congestion Relief  
**Degrees of Disadvantage:**

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**Fiscal Year Total**  
Total FY2014-2017: 0.000  
Total Later FY2018-2023: 0.000

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**DB# 12380**

**Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections**

**AQCODE:**  
Traffic delays for multiple signal cycles occur on NJ 73 NB and SB during the AM and PM peaks on weekdays. In both directions the queues block the previous signalized intersections at Atrium Way and Howard Blvd./Rogers Ave. respectively. Traffic delays for multiple signal cycles occur on Church Rd. EB in the PM with queues blocking the previous signal at Arbor Way. Delays of over five minutes per vehicle were observed.

**CIS Program Subcategory:** Intersection/Interchange Improvements  
**Mileposts:** 26.47 - 27.42  
**Project Manager:** Maevsky, Andrew  
**Municipalities:** Mount Laurel Township  
**Sponsor:** NJDOT  
**DVRPC Planning Area:** Developed Community  
**CIS Program Category:** Congestion Relief  
**Degrees of Disadvantage:**

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**Fiscal Year Total**  
Total FY2014-2017: 0.000  
Total Later FY2018-2023: 0.000

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**Total for Burlington:**

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**Fiscal Year Total**  
Total FY2014-2017: 0.000  
Total Later FY2018-2023: 0.000
**Route 168, I-295 Interchange Improvements**

This project will involve the evaluation of alternatives to upgrade numerous safety and operational deficiencies in the vicinity of the interchange. The scope will include the intersection of Prospect Ridge Boulevard and Rt. 168. The feasibility of redesigning the lane drop that occurs south of the traffic signal at Rt. 168 and I-295 Ramp A so that it meets the current standards should be investigated in detail. Such an improvement could alleviate the peak period congestion created along Rt. 168 by the substandard existing merge. As part of any improvement, redesign of the terminals for the I-295 Ramp A would be required. Alternatives should be explored to determine the benefit of providing a dedicated deceleration lane from Rt. 168 northbound to Ramp F. The ramp take-off is located at a traffic signal on Rt. 168, however the ramp move is unrestricted. There appears to be adequate frontage between Brown Avenue and the ramp to provide a proper taper and some deceleration lane length. Currently, during peak periods, through traffic queues at the signal and restricts (Level of Service ‘F’) access to the ramp. Provision of a deceleration lane would eliminate this operational deficiency.

This project is multi-year funded. Total construction funding needed is expected to be $28,000,000.

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**Total FY2014-2017** 0.000  **Total Later FY2018-2023**

**Total for Camden:**

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**Total FY2014-2017** 0.000  **Total Later FY2018-2023**
### Route 40 & CR 555 Intersection, Operational & Safety Improvements

**AQCDE:** Due to the construction and expansion of a business located on County Route 555 in Newfield, there has been an increase of semi-truck traffic to this facility. Predominately, vehicles traveling to and from this location use US 40 as the primary route. The intersection of Route 40 and Route 555 are problematic in that it is difficult for truck traffic traveling from WB Route 40 to NB Route 555 getting into the business facility. There is one lane in each direction on both highways.

**Municipalities:** Franklin Township  
**CIS Program Subcategory:** CIS Program Category: Congestion Relief  
**Project Manager:** Maevsky, Andrew  
**Mileposts:** Rt 40: 30.1 - 30.4, CR 555: 21.4 - 21.6  
**Improvement Type:** Sponsor: Franklin Township (Gloucester)

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### Route 47, Corridor Study, Washington Twp. & Westville Boro

**AQCDE:** X1  
The project limits fall between Washington Twp. and Westville Boro. DVRPC has completed a draft Problem Identification Summary. NJDOT will need to perform a CD study upon finalization of the DVRPC document.

**Municipalities:** Washington Township; Westville Borough  
**CIS Program Subcategory:** Capital Program Delivery  
**Project Manager:** Anderson, Dave  
**Mileposts:** 64.3 - 74.9  
**Improvement Type:** Sponsor: NJDOT

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There has been 83 reported flooding incidents in 4 years. Combination of 2 sites were ranked #42 & #59 (Equivalent Ranking 18) on the Drainage Management System. Rt 47 MP 74.8-75.2 & Rt 130 MP 15.5-25.7.

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Total for Gloucester:

| Total FY2014-2017 | 0.000 |
| Total Later FY2018-2023 |      |
### Route 29, Assunpink and Pond Run Flooding Study

**AQCODE:** SDX  
**Municipalities:** Trenton City  
**CIS Program Subcategory:**  
**Project Manager:** Birch, William  
**Mileposts:**  
**Improvement Type:** Other  
**DVRPC Planning Area:** Core City  
**CIS Program Category:** Road Assets  
**Degrees of Disadvantage:**  
**Sponsor:** NJDOT  

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**TIP Program Years ($ millions)**: 0.000  
**Later Fiscal Years ($ millions)**: Total for Mercer: 0.000

### Route 95/29, Scudders Falls Bridge and Interchange at Route 29

**AQCODE:** SDN  
**Municipalities:** Ewing Township  
**CIS Program Subcategory:** Bridge Preservation  
**Project Manager:** Campi, John  
**Mileposts:** N/A  
**Improvement Type:** Bridge Repair/Replacement  
**DVRPC Planning Area:** Developed Community  
**CIS Program Category:** Bridge Assets  
**Degrees of Disadvantage:**  
**Sponsor:** DRJTBC  

**Major SOV Capacity**

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**TIP Program Years ($ millions)**: 0.000  
**Later Fiscal Years ($ millions)**: Total for Mercer: 0.000

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A study by the Delaware River Joint Toll Bridge Commission was completed for the total replacement of the bridge over the Delaware River. The study resulted in a project to replace the bridge over the river and redesign the interchange between I-95 and Route 29. FHWA has accepted the Final Section 4(f) effort and a FONSI was issued in June 2012. The Final Point of Access (POA) Study was approved by FHWA in January 2013. The DRJTBC is moving forward with the environmental permits for the project and received NJDEP permit approval in June 2013. A Draft MOA has been prepared and circulated for comments. No federal or State funds are committed for design, right of way or construction. This project may be suitable for ITS treatments.