



---

## *Routes 295 & 42/I-76 Direct Connect, Contract 4* NJ Division PODI Project Oversight Plan

---

### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Routes 295 & 42/I-76 Direct Connect, Contract 4* Project, IM-2952(133). This is a living document and will be modified as needed as the project is progressed.

### **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**

The Rt. 295 & 42/I-76 Direct Connection Camden County Project was initiated due to the large volumes of traffic utilizing the Interchange, high accident rates, and through-traffic weaving movements. Volumes exceeding 392,000 vehicles per day are currently traveling through the Interchange. Presently, the Interchange does not provide the direct connection for I-295 through traffic. Motorists must reduce speeds in both directions on I-295 so they can utilize ramps to remain on the interstate. Exacerbating the problem is the fact that drivers traveling through the Interchange on I-295 must also contend with vehicles entering from Route 42, necessitating dangerous weaving movements.

The purpose of the Direct Connection Project is to relieve the 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. These improvements include a six lane mainline which continues through the Interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the Interchange. The planned improvements include 12 new or reconstructed bridges, 1 culvert extension, 1 boat section, 21 retaining walls and 11 noise walls. The limits of the Project are southerly on I-295 to Creek Road, northerly on I-295 to Route 168, southerly on Route 42 to Leaf Avenue and northerly on I-76 to Route 130. The Project also includes improvements to several local streets, including Browning Road, Bell Road and Creek Road. In addition, an Intelligent Transportation System (ITS) Contract will add a number of ITS devices on the four approaches to the interchange and add Adaptive Signal Control to the Route 130 and Route 168 corridors.

Contract 4 - Contract 4 construction will include the completion of work along I-76/Route 42, I-295 northbound, Ramp B and the remainder of Ramp C and Ramp F. Contract 4 is scheduled to begin in spring 2019 and finish in fall 2021. Contract 4 is currently in Final Design.

- Project Location
- Environmental Classification
- Unique Structure Types

- Traffic Impacts
- Other
- **Federal Investment**
  - \$927.6 million Estimated Total Project Cost
    - \$923.6 million Federal Funds
    - \$4.0 million State/other Funds
      - \$208.0 million Estimated Total Contract Cost
        - \$8 million Estimated Total Final Design Cost
- **Project Management Organization Structure**
  - FHWA Transportation Engineer – Nunzio Merla 609-637-4233
  - Executive Regional Manager – Tom Saylor 609-530-2739
  - Project Manager – John McCleerey 609-530-2466
  - Designer – Dewberry
  - Environmental – Brenna Fairfax
- **Schedule**
  - Final Design submission – March 2018
  - FMIS Project End Date – 07/31/2020

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - Multiple Contract Projects – The project is comprised of four contracts and one advanced ITS contract. Coordination between multiple ongoing construction contracts and possibly different contractors could be difficult.
  - Regionally Significant Project – The project is designed to reduce crashes and improve traffic flow along one of the busiest stretches of highway in the southern New Jersey region. The interchange continues to operate as a major artery for Philadelphia commuter traffic and as a connection to the Jersey Shore via Route 42, which connects to the Atlantic City Expressway. I-295 also serves as a major alternative to the nearby New Jersey Turnpike and carries traffic to many New Jersey destinations north and south of the interchange.
  - Interstate Construction greater than \$10M – \$208.0 - It is expected that the due to the magnitude of each contract, changes will exceed the \$1M threshold (10% of \$10M).
  - NHS Total Project Cost Greater than \$40M – \$927.6M - Value engineering analysis was performed on this project in 2006 as is the requirement for Bridge projects on the NHS receiving Federal assistance with an estimated total cost of \$40M.
  - Major ROW / Utility Impacts - A total of 29 properties require full or partial acquisitions and/or easements. A total of 15 residential displacements are required for the selected alternative. Of these 15 residential displacements, 12 are located within the Bellmawr Park Mutual Housing Corporation. Replacement housing for those 12 properties is to be located on vacant land within Bellmawr Park. The Bellmawr Park Mutual Housing Corporation acquisitions will be conducted in two stages - property needed for Construction Contract 1 and then property needed for Construction Contract 3. For Construction Contract 1, the acquisition will be for improvements along Fir Place. All of the residential acquisition will

occur in Construction Contract 3. One business acquisition (Seas Towing) and a Green Acres diversion on the Bellmawr Baseball property are necessary for the selected alternative. Utility facilities (including both aerial and underground) on local road bridges are to be relocated to the new bridges. A pump station for Bellmawr Sewer on Browning Road will be constructed. An 18 inch sanitary sewer that crosses Route 42 will also be relocated. As part of the selected alternative, water main extensions into the interchange for fire protection are proposed. For Bellmawr Park, utility facilities will be relocated to accommodate the new roadway pattern. Service disruptions are anticipated to be limited to a few hours when new tie-ins are made.

- Major Access Impact Interstate / NHS – The project will cause several access impacts throughout the life of the project. Not only will there be access issues during peak construction times but there may be construction access issues due to the constraints associated with the work zone.
- Complex Bridge/Tunnel – The project is designed to construct 10 new bridges, one bridge widening, one bridge rehabilitation and two temporary bridge structures. A total of 22 retaining walls, over 40 new sign structures and a total of over 15,000 feet of noise walls are proposed. Due to the locations of some of these structures, the designs can be considered complex.
- Major Traffic Impacts – A project as significant and extensive as the I-295/I-76/Route 42 Direct Connection project requires a carefully planned, designed and implemented construction traffic mitigation plan so that drivers experience safe traffic flow through the project area with minimal delay or disruption. It is important that the project's Traffic Mitigation (TM) Plan is consistent with the requirements called for under NJDOT's publication on Traffic Mitigation Guidelines for Work Zone Safety and Mobility (October 2007)
- Constructability – The work zone is among busiest stretches of highway in the southern New Jersey region. It will be difficult to coordinate construction activities within such work area constraints as any impact to the travel way will create major traffic issues.
- NEPA Classification EA or EIS – The NEPA Classification for this project is an Environmental Impact Statement approved 12/3/2008. The EIS explores Noise, Air Quality, Socioeconomics, Land Use, Environmental Justice, Natural Ecosystems, Phase I/II Archaeological Investigation, Historic Architectural Resources and Hazardous Waste Screening.
- High Community Interests - A comprehensive and proactive Public Involvement Action Plan (PIAP) is a pivotal element to the success of any project. The PIAP is designed to provide outreach that is early and continuing, timely in public notice, broadly disseminated, and responsive to stakeholder needs. Implementation of this plan is a crucial ingredient in gaining support from all key stakeholders such as the New St. Mary's Cemetery and the Camden Diocese, Bellmawr Park Mutual Housing Corporation's Board and Bellmawr Park Mutual Housing Corporation's potentially impacted residents, representatives from the Bellmawr Board of Education, Bellmawr Baseball, Mt. Ephraim Senior Housing and Annunciation Church.
- High Political Involvement – The Routes 295 & 42/I-76 Direct Connect project has one of the highest dollar values among active NJDOT's construction projects to date and their only FHWA classified Major Project. Extensive coordination efforts will be needed to satisfy the level of oversight that is required for a project of this magnitude. Representatives from

Federal, State and Local governments are all associated with the constructing of this project and their involvement is crucial to the success.

## **FHWA OVERSIGHT**

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Preconstruction (Design)** – This will include oversight of the following design elements that apply:

- Design Standards
- Design Exceptions
- Structural Design
- Consultant Management
- Environmental Mitigation and Commitments
- Pavement Design
- Utility Agreements/Utility Modifications
- Other project elements as per coordination between the FHWA and NJDOT responsible parties

The Reviews during this phase will include (but not limited to) the following:

- Constructability
- Final Design Submission
- Road Safety Audits
- Roadside Hardware
- Traffic Analysis
- Traffic Control Plan / Work Zone Traffic Mgmt
- PIF– Proprietary items
- PIF – Publicly furnished materials
- Project Management and Financial plans
- ROW encroachments
- Other project reviews as per coordination between the FHWA and NJDOT responsible parties

**Preconstruction (PS&E Approval, Advertising, & Award)** – This may include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications

- Railroad agreements
- Other project reviews as per coordination between FHWA and NJDOT responsible parties

- **Resource Needs**

*2 full copies of Final Design, Pre-PS&E and PS&E plans shall be submitted in 11x17 or 12x18 formats. In addition, provide a copy of compact disc, in PDF format. Assistance from FHWA Office of Innovative Program Delivery, FHWA NJ Division office Work Zone, Bridge, Safety and Construction SME's may be needed.*

## Appendix B

---



### *Route 72 Manahawkin Bay Bridges – Contract 5A* NJ Division PODI Project Oversight Plan

---

#### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 72 Manahawkin Bay Bridges Contract 5A SAV Environmental Mitigation Final Design Project. This is a living document and will be modified as needed as the project is progressed.

#### **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**
  - *The Route 72 Manahawkin Bay Bridges Project proposes to construct a new parallel structure adjacent to the existing Manahawkin Bay Bridge, replace the superstructure of the existing Bay Bridge, rehabilitate three trestle bridges over Hilliards Thorofare, East Thorofare, and West Thorofare, and will provide drainage and intersection improvements located in Stafford Township and Ship Bottom Borough, Ocean County, New Jersey. This project will be delivered through 5 separate contracts. Contract 5A includes SAV environmental mitigation improvements for the entire project.*
    - Project Location - Stafford Township and Ship Bottom Borough, Ocean County
    - Design - \$800,000
    - Utilities - \$0
    - ROW - \$0
    - Construction - \$5.1 million
    - Total NEPA Project Cost - \$350 million
    - Environmental Classification – Environmental Assessment (EA) with Finding of No Significant Impact (FONSI)
- **Primary PoDI Type**
  - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Project of Corporate Interest**
  - *No*
- **Federal Investment**
  - *Final Design - \$800,000 (NHPP Funds) - included in Contract 2 Construction Engineering Cost*
- **Project Management Organization Structure**
  - Area Engineer – Shaun O’Hanlan
  - Project Manager – Pankesh Patel
  - Program Manager – Tom Saylor

- Designer – PB Americas
- Environmental – Tina Shutz
- **Schedule**
  - FD Submission – TBD
  - PS&E – TBD
  - Construction Start – TBD
  - Construction Substantial Completion – TBD
  - Construction Final Completion – TBD
  - Project End Date – 12/31/2017

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - Multiple Contract Projects
  - Regionally Significant Project
  - NHS Total Project Cost Greater than \$40M
  - Multiple Federal Agencies
  - NEPA Classification EA or EIS
  - Other Significant Environmental Mitigation
  - Significant Natural/Cultural Resource Involvement
  - High Community Interests
- **Discretionary** – N/A

## **FHWA OVERSIGHT**

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Preconstruction (Design)** – This will include oversight of the following design elements that apply:

- Design Standards
- Design Exceptions
- Structural Design
- Consultant Management
- Context Sensitive Solutions (CSS)
- Environmental Mitigation and Commitments
- Pavement Design
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

The Reviews during this phase will include (but not limited to) the following:

- Constructability
- Final Design Submission
- Value Engineering (VE)
- PIF – Airspace clearance FAA (23 CFR 620.104)
- PIF– Proprietary items
- PIF – Publicly furnished materials

- Project Management and Financial plans
- ROW encroachments
- Experimental Features
- Utility Agreements/Utility Agreement Modifications
- Other project reviews as per coordination between FHWA and NJDOT responsible parties.

**Preconstruction (PS&E Approval, Advertising, & Award)** – This will include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

- Environmental Specialist
- Structural Engineer
- Civil Rights Specialist
- Finance Specialist

- **Additional Project Specific Oversight (if applicable)**

N/A





---

## I-80/Route 15 Interchange NJ Division PODI Project Oversight Plan

---

### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the I-80/Route 15 Interchange Project, NHP-0080(315). This is a living document and will be modified as needed as the project is progressed.

### **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**

The purpose of this project is to evaluate and implement improvements to address congestion and safety-related problems due to missing movements relative to the interchange. Connections from eastbound I-80 to Route 15 Southbound and Route 15 Northbound to I-80 Westbound will be provided. In addition, improvements to the signalized intersection of Rt. 15 and Dewey Ave. will be provided.

- **Primary PoDI Type** - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Federal Investment**
  - Preliminary Engineering - \$6,731,599
- **Project Management Organization Structure**
  - FHWA Transportation Engineer – Nunzio Merla 609-637-4233
  - NJDOT Executive Regional Manager – Atul Shah 609-530-2745
  - Project Manager – Chris Manz 609-530-2511
  - Designer – Dewberry
  - Environmental – Amy Polachak
- **Schedule**
  - PE Submission – 2019
  - FD Submission – 2021
  - PS&E Submission – 2022
  - Construction Start – 2022
  - Construction Substantial Completion – Unknown
  - Construction Final Completion – Unknown
  - FMIS Project End Date – 03/15/2022

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - Regionally Significant Project
  - Interstate Construction greater than \$10M
  - NHS Total Project Cost Greater than \$40M
  - Interstate Designation Project
  - Major ROW / Utility Impacts
  - Major Access Impact Interstate / NHS
  - Major Traffic Impacts
  - Constructability
  - Other Significant Environmental Mitigation
  - Contract Administration
  - ADA Compliance
  - Civil Rights

## **FHWA OVERSIGHT**

**Federal Involvement** - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Preconstruction (Design)** – This will include oversight of the following design elements that apply:

- Design Standards
- Design Exceptions
- Structural Design
- Consultant Management
- Context Sensitive Solutions (CSS)
- Environmental Mitigation and Commitments
- Interstate Access Requests/Interstate Justification Reports
- Pavement Design
- Utility Agreements/Utility Modifications
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

The Reviews during this phase will include (but not limited to) the following:

- Constructability
- Preliminary Engineering Report
- Preliminary Design Submission
- Final Design Submission
- Road Safety Audits
- Roadside Hardware
- Transportation Management Plan
- Traffic Analysis
- Traffic Control Plan / Work Zone Traffic Mgmt
- Value Engineering (VE)
- ROW encroachments
- Utility Agreements/Utility Agreement Modifications
- Other project reviews as per coordination between FHWA and NJDOT responsible parties.

**Preconstruction (PS&E Approval, Advertising, & Award)** – This will include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
  - DBE
  - OJT
  - Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
  - Partnering
  - Warranties
  - ROW Clearances
  - Project Authorization and Project Agreements
  - Advertisement
  - Addenda
  - Pre-bid meetings
  - Bid Analysis and Award Concurrence
  - Innovative contracting
  - State contracting procedures
  - Utility agreements/Utility Agreement Modifications
  - Railroad agreements
  - Other project elements as per coordination between FHWA and NJDOT responsible parties.
- **Resource Needs**

Two full copies of the Preliminary Engineering Report, PD submission (if applicable), FD submission, Pre-PS&E, and PS&E plans submitted in 11x17 or 12x18 formats. In addition, provide a copy of plans on compact disk, in PDF format. Assistance from NJ Division office structural engineer, ITS, and Safety may also be needed.



---

## *Routes 76/676 Bridge Deck Replacements* NJ Division PODI Project Oversight Plan

---

### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Routes 76/676 Bridge Deck Replacements* Project. This is a living document and will be modified as needed as the project is progressed.

### **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**
  - The project will replace the bridge decks of Rt. 76/676 over the Main Branch of Newton Creek (0418-162) Rt. 676 SB over the Main Branch of Newton Creek (0418-163), and Rt. 76 over Nicholson Road (0417-159). The project will replace the deck and superstructure of Rt. 76 over the South Branch of Newton Creek, Conrail, & Klemm Ave. (0417-158). The project will also consist of pavement resurfacing of Rt. 676 between MP 0.0 to MP 1.0 and Rt. 76 between MP 1.25 to MP 1.7. The project was in Final Design but was requested for a rescoping in which concept development reports are prepared for the additional work. A consultant agreement addendum for the Preliminary Engineering has been executed.
    - Project Location- The project is located in the Cities of Camden and Gloucester, Camden County, New Jersey.
    - Complex Staging- Construction staging and MPT will be complex and critical due to the high volume and high speed traffic in the area. Accelerated Bridge Construction will be proposed for the project to minimize the traffic impact to the traveling public.
    - Environmental Classification- CED
    - Other- Transportation Management Plan will be prepared.
- **Federal Investment**
  - \$56,100,000.00 Estimated Total Project Cost (current estimate)
  - Construction Estimate \$ 48,100,000.00
  - Construction Engineering \$ 6,000,000.00
  - Utilities \$2,000,000.00
    - \$8,996,000.00 Estimated Total Preliminary and Final Design Cost (current estimate)

- **Project Management Organization Structure**

- FHWA Area Engineer – Hadi Pezeshki
- Program Manager – Thomas C. Saylor, Jr.
- Project Manager – Andrew Maevsky
- Designer – The Louis Berger Group
- Environmental – Brenna Fairfax

- **Schedule**

- Preliminary Engineering Report submission – summer 2017 with a Notice to Proceed date of June 28, 2016.

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**

- Multiple Contract Projects - The project is anticipated to be one construction contracts, but coordination with the Rt. 76 Bridges over Rt. 130 project (UPC# 148090) will be required, which could be difficult.
- Regionally Significant Project – I-76/676 is major artery for Philadelphia commuter traffic and as a connection to the Jersey Shore via Route 42, which connects to the Atlantic City Expressway.
- Interstate Construction greater than \$10M - \$49.9M (prior to rescoping) - It is expected that due to the size of each contract, changes will exceed the \$1M threshold (10% of \$10M).
- NHS Total Project Cost Greater than \$40M - \$55.4M (prior to rescoping) - Value engineering analysis was performed on this project in 2012 as is the requirement for Bridge projects on the NHS receiving Federal assistance with an estimated total cost of \$40M.
- Major Traffic Impacts – Any construction in this area will require complex staging to mitigate traffic impacts. This corridor sees significant volumes of traffic and any disruption to the traveled lanes will be a major impact.
- Constructability - It will be difficult to coordinate construction activities within such work area constraints as any impact to the travel way will create major traffic issues. Construction access, reduced lane closure hours and complex staging will make construction very difficult.
- High Community Interests – Due to the location of the project and the impact it will have on the local commuting area, community interests will be very important. I-76/676 is major artery for Philadelphia commuter traffic and as a connection to the Jersey Shore via Route 42, which connects to the Atlantic City Expressway.
- High Political Involvement - Due to the location of the project and the impact it will have on the local commuting area, political interests will be very important. I-76/676 is major artery for Philadelphia commuter traffic and as a connection to the Jersey Shore via Route 42, which connects to the Atlantic City Expressway.

## **FHWA OVERSIGHT**

- a. *Element Specific Review* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Preconstruction (Design)** – This will include oversight of the following design elements that apply:

- Design Standards
- Design Exceptions
- Structural Design
- Consultant Management
- Environmental Mitigation and Commitments
- Pavement Design
- Utility Agreements/Utility Modifications
- Other project elements as per coordination between the FHWA and NJDOT responsible parties

The Reviews during this phase will include (but not limited to) the following:

- Preliminary Design Submission for Rescoped Project
- Other project reviews as per coordination between the FHWA and NJDOT responsible parties

- **Resource Needs**

*For rescoping activities, Preliminary Design Submission(s) will need to be prepared and approved for the rescoping. 2 full copies of Preliminary Design plans shall be submitted in 11x17 or 12x 18 formats for the rescoping. 2 full copies of Final Design, Pre-PS&E and PS&E plans shall be submitted in 11x17 or 12x 18 formats. In addition, provide a copy of compact disc, in PDF format. Assistance from FHWA NJ Division office Work Zone, Bridge, Safety and Construction SME's may be needed.*



---

# I-80 WB, McBride Ave to Polify Rd Preliminary Engineering NJ Division PODI Project Oversight Plan

---

## **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the I-80 WB, McBride Ave to Polify Rd Project, NHP-0080(320). This is a living document and will be modified as needed as the project is progressed.

## **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**
  - Project Description – This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition, there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5. The project limits are from McBride Ave in Woodland Park Borough, Passaic County to Polify Rd (CR 55) Interchange in the City of Hackensack, Bergen County.
  - Project Cost Estimate:
    - Design – \$13,918,512 (PE)
    - Construction – \$278,000,000
    - Construction Engineering – \$19,700,000
    - Utilities – \$3,500,000
    - ROW – \$3,000,000
- **Primary PoDI Type**
  - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Federal Investment**
  - Design Funds Authorized - \$13,918,512
- **Project Management Organization Structure**
  - Transportation Engineer – Nunzio Merla
  - Executive Regional Manager – Atul Shah 609-530-2774
  - Project Manager – Chris Manz 609-530-2511
  - Project Designer – Louis Berger & Associates
- **Schedule**
  - PE – 12/02/2020
  - FD – 05/20/2022
  - PS&E – 12/06/2022
  - Construction Start – 05/04/2023
  - Construction Substantial Completion – TBD

- Construction Final Completion – TBD
- FMIS Project End Date – 12/21/2021

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - Multiple Contract Projects – It is anticipated that FD and Construction will be broken into multiple contracts
  - Interstate Construction greater than \$10M
  - Major ROW / Utility Impacts
  - Major Traffic Impacts
  - Contract Administration

## **FHWA OVERSIGHT**

*Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Preconstruction (Design)** – This will include oversight of the following design elements that apply:

- Design Standards
- Design Exceptions
- Structural Design
- Consultant Management
- Context Sensitive Solutions (CSS)
- Environmental Mitigation and Commitments
- ITS Project development Standards & Systems Engineering
- Interstate Access Requests/Interstate Justification Reports
- Pavement Design
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

The Reviews during this phase will include (but not limited to) the following:

- Constructability
- Preliminary Design Submission
- Final Design Submission
- Road Safety Audits
- Roadside Hardware
- Traffic Analysis,
- Traffic Control Plan / Work Zone Traffic Mgmt
- Value Engineering (VE)
- PIF – Airspace clearance FAA (23 CFR 620.104)
- PIF– Proprietary items
- PIF – Publicly furnished materials
- Project Management and Financial plans
- ROW encroachments
- Experimental Features
- Utility Agreements/Utility Agreement Modifications
- Other project reviews as per coordination between FHWA and NJDOT responsible parties.



**Preconstruction (PS&E Approval, Advertising, & Award)** – This will include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

Resource needs may include (as needed) support from HQ, FHWA Resource Center, FHWA NJ Division SME's, or other specialized expertise.

Preliminary Design Plans, Final Design Plans, Pre-PS&E and PS&E shall be submitted in 11x17 or 12x18 format. In addition, provide a CD copy of the plans and specifications in PDF format.



---

## Rt 23/I-80/Rt 46 Interchange Preliminary Engineering NJ Division PODI Project Oversight Plan

---

### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Rt 23/I-80/Rt 46 Interchange Improvement Project, DE-0023(317). This is a living document and will be modified as needed as the project is progressed.

### **PROJECT BACKGROUND**

- **Project Scope**
  - Project Description – Rt 23, Rt 46 and I-80 interchange improvements project located in Wayne Twp., Passaic County. The project proposes to provide east to north connection and a more direct north to west connection within the interchange, i.e. Rt 23 SB to I-80 WB and I-80 EB to Rt 23 NB.
  - Project Cost Estimate:
    - Design – \$2,612,282 (PE)
    - Construction – \$24,500,000
    - Construction Engineering – \$2,400,000
    - Utilities – \$1,500,000
    - ROW – \$500,000
- **Primary PoDI Type**
  - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Federal Investment**
  - Design Funds Authorized - \$2,612,282
- **Project Management Organization Structure**
  - FHWA Transportation Engineer – Shaun O’Hanlan 609-637-4238
  - NJDOT Executive Regional Manager – Atul Shah 609-530-2774
  - NJDOT Project Manager – Lynn Middleton 609-530-3780
  - Consultant Project Designer – Jacobs Engineering Group
- **Schedule**
  - PE – 07/31/2020
  - FD – 01/21/2022
  - PS&E – 07/21/2022
  - Construction Start – 12/27/2022
  - Construction Substantial Completion – TBD
  - Construction Final Completion – TBD
  - FMIS Project End Date – 03/31/2021

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - Interstate Construction greater than \$10M
  - Major Access Impact Interstate / NHS
  - Major Traffic Impacts
  - Constructability
  - Contract Administration

## **FHWA OVERSIGHT**

*Detailed Design/Contract Document Review and Approval only* – FHWA-NJ will only review the applicable elements in the Preconstruction Design listed below.

## **OVERSIGHT ELEMENTS**

**Preconstruction (Design)** – This will include oversight of the following design elements that apply:

- Design Standards
- Design Exceptions
- Structural Design
- Consultant Management
- Context Sensitive Solutions (CSS)
- Environmental Mitigation and Commitments
- ITS Project development Standards & Systems Engineering
- Interstate Access Requests/Interstate Justification Reports
- Pavement Design
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

The Reviews during this phase will include (but not limited to) the following:

- Constructability
- Preliminary Design Submission including PE Report
- Final Design Submission
- Road Safety Audits
- Roadside Hardware
- Traffic Analysis,
- Traffic Control Plan / Work Zone Traffic Mgmt
- Value Engineering (VE)
- PIF – Airspace clearance FAA (23 CFR 620.104)
- PIF– Proprietary items
- PIF – Publicly furnished materials
- Project Management and Financial plans
- ROW encroachments
- Experimental Features
- Utility Agreements/Utility Agreement Modifications
- Other project reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

Resource needs may include (as needed) support from HQ, FHWA Resource Center, FHWA NJ Division SME's, or other specialized expertise.

Preliminary Design Plans, Final Design Plans, Pre-PS&E and PS&E shall be submitted in 11x17 or 12x18 format. In addition, provide a CD copy of the plans and specifications in PDF format.



---

*Route 72 Manahawkin Bay Bridges – Contract 2*  
*Federal Project # BR-0019(120)*  
NJ Division PODI Project Oversight Plan

---

## **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 72 Manahawkin Bay Bridges Contract 2 Project. This is a living document and will be modified as needed as the project is progressed.

## **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**
  - *The Route 72 Manahawkin Bay Bridges Project proposes to construct a new parallel structure adjacent to the existing Manahawkin Bay Bridge, replace the superstructure of the existing Bay Bridge, rehabilitate three trestle bridges over Hilliards Thorofare, East Thorofare, and West Thorofare, and will provide drainage and intersection improvements located in Stratford Township and Ship Bottom Borough, Ocean County, New Jersey. This project will be delivered through 5 separate contracts. Contract 2 includes construction of a new parallel structure adjacent to the existing Bay Bridge.*
    - Design - \$6.99 million (FD Contract 2)
    - Utilities - \$3.875 million (Contract 2)
    - ROW - \$0
    - Construction - \$90 million
    - Contract 2 Total Cost - \$114.864 million
    - Total NEPA Project Cost - \$314.888 million
    - Environmental Classification – Environmental Assessment (EA) with Finding Of No Significant Impact (FONSI)
- **Project of Corporate Interest**
  - N/A
- **Federal Investment**
  - Construction - \$114.864 million (NHP Funds)
- **Project Management Organization Structure**
  - Area Engineer – Shaun O’Hanlan
  - Resident Engineer – Charlie Bassano
  - Field Manager – Greg Maryak
  - Regional Construction Engineer – Snehal Patel
  - Project Manager – Pankesh Patel
  - Program Manager – Tom Saylor
  - Designer – PB Americas
  - Contractor – Schiavone Construction Company

- **Schedule**
  - Interim Substantial Completion (ITS) – 5/14/2014
  - Substantial Completion – 5/16/2016
  - Final Completion – 7/25/2016
  - Project End Date – 5/31/2019

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - Multiple Contract Projects
  - Regionally Significant Project
  - NHS Total Project Cost Greater than \$40M
  - Multiple Federal Agencies
  - NEPA Classification EA or EIS
  - Significant Natural/Cultural Resource Involvement
  - High Community Interests
  - Civil Rights
  
- **Discretionary**
  - Other Significant Environmental Mitigation (Reference Contract 5)

## **FHWA OVERSIGHT**

Select One:

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Project Construction & Contract Administration** – This will include oversight of the following construction elements as they apply:

- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance

- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.
- **Resource Needs**
  - Structural Engineer
  - ITS Specialist
  - Work Zone Safety SME
  - Civil Rights Specialist
  - Environmental Specialist
  - Finance Specialist
- **Additional Project Specific Oversight (if applicable)**  
N/A



## Route 7 Hackensack River Wittpenn Contract 3 NJ Division PODI Project Oversight Plan

---

### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 7 Hackensack River Wittpenn Contract 3 Project. This is a living document and will be modified as needed as the project is progressed.

### **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**
  - Project Description – This Rt. 7 project (Contract 3 of 4) will provide for the new vertical lift span and Kearny approach up to Pier 6 over the Hackensack River. The new bridge will be located approximately 200 feet north of the existing bridge. Replaces the existing Wittpenn Bridge; which is structurally deficient and functionally obsolete. The Route 7 interchange with Fish House Road will also be reconstructed.
  - Project Cost Estimate:
    - Final Design – \$3,471,845
    - Construction – \$150,000,000
    - Construction Engineering – \$18,000,000
    - Utilities – \$500,000
    - ROW – \$5,000,000
- **Primary PoDI Type**
  - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Project of Corporate Interest (No)**
- **Federal Investment**
  - Final Design – \$3,471,845 (Federal Stimulus (ARRA) Funds)
- **Project Management Organization Structure**
  - Transportation Engineer – Nunzio Merla (609) 637-4233
  - Executive Regional Manager – Laine Rankin (609) 530-5577
  - Project Manager – Mahesh Patel (609) 530-5688
  - Resident Engineer – Felix Fuster (908) 715-7001
  - Field Manager – W. Eric Neu (609) 775-7066
  - Regional Construction Engineer – Chrissa Roessner (973) 601-6655
  - Project Designer – Jacobs Engineering Group, Inc. (732) 452-9200
  - Contractor – CCA Civil, Inc.
  - Environmental – Joseph Sweger (609) 530-5670
- **Schedule**
  - Construction Start – 02/27/2015
  - Construction Substantial Completion – 10/12/2017
  - Construction Final Completion – 01/19/2018

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - Multiple Contract Projects
  - Regionally Significant Project
  - NHS Total Project Cost Greater than \$40M
  - High Freight Traffic Volume
  - Major ROW / Utility Impacts
  - Multiple Federal Agencies
  - Complex Bridge/Tunnel (i.e., precast segmental, cable-stay, tunnels, suspension, movable)
  - Major Traffic Impacts
  - Constructability
  - NEPA Classification EA or EIS
  - High Community Interests
  
- **Discretionary – N/A**

## **FHWA OVERSIGHT**

*Element Specific Review* – FHWA-NJ will review necessary contract documentation and/or conduct construction inspection/review explicit to an identified area of specific interest.

## **OVERSIGHT ELEMENTS**

**Project Construction & Contract Administration** – This will include oversight of the following construction elements as they apply:

- Intermediate Inspections
- Buy America
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.
  
- **Resource Needs**  
Support from HQ, Resource Center, and SMEs as necessary.
  
- **Additional Project Specific Oversight (if applicable)**  
N/A





---

## *Rt. 295 & 42/I-76 Direct Connection, Contract 2* NJ Division PODI Project Oversight Plan

---

### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Rt. 295 & 42/I-76 Direct Connect, Contract 2*, IM-2952(137). This is a living document and will be modified as needed as the project is progressed.

### **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**

The Rt. 295 & 42/I-76 Direct Connection Camden County Project was initiated due to the large volumes of traffic utilizing the Interchange, high accident rates, and through-traffic weaving movements. Volumes exceeding 392,000 vehicles per day are currently traveling through the Interchange. Presently, the Interchange does not provide the direct connection for I-295 through traffic. Motorists must reduce speeds in both directions on I-295 so they can utilize ramps to remain on the interstate. Exacerbating the problem is the fact that drivers traveling through the Interchange on I-295 must also contend with vehicles entering from Route 42, necessitating dangerous weaving movements.

The purpose of the Direct Connection Project is to relieve the 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. These improvements include a six lane mainline which continues through the Interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the Interchange. The planned improvements include 12 new or reconstructed bridges, 1 culvert extension, 1 boat section, 21 retaining walls and 11 noise walls. The limits of the Project are southerly on I-295 to Creek Road, northerly on I-295 to Route 168, southerly on Route 42 to Leaf Avenue and northerly on I-76 to Route 130. The Project also includes improvements to several local streets, including Browning Road, Bell Road and Creek Road. In addition, an Intelligent Transportation System (ITS) Contract will add a number of ITS devices on the four approaches to the interchange and add Adaptive Signal Control to the Route 130 and Route 168 corridors.

Contract 2 - Construction will include work along I-295, north of Browning Road, a portion of Ramp C and Ramp D. Contract 2 has been advertised for construction and is scheduled to begin in summer 2014 and finish in fall 2017.

- Project Location
- Schedule
- Environmental Classification

- Unique Structure Type(s)
  - Other
- **Federal Investment**
  - 927.6M Estimated Total Project Cost
    - \$923.6M Federal Funds
    - \$4.0M State/other Funds
      - \$223.8 Estimated Total Contract Cost
        - \$8.3M Total Final Design Cost
- **Project Management Organization Structure**
  - FHWA Transportation Engineer – Nunzio Merla 609-637-4233
  - Executive Regional Manager – Tom Saylor 609-530-2739
  - Project Manager – John McCleerey 609-530-2466
  - Resident Engineer – Toby Morello 484-767-0676
  - Designer – Dewberry
  - Environmental – Jo Ann Asadpour
- **Schedule**
  - Substantial Completion – 10/16/2017
  - Final Completion – 12/15/2017
  - Federal Project End Date – 12/15/2020

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - Multiple Contract Projects – The project is comprised of four contracts and one advanced ITS contract. Coordination between multiple ongoing construction contracts and possibly different contractors could be difficult.
  - Regionally Significant Project – The project is designed to reduce crashes and improve traffic flow along one of the busiest stretches of highway in the southern New Jersey region. The interchange continues to operate as a major artery for Philadelphia commuter traffic and as a connection to the Jersey Shore via Route 42, which connects to the Atlantic City Expressway. I-295 also serves as a major alternative to the nearby New Jersey Turnpike and carries traffic to many New Jersey destinations north and south of the interchange.
  - Interstate Construction greater than \$10M – \$223.8M - It is expected that the due to the magnitude of each contract, changes will exceed the \$1M threshold (10% of \$10M).
  - NHS Total Project Cost Greater than \$40M – \$927.6M - Value engineering analysis was performed on this project in 2006 as is the requirement for Bridge projects on the NHS receiving Federal assistance with an estimated total cost of \$40M.
  - Major ROW / Utility Impacts - A total of 29 properties require full or partial acquisitions and/or easements. A total of 15 residential displacements are required for the selected alternative. Of these 15 residential displacements, 12 are located within the Bellmawr Park Mutual Housing Corporation. Replacement housing for those 12 properties is to be located on vacant land within Bellmawr Park. The Bellmawr Park Mutual Housing Corporation acquisitions will be conducted in two stages - property needed for Construction Contract 1 and then property needed for Construction Contract 3. For Construction Contract 1, the

acquisition will be for improvements along Fir Place. All of the residential acquisition will occur in Construction Contract 3. One business acquisition (Seas Towing) and a Green Acres diversion on the Bellmawr Baseball property are necessary for the selected alternative. Utility facilities (including both aerial and underground) on local road bridges are to be relocated to the new bridges. A pump station for Bellmawr Sewer on Browning Road will be constructed. An 18 inch sanitary sewer that crosses Route 42 will also be relocated. As part of the selected alternative, water main extensions into the interchange for fire protection are proposed. For Bellmawr Park, utility facilities will be relocated to accommodate the new roadway pattern. Service disruptions are anticipated to be limited to a few hours when new tie-ins are made.

- Major Access Impact Interstate / NHS – The project will cause several access impacts throughout the life of the project. Not only will there be access issues during peak construction times but there may be construction access issues due to the constraints associated with the work zone.
- Complex Bridge/Tunnel – The project is designed to construct 10 new bridges, one bridge widening, one bridge rehabilitation and two temporary bridge structures. A total of 22 retaining walls, over 40 new sign structures and a total of over 15,000 feet of noise walls are proposed. Due to the locations of some of these structures, the designs can be considered complex.
- Major Traffic Impacts – A project as significant and extensive as the I-295/I-76/Route 42 Direct Connection project requires a carefully planned, designed and implemented construction traffic mitigation plan so that drivers experience safe traffic flow through the project area with minimal delay or disruption. It is important that the project's Traffic Mitigation (TM) Plan is consistent with the requirements called for under NJDOT's publication on Traffic Mitigation Guidelines for Work Zone Safety and Mobility (October 2007)
- Constructability – The work zone is among busiest stretches of highway in the southern New Jersey region. It will be difficult to coordinate construction activities within such work area constraints as any impact to the travel way will create major traffic issues.
- NEPA Classification EA or EIS – The NEPA Classification for this project is an Environmental Impact Statement approved 12/3/2008. The EIS explores Noise, Air Quality, Socioeconomics, Land Use, Environmental Justice, Natural Ecosystems, Phase I/II Archaeological Investigation, Historic Architectural Resources and Hazardous Waste Screening.
- High Community Interests - A comprehensive and proactive Public Involvement Action Plan (PIAP) is a pivotal element to the success of any project. The PIAP is designed to provide outreach that is early and continuing, timely in public notice, broadly disseminated, and responsive to stakeholder needs. Implementation of this plan is a crucial ingredient in gaining support from all key stakeholders such as the New St. Mary's Cemetery and the Camden Diocese, Bellmawr Park Mutual Housing Corporation's Board and Bellmawr Park Mutual Housing Corporation's potentially impacted residents, representatives from the Bellmawr Board of Education, Bellmawr Baseball, Mt. Ephraim Senior Housing and Annunciation Church.
- High Political Involvement – The Routes 295 & 42/I-76 Direct Connect project has one of the highest dollar values among active NJDOT's construction projects to date and their only FHWA classified Major Project. Extensive coordination efforts will be needed to satisfy the level of oversight that is required for a project of this magnitude. Representatives from

Federal, State and Local governments are all associated with the constructing of this project and their involvement is crucial to the success.

- Civil Rights - Is and will continue to be monitored programmatically as well as on a project-by-project basis. The project specifications will include provisions for Disadvantaged Business Enterprises (DBE).

## **FHWA OVERSIGHT**

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Project Construction & Contract Administration** – This will include oversight of the following construction elements as they apply:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- Contractor claims
- Pay Estimate Reviews
- Time extensions
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Suspensions of work
- Final Acceptance
- Labor compliance
- Default/termination of contract
- Other project elements as per coordination between FHWA and NJDOT responsible parties

- **Resource Needs**

*Proposed Changes of Plan, Change Orders and use of Force Account should be coordinated with the Area Engineer with designated oversight of this project. Assistance from FHWA Office of Innovative Program Delivery, FHWA NJ Division office Work Zone, Bridge, Safety, Construction and Civil Rights SME's may be needed.*



## *Route 52 Causeway, Contract B* NJ Division PODI Project Oversight Plan

---

### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Route 52 Causeway, Contract B*. This is a living document and will be modified as needed as the project is progressed.

### **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**

The New Jersey Department of Transportation (NJDOT) began in Summer 2006 the first part of its \$500 million project to replace the Route 52 Causeway bridges and the roadway section between Somers Point and Ocean City, including the elimination of the Somers Point Circle. Construction has been substantially completed. This is one of NJDOT's largest projects and is critical because it is the emergency evacuation route for Ocean City.

The Route 52 Causeway Contract B project replaces the two bridges located closest to Somers Point and Ocean City at Ship Channel and Beach Thorofare, respectively, with high level (55' clearance) bridges, eliminates the Somers Point Circle and includes roadway improvements to MacArthur Boulevard in Somers Point. The project is also providing a new visitor's center, multi-use sidewalks for bicyclists and pedestrians and several fishing piers as part of the project in Atlantic and Cape May Counties.

- Project Location
- Environmental Classification
- Unique Structure Type(s)
- Other

- **Federal Investment**

- Total Project Cost – \$503.3M
  - GARVEE
  - Total Contract B Cost - \$311M
    - ARRA Funds

- **Project Management Organization Structure**

- Hadi Pezeshki – FHWA Area Engineer

- Tom Saylor – Program Manager
  - Frank Inverso – Project Manager
  - Tony Guerrieri – Field Manager
  - Robert Hartman – Consultant Resident Engineer
- **Schedule**
    - Final completion – Spring 2014

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - Multiple Contract Projects – This project is comprised of two contracts. Contract A was completed in 2009. Construction of Contract B is in the final stages with final acceptance reviews being performed.
  - Regionally Significant Project - The old causeway had no walkway and no shoulders to accommodate disabled or emergency vehicles. The causeway provides two travel lanes in each direction and serves as a critical evacuation route. Construction on the causeway portion of the project between the two bridges began in late 2006 and was completed in 2009. A project feature that represents a significant improvement is the elimination of two lift bridges. Those moveable bridges, at either end of the old causeway, were a chronic source of traffic congestion when they were opened to allow boats to pass, especially in the busy summer season when the causeway accommodates as many as 40,000 cars daily. The new fixed spans that have replaced the lift bridges provide 55 feet of vertical clearance and allow marine traffic to pass with no disruption to the flow of automobile traffic.
  - NHS Total Project Cost Greater than \$40M – 503.3M - Value engineering analysis was performed on this project as is the requirement for Bridge projects on the NHS receiving Federal assistance with an estimated total cost of \$40M.
  - Major ROW / Utility Impacts – The project consists of several acquisitions that have required extensive negotiations. Utilities are impacted heavily and required extensive relocations due to the major roadway widening.
  - Major Access Impact Interstate / NHS – Due to the widening of the roadway, access was limited during parts of the contract. Through the project, access was improved throughout the project area. As this structure is a main coastal evacuation route, the project created reliable access out of Ocean City should the need arise.
  - Multiple Federal Agencies – ACOE, FHWA, NMFS
  - Complex Bridge – The causeway was replaced from Elbow Island to Garrets Island, a distance of 1.2 miles. Also included was the demolition of two lift bridges and their replacement with fixed spans over Ship Channel near Somers Point and Beach Thorofare near Ocean City.
  - Major Traffic Impacts – This is a major route for summer shore traffic. Traffic congestion in this area was a problem due to the impacts of the moveable bridge openings.
  - Constructability - Location of the project and environmental restrictions has impacted constructability.

- NEPA Classification EA or EIS – FEIS 7/1/2002
- High Community Interests – Somers Point and Ocean City local and business communities depend on the causeway for various reasons and coordination with them is essential to the success of the project.
- High Political Involvement - Extensive coordination efforts were needed to satisfy the level of oversight that was required for a project of this magnitude. Representatives from Federal, State and Local governments are all associated with the constructing of this project and their involvement was crucial to the success.
- Civil Rights - Is and will continue to be monitored programmatically as well as on a project-by-project basis. The project specifications will include provisions for Disadvantaged Business Enterprises (DBE).

## **FHWA OVERSIGHT**

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Project Construction & Contract Administration** – This will include oversight of the following construction elements as they apply:

- In-Depth Inspections, Final Inspections
  - Project Meetings
  - Change orders
  - Suspensions of work
  - Labor compliance
  - Default/termination of contract
  - Contractor claims
  - Time extensions
  - Liquidated damages
  - DBE commercial useful functions
  - Final Acceptance
  - Other project elements as per coordination between FHWA and NJDOT responsible parties
- **Resource Needs**

*Coordination of final inspection corrective action item resolution is needed. Review of COP for Route 9 and MacArthur Blvd intersection upgrades is needed. ADA SME assistance is needed for compliance review.*

# Appendix B

---



## Route 72 Manahawkin Bay Bridges – Contract 3 NJ Division PODI Project Oversight Plan

---

### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 72 Manahawkin Bay Bridges Contract 3 Construction Project. This is a living document and will be modified as needed as the project is progressed.

### **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**
  - *The Route 72 Manahawkin Bay Bridges Project proposes to construct a new parallel structure adjacent to the existing Manahawkin Bay Bridge, replace the superstructure of the existing Bay Bridge, rehabilitate three trestle bridges over Hilliard's Thorofare, East Thorofare, and West Thorofare, and will provide drainage and intersection improvements located in Stratford Township and Ship Bottom Borough, Ocean County New Jersey. This project will be delivered through 5 separate contracts. Contract 3 includes rehabilitation of the two structures over West Thorofare and East Thorofare.*
    - Project Location – Stafford Township and Ship Bottom Borough, Ocean County
    - Design – \$2.4 million
    - Utilities - \$0
    - ROW - \$0
    - Construction - \$18.4 million
    - Total NEPA Project Cost - \$350 million
    - Environmental Classification - Environmental Assessment (EA) with Finding Of No Significant Impact (FONSI)
- **Primary PoDI Type**
  - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Project of Corporate Interest (Yes/No)**
  - *No*
- **Federal Investment**
  - Construction - \$18.4 million (NHP Funds) anticipated
- **Project Management Organization Structure**
  - Area Engineer – Shaun O'Hanlan
  - Project Manager – Pankesh Patel
  - Program Manager – Tom Saylor
  - Designer – PB Americas
  - Resident Engineer – Jeff Bassano



- Field Manager – Stan Pierzhanowski
- Environmental – Tina Shutz
- **Schedule**
  - Construction Start – 2/23/2015
  - Construction Substantial Completion – 5/16/2017
  - Construction Final Completion – 7/15/2017
  - Project End Date – 5/31/2019

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - Multiple Contract Projects
  - Regionally Significant Project
  - NHS Total Project Cost Greater than \$40M
  - Multiple Federal Agencies
  - NEPA Classification EA or EIS
  - Other Significant Environmental Mitigation
  - Significant Natural/Cultural Resource Involvement
  - High Community Interests
  - Civil Rights
- **Discretionary** – N/A

## **FHWA OVERSIGHT**

Select One:

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Project Construction & Contract Administration** – This will include oversight of the following construction elements as they apply:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages

- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

- Structural Engineer
- ITS Specialist
- Work Zone Safety SME
- Civil Rights Specialist
- Environmental Specialist
- Finance Specialist

- **Additional Project Specific Oversight (if applicable)**

*N/A*

## Appendix B

---



### Route 72 Manahawkin Bay Bridges – Contract 5 NJ Division PODI Project Oversight Plan

---

#### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 72 Manahawkin Bay Bridges Contract 5 Environmental Mitigation Construction Project. This is a living document and will be modified as needed as the project is progressed.

#### **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**
  - *The Route 72 Manahawkin Bay Bridges Project proposes to construct a new parallel structure adjacent to the existing Manahawkin Bay Bridge, replace the superstructure of the existing Bay Bridge, rehabilitate three trestle bridges over Hilliard's Thorofare, East Thorofare, and West Thorofare, and will provide drainage and intersection improvements located in Stratford Township and Ship Bottom Borough, Ocean County New Jersey. This project will be delivered through 5 separate contracts. Contract 5 includes environmental mitigation improvements for the entire project.*
    - Project Location – Stafford Township and Ship Bottom Borough, Ocean County
    - Design – \$2 million
    - Utilities - \$0.05
    - ROW - \$0
    - Construction - \$10 million
    - Total NEPA Project Cost - \$350 million
    - Environmental Classification - Environmental Assessment (EA) with Finding Of No Significant Impact (FONSI)
- **Primary PoDI Type**
  - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Project of Corporate Interest (Yes/No)**
  - *No*
- **Federal Investment**
  - Construction - \$10 million (NHP Funds) anticipated
- **Project Management Organization Structure**
  - Area Engineer – Shaun O'Hanlan
  - Project Manager – Pankesh Patel
  - Program Manager – Tom Saylor
  - Resident Engineer – Steve Tracy

- Field Manager – Stan Pierzhanowski
- Designer – PB Americas
- Environmental – Tina Shutz
- **Schedule**
  - Construction Start – 1/20/2015
  - Construction Substantial Completion – 9/21/2017
  - Construction Final Completion – 12/15/2017
  - Project End Date – 9/31/2019

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - Multiple Contract Projects
  - Regionally Significant Project
  - NHS Total Project Cost Greater than \$40M
  - Multiple Federal Agencies
  - NEPA Classification EA or EIS
  - Other Significant Environmental Mitigation
  - Significant Natural/Cultural Resource Involvement
  - High Community Interests
  - Civil Rights
- **Discretionary** – N/A

## **FHWA OVERSIGHT**

Select One:

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Project Construction & Contract Administration** – This will include oversight of the following construction elements as they apply:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals

- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

- Structural Engineer
- ITS Specialist
- Work Zone Safety SME
- Civil Rights Specialist
- Environmental Specialist
- Finance Specialist

- **Additional Project Specific Oversight (if applicable)**

*N/A*

# Appendix B

---



## Route 37 Mathis Bridge NJ Division PODI Project Oversight Plan

---

### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 37 Mathis Bridge Construction Project. This is a living document and will be modified as needed as the project is progressed.

### **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**
  - The rehabilitation (deck replacement) of the existing 4,877 ft. EB (low-level) Mathis Bridge over Barnegat Bay including the double-leaf bascule section. Traffic will not be affected during the summer season - May thru October. No traffic will be allowed on Mathis Bridge from November thru April and will be diverted to a reconfigured Tunney Bridge - 1 lane eastbound and two lanes westbound during construction activities.
    - Project Location – Toms River and Berkley Township, Ocean County
    - Design – \$4.3 million
    - Utilities - \$2 million
    - ROW - \$1.7 million
    - Construction - \$70 million
    - Total NEPA Project Cost - \$82 million
    - Environmental Classification – Categorical Exclusion Document (CED)
- **Primary PoDI Type**
  - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Project of Corporate Interest (Yes/No)**
  - *No*
- **Federal Investment**
  - Construction - \$80 million (NHPP Funds) anticipated
- **Project Management Organization Structure**
  - Area Engineer – Shaun O’Hanlan
  - Project Manager – George Kuhn
  - Program Manager – Mark Rollo
  - Resident Engineer - TBD
  - Field Manager - TBD
  - Designer – PB Americas
  - Environmental – Tina Shutz

- **Schedule**
  - Construction Start – 7/30/2014
  - Construction Substantial Completion – 5/3/2018
  - Construction Final Completion – 5/18/2018
  - Project End Date – 9/7/2020

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - NHS Total Project Cost Greater than \$40M
  - Major Traffic Impacts
  - Constructability
  - Civil Rights
  
- **Discretionary – N/A**

## **FHWA OVERSIGHT**

Select One:

- a. *Spot Check Construction Review* – FHWA-NJ will conduct an initial spot check review during construction and pending findings will conduct subsequent follow up construction reviews on specific elements as necessary.

## **OVERSIGHT ELEMENTS**

**Project Construction & Contract Administration** – This will include oversight of the following construction elements as they apply:

- Preconstruction Meetings
  - Initial Inspections
  - Intermediate Inspections
  - In-Depth Inspections, Final Inspections
  - Work Zone Inspections
  - Time extensions/Suspensions of Work
  - Value Engineering Change Proposals
  - Liquidated damages
  - DBE commercial useful functions
  - Labor Compliance
  - Default/Termination of Contract
  - Final Acceptance
  - Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.
- **Resource Needs**
    - Structural Engineer
    - ITS Specialist
    - Work Zone Safety SME
    - Civil Rights Specialist
    - Finance Specialist
  
  - **Additional Project Specific Oversight (if applicable)**  
N/A



---

## *Route 3/Route 46 Valley & Notch/Rifle Camp Road Interchange Contract "A"* NJ Division PODI Project Oversight Plan

---

### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Route 3/Route 46 Valley & Notch/Rifle Camp Road Interchange Contract "A"* Project, NHP-0054(210). This is a living document and will be modified as needed as the project is progressed.

### **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**
  - *Project Description* – Contract "A": From Notch/Rifle Camp Road to just west of Valley Road, a new two-way service road will be constructed along westbound Route 46 to remove local traffic from the State Highway. Construction of the two-way service road will include three new signalized intersections and two single-lane urban roundabouts. The superstructure of the Notch Road/Rifle Camp Road will be replaced and raised to improve vertical underclearance to 15 feet 6 inches. A new bridge structure and interchange ramps will be constructed at Clove Road to provide access to/from Route 46 westbound. The new bridge structure at Clove Road will be designed to provide a minimum vertical underclearance of 16 feet 6 inches. Two new Third River Culverts will be constructed as well. Existing Bridge Structures to be replaced: 1606-167 Superstructure Replacement.
  - *Project Cost Estimate* – Contract "A" is estimated to have the following costs associated with design and construction:
    - Design – \$12,400,000.00
    - Construction - \$42,893,203
    - Construction Engineering - \$4,581,214
    - Utilities - \$12,000,000.00
    - ROW - \$9,000,000.00
- **Project of Corporate Interest**
  - *Not Applicable*
- **Federal Investment**
  - *Final Design* – \$8,500,000
  - *Construction* - \$48,415,758
- **Project Management Organization Structure**
  - *Transportation Engineer* – Nunzio Merla (609) 637-4233
  - *Executive Regional Manager* – Atul Shah (609) 530-2745
  - *Project Manager* – Shan Sundaram (609) 530-5595
  - *Project Designer* – Stantec Consulting, LTD



- *Environmental – Zak Asadpour (609) 530-2727*
- *Resident Engineer – Mike Everett (973) 928-3525*
- *Field Manager – Phil Petrowski*
- *Contractor – TBD*
- **Schedule**
  - *FD – 04/15/2014*
  - *PS&E – 06/20/2014*
  - *Construction Start – 10/30/2015*
  - *Construction Substantial Completion – 03/29/2019*
  - *Construction Final Completion – 07/23/2019*
  - *Federal Project End Date – 05/29/2020*

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - Multiple Contract Projects – The construction project will be administered under two (2) contracts. Contract “A” and Contract “B”.
  - NHS Total Project Cost Greater than \$40M – Total project cost is estimated at \$175M
  - Major ROW / Utility Impacts
    - The CE document indicates the following needed for ROW:
      - Total Area Needed – 14.7 Acres
      - Est. Number of Parcels: In Fee – 78
      - Easements – 15
      - Est. Number of Relocations – Residence – 1
      - Business – 7
      - Parking Spaces 128 (1)
  - Constructability – Given the nature and location of the project constructability items such as traffic control and staging will be evaluated.
  - Significant Natural/Cultural Resource Involvement – The CE document indicates that the project area contains natural features such as wetlands, watercourses, wildlife and their habitat. NJDEP Freshwater Wetlands Individual Permit and NJDEP Flood Hazard Area Major Permit will be required.
  - High Community Interests – This project has community interest but has been well received to date during Public Information Center hearings.
  - Civil Rights – Is and will continue to be monitored programmatically as well as on a project-by-project basis. The project specifications will include provisions for Disadvantaged Business Enterprises (DBE).
- **Discretionary – Not Applicable**

## **FHWA OVERSIGHT**

*Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Preconstruction (PS&E Approval, Advertising, & Award)** – This will include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility Agreements/Utility Agreement Modifications
- Railroad agreements
- Other project reviews as per coordination between FHWA and NJDOT responsible parties

**Project Construction & Contract Administration** – This will include oversight of the following construction elements as they apply:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

- Resource needs may include(as needed) support from HQ, FHWA Resource Center, FHWA NJ Division SME's, or other specialized expertise.*

- **Additional Project Specific Oversight (if applicable)**

- Not Applicable*



## *Route I-287/I-78 and I-287/US Route 202/206 Interchange Improvements*

### **NJ Division PODI Project Oversight Plan**

---

#### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Route I-287/I-78 and I-287/US Route 202/206 Interchange Improvements* Project, NHP-2873(095). This is a living document and will be modified as needed as the project is progressed.

#### **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**
  - *Project Description* – The project involves the relocation of Ramp ‘H’ from I-78 Eastbound to a right side entry onto I-287 Northbound to eliminate the downstream weave condition and reduce vehicle conflicts and driver decisions on I-287 Northbound through the I-78 Interchange. In addition, the project includes ramp design geometrics and termini improvements to promote a smoother diverge from I-287 Northbound to US Route 202/206 Southbound ramp for motorists and also to provide continuous flow of ramp traffic onto US Route 202/206 Southbound. This will also reduce potential queuing of traffic on the ramp and onto I-287 and reduce vehicle conflicts and maneuvering upon joining the US Route 202/206 Southbound traffic stream.
    - *The project consists of the following:*
      - A new flyover ramp from I-78 Eastbound via Ramp ‘B’ which connects with a right side entry to I-287 Northbound by means of a new loop ramp with a larger radius than the old Ramp ‘H’ (the existing presently closed loop ramp). This new ramp will eliminate the present Ramp ‘H’ along with its left side entry to I-287 Northbound.
      - The new flyover will require construction of two (2) new bridges spanning over the existing I-287 Northbound to I-78 Westbound ramp and over the I-287 Southbound roadway.
      - Ramp ‘E’ (I-287 Northbound to I-78 Eastbound) will be shifted further to the south to provide room for the new loop ramp.
      - The mainline lanes of Route 287 Northbound will be realigned within the existing highway footprint such that the fourth Northbound through lane originates on the right side of the roadway at the new loop ramp entry (as opposed to the left side entry that currently exists).
      - Realignment of the I-287 Northbound exit ramp to US Route 202 and 206 Southbound and the provision of an auxiliary lane along US Route 202/206 Southbound.

- *Project Cost Estimate* – The project is estimated to have the following costs associated with design and construction:
  - Design – \$4,800,000
  - Construction – \$30,902,957
  - Construction Engineering – \$3,770,000
  - Utilities – \$355,245
  - ROW – \$1,100,400
- **Federal Investment**
  - *Construction - \$34.9M*
- **Project Management Organization Structure**
  - *Transportation Engineer – Nunzio Merla (609) 637-4233*
  - *Executive Regional Manager – Bill Birch (609) 530-3003*
  - *Project Manager – Zoila Mejia-Aragona (609) 530-3743*
  - *Project Designer – WSP / PB Americas, Inc.*
  - *Environmental – Tina Shutz (609) 530-2543*
- **Schedule**
  - Construction Start – 09/26/2016
  - Construction Substantial Completion – 09/24/2019
  - Construction Final Completion – 12/24/2019
  - Federal Project End Date – 10/24/2022

## **PROJECT RISKS**

*<This section of the document identifies the risks associated with the project and what are the critical activities to the successful completion of the project. For each risk that was previously identified for this project, provide a synopsis of that risk element and how it applies to this project>*

- **Division Interest Criteria (Risks)**
  - Interstate Construction greater than \$10M
  - Contract Administration
  - Civil Rights

## **FHWA OVERSIGHT**

*Federal Involvement - FHWA-NJ will review and approve all applicable elements in each phase listed below.*

## **OVERSIGHT ELEMENTS**

**Preconstruction (PS&E Approval, Advertising, & Award)** – This will include oversight of the following design elements that apply (*delete or add design elements for the list below as specifically applicable to this PoDI*):

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering

- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

**Project Construction & Contract Administration** – This will include oversight of the following construction elements as they apply (*delete or add construction elements for the list below as specifically applicable to this PoDI*):

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

*Resource needs may include(as needed) support from HQ, FHWA Resource Center, FHWA NJ Division SME's, or other specialized expertise.*



## *Route 130 Raccoon Creek Bridge Replacement* NJ Division PODI Project Oversight Plan

---

### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Route 130 Raccoon Creek Bridge Replacement* Project. This is a living document and will be modified as needed as the project is progressed.

### **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**
- This project will replace the currently obsolete lift bridge over Raccoon Creek with a 25' Fixed Span Structure. In addition, Roadway improvements are included as well as an Access Road for maintenance of the numerous utilities being relocated as part of the project.
- The project will include associated road and drainage improvements, such as four retaining walls, sign structure, lighting and a raised roadway profile on Route 130. In addition, the new bridge will span over Main Street/Island Rd., allowing the two roads to be reconnected as one road, which will provide public access to the fishing pier and parking lot that will also be created adjacent to Raccoon Creek as part of this project. The existing bridge operator's house will be demolished, and the property will be landscaped. Route 130 will be widened to provide outside and inside shoulders in each direction. The opposing traffic will be separated by a concrete barrier curb. An acceleration on-ramp lane at Barker Avenue will be provided for the 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. At the request of Gloucester County Improvement Authority, we will also construct a culvert for a future access road to be built by Gloucester County to the Dream Park equestrian facility. The proposed structure will have two-12 ft. travel lanes, 8 ft. outside shoulders and 3 ft. & varies inside shoulders in each direction.
- Significant ground improvements are required to stabilize the poor soil areas upon which the new bridge and roadway alignment will be constructed.
- A Fishing Pier will be fashioned from one of the existing bridge piers.
- The proposed project will better accommodate pedestrians and the proposed wharf and fishing pier provides access to Raccoon Creek for local recreational activities. The proposed construction creates a separation of the local community from the traffic and noise on Route 130. Residents will have a quieter, more isolated community to live. The acceleration lane at Barker Avenue, the fishing pier and the culvert were all improvements requested by the community or the county.

- **Federal Investment**
  - Total Project Costs - \$52.9 M
- **Project Management Organization Structure**
  - FHWA Area Engineer – Hadi Pezeshki
  - Regional Project Manager – Tom Saylor
  - Project Manager – Pankesh Patel
  - Designer – In-House Design/AECOM
  - Resident Engineer – Mike Johnson
- **Schedule**
  - Substantial Completion – 10/23/2019
  - Final Completion – 12/23/2019
  - Federal End Date – 12/23/2022

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - NHS Total Project Cost Greater than \$40M – \$50.3M - Value engineering analysis is the requirement for Bridge projects on the NHS receiving Federal assistance with an estimated total cost of \$40M.
  - Complex Bridge - The existing structurally deficient and functionally obsolete vertical lift bridge over the Raccoon Creek will be fully replaced with 25' fixed span which will accommodate the highway widening.
  - Major Traffic Impacts – NJDOT will stage the construction to minimize the impacts to residents and motorists in these communities. No Detours will be required for the Construction of the Project. The new bridge construction will be done in stages while temporarily leaving the current bridge in place to allow vehicles and pedestrians to continue using the Creek crossing during the construction phase. There will be lane reduction during construction. The construction of the new bridge to the north of the existing structure will result in a slight realignment of Route 130 roadway approaches to the bridge.
  - Civil Rights - Is and will continue to be monitored programmatically as well as on a project-by-project basis. The project specifications will include provisions for Disadvantaged Business Enterprises (DBE).
  - ADA Compliance
  - Contract Administration

## **FHWA OVERSIGHT**

- a. *Spot Check Construction Review* – FHWA-NJ will conduct an initial spot check review during construction and pending findings will conduct subsequent follow up construction reviews on specific elements as necessary.

## **OVERSIGHT ELEMENTS**

**Project Construction & Contract Administration** – This will include oversight of the following construction elements as they apply:

- Intermediate Inspections
  - In-Depth Inspections, Final Inspections
  - Work Zone Inspections
  - Project Meetings
  - Buy America
  - Materials testing / certifications
  - Change orders
  - Contractor claims
  - Pay Estimate Reviews
  - Time extensions
  - Value Engineering Change Proposals
  - Liquidated damages
  - DBE commercial useful functions
  - Suspensions of work
  - Labor compliance
  - Default/termination of contract
  - Other project elements as per coordination between the FHWA and NJDOT responsible parties
- **Resource Needs**

*Assistance from FHWA NJ Division office Work Zone, Bridge, Safety, Construction and Civil Rights SME's may be needed.*





---

## *Routes 295 & 42/I-76 Direct Connect, Contract 3 NJ Division PODI Project Oversight Plan*

---

### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Routes 295 & 42/I-76 Direct Connect, Contract 3 Construction Project*, NHP-0295(320). This is a living document and will be modified as needed as the project is progressed.

### **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**

The Rt. 295 & 42/I-76 Direct Connection Camden County Project was initiated due to the large volumes of traffic utilizing the Interchange, high accident rates, and through-traffic weaving movements. Volumes exceeding 392,000 vehicles per day are currently traveling through the Interchange. Presently, the Interchange does not provide the direct connection for I-295 through traffic. Motorists must reduce speeds in both directions on I-295 so they can utilize ramps to remain on the interstate. Exacerbating the problem is the fact that drivers traveling through the Interchange on I-295 must also contend with vehicles entering from Route 42, necessitating dangerous weaving movements.

The purpose of the Direct Connection Project is to relieve the 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. These improvements include a six lane mainline which continues through the Interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the Interchange. The planned improvements include 12 new or reconstructed bridges, 1 culvert extension, 1 boat section, 21 retaining walls and 11 noise walls. The limits of the Project are southerly on I-295 to Creek Road, northerly on I-295 to Route 168, southerly on Route 42 to Leaf Avenue and northerly on I-76 to Route 130. The Project also includes improvements to several local streets, including Browning Road, Bell Road and Creek Road. In addition, an Intelligent Transportation System (ITS) Contract will add a number of ITS devices on the four approaches to the interchange and add Adaptive Signal Control to the Route 130 and Route 168 corridors.

Contract 3 - Contract 3 construction will focus on completing the I-295 mainline direct connection, Browning Road and Ramp A. I-295 southbound will be partially opened at the end of Contract 3. Contract 3 is scheduled to begin in summer 2016 and finish in fall 2019. Contract 3 will also include the relocation of 12 units within the Bellmawr Park Mutual Housing Corporation. Contract 3 is currently in Final Design.

- Project Location
- Environmental Classification
- Traffic Impacts
- ROW

- Other
- **Primary PoDI Type**
  - Major Project (>\$500M); 23 USC 106(h)
- **Federal Investment**
  - \$927.6M Estimated Total Project Cost
    - \$923.6M Federal Funds
    - \$4.0M State/other Funds
      - \$239.3M Estimated Total Contract Cost
        - \$197M Estimated Total Construction Cost
- **Project Management Organization Structure**
  - FHWA Transportation Engineer – Nunzio Merla 609-637-4233
  - Resident Engineer – William Gaus 856-491-5010
  - Field Manager – Tom Loftus 609-313-1635
  - Regional Construction Engineer – Don Matlack 856-486-6615
  - Director of Construction Services & Materials – Snehal Patel 609-530-3811
  - Executive Regional Manager – Tom Saylor 609-530-2739
  - Project Manager – John McCleerey 609-530-2466
  - Designer – Dewberry
- **Schedule**
  - PS&E – 09/07/2016
  - Construction Start – 03/15/2017
  - Construction Substantial Completion – 12/06/2021
  - Construction Final Completion – 02/04/2022
  - FMIS Project End Date – 12/04/2024

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - Multiple Contract Projects – The project is comprised of four contracts and one advanced ITS contract. Coordination between multiple ongoing construction contracts and possibly different contractors could be difficult.
  - Regionally Significant Project – The project is designed to reduce crashes and improve traffic flow along one of the busiest stretches of highway in the southern New Jersey region. The interchange continues to operate as a major artery for Philadelphia commuter traffic and as a connection to the Jersey Shore via Route 42, which connects to the Atlantic City Expressway. I-295 also serves as a major alternative to the nearby New Jersey Turnpike and carries traffic to many New Jersey destinations north and south of the interchange.
  - Interstate Construction greater than \$10M – \$236.2M - It is expected that the due to the magnitude of each contract, changes will exceed the \$1M threshold (10% of \$10M).
  - NHS Total Project Cost Greater than \$40M – \$927.6M - Value engineering analysis was performed on this project in 2006 as is the requirement for Bridge projects on the NHS receiving Federal assistance with an estimated total cost of \$40M.

- Major ROW / Utility Impacts - A total of 29 properties require full or partial acquisitions and/or easements. A total of 15 residential displacements are required for the selected alternative. Of these 15 residential displacements, 12 are located within the Bellmawr Park Mutual Housing Corporation. Replacement housing for those 12 properties is to be located on vacant land within Bellmawr Park. The Bellmawr Park Mutual Housing Corporation acquisitions will be conducted in two stages - property needed for Construction Contract 1 and then property needed for Construction Contract 3. For Construction Contract 1, the acquisition will be for improvements along Fir Place. All of the residential acquisition will occur in Construction Contract 3. One business acquisition (Seas Towing) and a Green Acres diversion on the Bellmawr Baseball property are necessary for the selected alternative. Utility facilities (including both aerial and underground) on local road bridges are to be relocated to the new bridges. A pump station for Bellmawr Sewer on Browning Road will be constructed. An 18 inch sanitary sewer that crosses Route 42 will also be relocated. As part of the selected alternative, water main extensions into the interchange for fire protection are proposed. For Bellmawr Park, utility facilities will be relocated to accommodate the new roadway pattern. Service disruptions are anticipated to be limited to a few hours when new tie-ins are made.
- Major Access Impact Interstate / NHS – The project will cause several access impacts throughout the life of the project. Not only will there be access issues during peak construction times but there may be construction access issues due to the constraints associated with the work zone.
- Complex Bridge/Tunnel – The project is designed to construct 10 new bridges, one bridge widening, one bridge rehabilitation and two temporary bridge structures. A total of 22 retaining walls, over 40 new sign structures and a total of over 15,000 feet of noise walls are proposed. Due to the locations of some of these structures, the designs can be considered complex.
- Major Traffic Impacts – A project as significant and extensive as the I-295/I-76/Route 42 Direct Connection project requires a carefully planned, designed and implemented construction traffic mitigation plan so that drivers experience safe traffic flow through the project area with minimal delay or disruption. It is important that the project's Traffic Mitigation (TM) Plan is consistent with the requirements called for under NJDOT's publication on Traffic Mitigation Guidelines for Work Zone Safety and Mobility (October 2007)
- Constructability – The work zone is among busiest stretches of highway in the southern New Jersey region. It will be difficult to coordinate construction activities within such work area constraints as any impact to the travel way will create major traffic issues.
- NEPA Classification EA or EIS – The NEPA Classification for this project is an Environmental Impact Statement approved 12/3/2008. The EIS explores Noise, Air Quality, Socioeconomics, Land Use, Environmental Justice, Natural Ecosystems, Phase I/II Archaeological Investigation, Historic Architectural Resources and Hazardous Waste Screening.
- High Community Interests - A comprehensive and proactive Public Involvement Action Plan (PIAP) is a pivotal element to the success of any project. The PIAP is designed to provide outreach that is early and continuing, timely in public notice, broadly disseminated, and responsive to stakeholder needs. Implementation of this plan is a crucial ingredient in gaining support from all key stakeholders such as the New St. Mary's Cemetery and the Camden Diocese, Bellmawr Park Mutual Housing Corporation's Board and Bellmawr Park Mutual

Housing Corporation's potentially impacted residents, representatives from the Bellmawr Board of Education, Bellmawr Baseball, Mt. Ephraim Senior Housing and Annunciation Church.

- High Political Involvement – The Routes 295 & 42/I-76 Direct Connect project has one of the highest dollar values among active NJDOT's construction projects to date and their only FHWA classified Major Project. Extensive coordination efforts will be needed to satisfy the level of oversight that is required for a project of this magnitude. Representatives from Federal, State and Local governments are all associated with the constructing of this project and their involvement is crucial to the success.

## **FHWA OVERSIGHT**

*Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Preconstruction (PS&E Approval, Advertising, & Award)** – This will include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

**Project Construction & Contract Administration** – This will include oversight of the following construction elements as they apply:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims

- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.



---

*Route 206 Bypass Contract B*  
*NHP-0206(321)*  
NJ Division PODI Project Oversight Plan

---

## **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 206 Bypass Sections 14A & 15A Contract B project, NHP-0206(321). This is a living document and will be modified as needed as the project is progressed.

## **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**
  - *Project Description* – The project will construct the remaining portion of the Route 206 Bypass on a limited access, new alignment located east of the existing Route 206 between the Mountain View Road and Hillsborough Road intersections as well as between the Amwell Road (CR 514) and Old Somerville Road intersections in Hillsborough Township, Somerset County.  
  
The Contract B bypass sections will be one travel lane in each direction south of the Hillsborough Road intersection and two travel lanes in each direction north of the Amwell Road (CR 514) intersection.
  - *Project Cost Estimate* – The project is estimated to have the following costs associated with design and construction:
    - Design – \$5.1 M
    - Construction – \$42.6 M
    - Construction Engineering – \$7.2 M
    - Utilities – \$3.5 M
    - ROW – \$28.4 M for both contract A & B
- **Federal Investment**
  - *Construction* - \$47.3 M
- **Project Management Organization Structure**
  - *Transportation Engineer* – Mamun Rashid (609) 637-4237
  - *Executive Regional Manager* – Atul Shah (609) 530-2745
  - *Project Manager* – George Worth (609) 530-3800
  - *Resident Engineer* – Irfan Ahmad (732) 735-8789
  - *Project Designer* – Dewberry Engineers, Inc. – H. Ali Vaezi (973) 780-9359
  - *Environmental* – Brenna Fairfax (609) 530-2501
  - *Contractor* – Konkus Corporation (908) 725-3301

- **Schedule**
  - Construction Start – March 6, 2018
  - Construction Substantial Completion – August 21, 2020
  - Construction Final Completion – November 19, 2020
  - Federal Project End Date – September 19, 2023

## **PROJECT RISKS**

*This section of the document identifies the risks associated with the project and what are the critical activities to the successful completion of the project. For each risk that was previously identified for this project, provide a synopsis of that risk element and how it applies to this project>*

- **Division Interest Criteria (Risks)**
  - Contract Administration
  - Civil Rights

## **FHWA OVERSIGHT**

*Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Preconstruction (PS&E Approval, Advertising, & Award)** – This will include oversight of the following design elements as they apply.

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

**Project Construction & Contract Administration** – This will include oversight of the following construction elements as they apply.

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections

- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

*Resource needs may include(as needed) support from HQ, FHWA Resource Center, FHWA NJ Division SME's, or other specialized expertise.*



## Appendix B

---



### *Route 72 Manahawkin Bay Bridges – Contract 4* NJ Division PODI Project Oversight Plan

---

#### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 72 Manahawkin Bay Bridges Contract 4 Construction Project. This is a living document and will be modified as needed as the project is progressed.

#### **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**
  - *The Route 72 Manahawkin Bay Bridges Project proposes to construct a new parallel structure adjacent to the existing Manahawkin Bay Bridge, replace the superstructure of the existing Bay Bridge, rehabilitate three trestle bridges over Hilliards Thorofare, East Thorofare, and West Thorofare, and will provide drainage and intersection improvements located in Stafford Township and Ship Bottom Borough, Ocean County, New Jersey. The overall project will be delivered through 6 separate contracts. Contract 4 includes superstructure replacement of the existing Bay Bridge and rehabilitation of the structure over Hilliards Thorofare.*
    - Overall Project Cost Estimate - \$331.3 Million Project Location – Stafford Township and Ship Bottom Borough, Ocean County
    - Design - \$5,582,567
    - Utilities - \$4,649,761
    - ROW - \$0
    - Construction - \$76.3 Million
    - Contract 4 Total Cost – \$86.6 Million
    - Total NEPA Project Cost - \$331.3 Million
    - Environmental Classification – Environmental Assessment (EA) with Finding of No Significant Impact (FONSI)
- **Primary PoDI Type (Select One)**
  - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Project of Corporate Interest (Yes/No)**
  - No
- **Federal Investment**
  - Final Design - \$5.6 Million - NHPP funds
  - Utilities - \$4.65 Million – NHPP funds
  - Construction - \$76.3 Million – NHPP funds

- **Project Management Organization Structure**
  - Area Engineer – Shaun O’Hanlan – 609-637-4238
  - NJDOT Executive Regional Manager – Tom Saylor – 609-530-2739
  - NJDOT Project Manager – Pankesh Patel – 609-530-2367
  - Designer – WSP Parsons Brinkerhoff
  - NJDOT Environmental – Tina Shutz – 609-530-2543
  - Resident Engineer – Jeff Bassano – 732-547-6187
  - Field Manager – Stan Pierzhanowski – 609-414-1616
  - Contractor – George Harms Construction Company, Inc.
  
- **Schedule**
  - Construction Start - TBD
  - Construction Substantial Completion – 4/13/2020
  - Construction Final Completion – 6/12/2020
  - FMIS Project End Date – 6/12/2023

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - Multiple Contract Projects – overall project will be administered through 6 separate construction contracts
  - Regionally Significant Project – the Route 72 Manahawkin Bay Bridges serve as the only evacuation route and vehicular link between the NJ mainland and Long Beach Island.
  - NHS Total Project Cost Greater than \$40M – Contract 4 Total Cost is \$94.3 Million
  - Multiple Federal Agencies – required coordination and permits from multiple Federal agencies such as US Coast Guard, Army Corps of Engineers, US Fish and Wildlife, National Marine Fisheries
  - NEPA Classification EA or EIS – EA with FoNSI
  - Other Significant Environmental Mitigation – multiple permits and mitigation is required from NJDEP and Federal agencies noted above. Out of the project’s 6 construction contracts, 2 of them are dedicated to significant environmental mitigation (reference Contracts 5 and 5A).
  - High Community Interests - the Route 72 Manahawkin Bay Bridges serve as the only evacuation route and vehicular link between the NJ mainland and Long Beach Island.
  - Civil Rights - Is and will continue to be monitored programmatically as well as on a project-by-project basis. The project specifications will include provisions for Disadvantaged Business Enterprises (DBE).

## **FHWA OVERSIGHT**

Select One:

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Preconstruction (PS&E Approval, Advertising, & Award)** – This will include oversight of the following design elements that apply (*delete or add design elements for the list below as specifically applicable to this PoDI*):

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

**Project Construction & Contract Administration** – This will include oversight of the following construction elements as they apply

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

*Resource needs may include FHWA Resource Center, FHWA NJ Division SME's, or other specialized expertise.*

- **Additional Project Specific Oversight (if applicable)**

- N/A

# Appendix B



## Camden Connections for the Future NJ Division PODI Project Oversight Plan FHWA FY 2016 TIGER Grant No. 9

### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Camden Connections for the Future project, under FHWA FY 2016 TIGER Grant No. 9. This is a living document and will be modified as needed as the project is progressed.

### **PROJECT BACKGROUND**

- **Project Scope**

This project will reconstruct a network of streets covering approximately two miles north of the Benjamin Franklin Bridge and in the downtown section of Camden, to make up the total Camden Connections for the Future Project. The project will integrate complete and green street concepts to reconstruct the city streets while providing Camden residents' improved connections to new or revitalized economic developments and provide Camden's workforce with safer, more efficient and more sustainable multi-modal options. Integrating complete and green street concepts. The project includes street grading reconstruction and resurfacing, pedestrian facilities, curbs, sidewalks, ADA-accessibility improvements, lighting, bicycle lanes, and streetscaping. The project will also add or upgrade traffic signals, pedestrian access, and multi-modal options along the Cooper Street corridor.

The Project will include separate awards for construction consisting of:

- a. Cooper Street Traffic Improvements project; and
- b. North Camden Infrastructure Improvements project or Cooper's Poynt.

- **Primary PoDI Type**

- TIGER Discretionary Grant Project

- **Federal Investment**

- The project cost is estimated at \$21,217,030.00 with \$16,200,000.00 as the Federal share.

- **Project Management Organization Structure**

- Mamun.Rashid  
Area Engineer  
FHWA New Jersey Division  
609.637.4237  
Mamun.Rashid@dot.gov
- Keith Skilton  
Safety Engineer  
FHWA New Jersey Division  
609.637.4203  
[keith.skilton@dot.gov](mailto:keith.skilton@dot.gov)
- Orion Joyner, PE  
Senior Engineer  
City of Camden  
520 Market Street, Suite 325  
Camden City Hall  
Camden, NJ 08103-5120  
[orionj@ci.camden.nj.us](mailto:orionj@ci.camden.nj.us)  
(856) 757-7680
- Tytanya Ray  
Contract Administrator  
Department of Planning & Development  
Capital Improvements/Project Management  
City of Camden  
520 Market Street, Suite 325  
Camden, NJ 08103-5120  
[tyray@ci.camden.nj.us](mailto:tyray@ci.camden.nj.us)  
(856) 757-7620

- **Schedule**

- NEPA completion: July 6, 2018
- PS&E Completion: July 6, 2018
- Grant Agreement Execution: December 3, 2018
- Construction Start: August 21, 2019
- Construction End and City Closeout: September 12, 2021
- FHWA Project Closeout: December 12, 2022

## **PROJECT RISKS**

- **Division Interest Criteria\* (Risks)**
  - TIGER
  - Direct Recipient of Federal Funding
  - NEPA
  - Consultant procurement and management
  - Contract Administration
  - Financial Management
  - ADA Compliance
  - Timely Reporting
  - Performance measurements and reporting

\*additional risks added from the Division Interest Criteria due to increased oversight and accountability of TIGER projects.

## **FHWA OVERSIGHT**

*Federal Involvement - FHWA-NJ will review and approve all noted elements in each phase listed below as indicated with an “approval” of that element otherwise oversight of the elements is required. Further, FHWA-NJ will act in accordance with project level responsibilities defined in the Agreement Officers Representative (AOR) Duties and Responsibilities (attached):*

## **OVERSIGHT ELEMENTS**

**Preconstruction (NEPA)** – This will include oversight and/or approval of the following NEPA elements:

- The City’s management of Cooper Ferry’s management of consultant services
- NEPA approval, including agreements required to document the NEPA process
- Other project elements as per coordination between FHWA and the City of Camden

**Preconstruction (PS&E Approval, Advertising, & Award)** – This will include oversight and/or approval of the following design elements:

- The City’s management of Cooper Ferry’s management of consultant services
- Plans, Specifications, and Estimates (PS&E) approval
- Eligibility determination approval for utility infrastructure (storm sewer and storm water combined system)
- Minority Business inclusion per 2 CFR 200.321
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, and liquidated damages inclusion in the specifications
- Consultant advertisement and selection review with Office of Acquisition and Grants Management approval
- Construction advertisement review with Office of Acquisition and Grants Management approval
- Addenda approval, if applicable
- Bid Analysis and Award Concurrence review with Office of Acquisition and Grants Management approval
- Utility agreements/Utility Agreement Modifications approval
- Other project elements as per coordination between FHWA and the City of Camden

**Project Construction & Contract Administration** – This will include oversight of the following administrative and construction elements:

- Preconstruction Meeting attendance
- Construction Inspections
- Buy America documentation approval prior to material installation
- Change orders reviews with Office of Acquisition and Grants Management approval
- Construction management of the City with the use of consultant services
- City's responsible charge actions
- Reporting – quarterly, annual, cost incurred but not invoiced, etc.
- Performance measures baseline and buildout reporting
- Invoicing reviews with Office of Acquisition and Grants Management approval
- Final Acceptance review with Office of Acquisition and Grants Management approval
- Project closeout coordination with Office of Acquisition and Grants Management action
- Other project elements as per coordination between FHWA and City of Camden

The reviews during the above phases will include the following:

- PS&E reviews
- ADA constructability reviews during design
- Invoice reviews to ensure proper source documentation
- Other project reviews as per coordination between FHWA and City of Camden

- **Resource Needs**

- *FHWA NJ Division Environmental Specialist*
- *FHWA TIGER Program Office*
- *FHWA Office of Acquisition and Grants Management*





---

## *I-295/Rt 42 Missing Moves* NJ Division PODI Project Oversight Plan

---

### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *I-295/Rt 42 Missing Moves* Project NHP-0295(330). This is a living document and will be modified as needed as the project is progressed.

### **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**
  - This project will provide the missing moves of Rt. 42 NB to I-295 SB and I-295 NB to Rt. 42 SB. The preferred alternative (providing the missing moves through the construction of direct ramps connecting I-295 and Rt. 42) through three inactive landfills has been shifted northerly to minimize impacts to a proposed development. The project is currently in Final Design.
    - **Project Location**

The project is located in the Borough of Bellmawr, Township of Runnemede, Township of Deptford and Township of Westville; Counties of Camden and Gloucester. I-295 M.P. 25.07 to 26.35; Route 42 M.P. 12.57 to 13.90.
    - **ROW**

There are 16 fee parcels of which 4 parcels are total takes requiring relocation of six businesses. No residential relocations are required for the project. There are 6 permanent easements associated with the project.
    - **Project Coordination**

This project is classified as a PoDI project. In addition to the FHWA, coordination with the following will be required: US Coast Guard, NJDEP, US Army Corps of Engineers & Nation Marine Fisheries.
    - **Environmental Classification**

The project satisfies The Categorical Exclusion #CFR:771.117(d)(13) and was approved on January 28, 2016.
    - **Other**
- **Federal Investment**
  - Estimated Total Project Cost

Design	\$11,600,000
--------	--------------

ROW	\$6,272,000
Utility Relocation	\$3,000,000
Construction	\$171,000,000
Construction Engineering	\$24,000,000
<b>Total</b>	<b>\$215,872,000</b>

- **Project Management Organization Structure**

- Tom Saylor – Program Manager
- John McCleerey – Project Manager
- Designer – Dewberry
- Environmental – Brenna Fairfax

- **Schedule**

- PS&E – 09/05/2019
- Construction Start – 03/24/2020
- Construction Substantial Completion – 11/29/2023
- Construction Final Completion – 05/13/2024
- FMIS Project End Date – 03/13/2027

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**

- Regionally Significant Project – This project will complete the interchange by providing the missing ramp connections between Rt. 42 NB to I-295 SB and I-295 NB to Rt. 42 SB.
- Interstate Construction greater than \$10M - \$150M - It is expected that the due to the magnitude of this contract, changes will exceed the \$1M threshold (10% of \$10M).
- NHS Total Project Cost Greater than \$40M - \$166.8 - Value engineering analysis was performed on this project in 2012 as is the requirement for Bridge projects on the NHS receiving Federal assistance with an estimated total cost of \$40M.
- Major ROW / Utility Impacts – The design modification to move the roadway alignment to the north may have impacts on industrial and residential areas.
- Major Access Impact Interstate / NHS – Detours may be needed depending on the work zone locations. Access to certain areas may be prohibited during construction operations.
- Major Traffic Impacts – Several areas of the construction could impact the congested local roadway network. This may have impacts that reach back onto Rt. 42 and I-295 which could cause much greater traffic impacts. Coordination with the Direct Connect project is essential as it is anticipated both of these projects will be constructed at the same time.
- Constructability – The project was originally designed to construct the missing ramp through landfill area. The designer is currently modifying the design to reduce the risk associated with this plan. The modified design may have constructability issues depending on the new roadway alignment.

- High Community Interests – Coordination with the local community will be essential to the success of this project. The project will be constructed in close proximity to industrial/commercial and residential areas. The local community could be impacted by detours and construction noise/debris.
  - a. High Political Involvement – Extensive coordination efforts will be needed to satisfy the level of oversight that is required for a project that will be constructed at the same time as the Direct Connect project. Representatives from Federal, State and Local governments are all associated with the constructing of this project and their involvement is crucial to the success.

## **FHWA OVERSIGHT**

*Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Preconstruction (PS&E Approval, Advertising, & Award)** – This will include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

**Project Construction & Contract Administration** – This will include oversight of the following construction elements as they apply:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims

- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.



---

# I-80 WB Rockfall Mitigation NJ Division PODI Project Oversight Plan

---

## **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the I-80 WB Rockfall Mitigation, Knowlton and Hardwick Twp, IM-0805(102). This is a living document and will be modified as needed as the project is progressed.

## **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**

The purpose of the Project is to improve safety and mobility by reducing the frequency and severity of rockfall events. Due to rockfall activities onsite, I-80 Westbound between MP 1.04 and MP 1.45 received the highest ranking on the NJDOT Rockfall Hazard Management System list of high priority locations. Because of the rock hazard conditions, there is a need to address the rockfall risk to motorists and impacts to the natural and human environment. The project will implement cost-effective rockfall mitigation measures adjacent to I-80 Westbound at four locations between mileposts 1.04 and 1.45 in Hardwick and Knowlton Township, Warren County.

- **Primary PoDI Type** - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)

- **Federal Investment**

- Preliminary Engineering - \$10,906,744.40

- **Project Management Organization Structure**

- FHWA Transportation Engineer – Mac Rashid 609-637-4237
- NJDOT Executive Regional Manager – Pankesh Patel 609-963-1008
- Project Manager – Scott Deeck 609-963-1060
- Designer – Dewberry
- Environmental – Amber Cheney 609-963-1137

- **Schedule**

- Environment Document Completion– 08/2020
- PE Completion – 04/2021
- FD Submission – 05/2022
- Construction Start – 01/2023
- Construction Substantial Completion – 01/2027
- Construction Final Completion – 12/2027

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - NEPA Classification EA or EIS
  - Regionally Significant Project
  - Interstate Construction greater than \$10M
  - NHS Total Project Cost Greater than \$40M
  - Multiple Federal Agencies
  - Significant Natural/Cultural Resource Involvement
  - High Community Interests
  - High Political Involvement

## **FHWA OVERSIGHT**

**Federal Involvement** - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Preliminary Engineering (PE)** – This will include oversight of the following PE elements that apply:

- Environmental Assessment (EA) Document
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

The Reviews during this phase will include (but not limited to) the following:

- Applicable supporting documents related to EA
- Other project reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**

Assistance from NJ Division Office Environmental specialist and FHWA Office of Planning, Environment and Realty may be needed.



---

*Rt 72 Manahawkin Bay Bridges – Contract 1A & 1B*  
*Federal Project # NHP-0072(307)*  
NJ Division PODI Project Oversight Plan

---

## **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 72 Manahawkin Bay Bridges Contracts 1A & 1B Construction Project. This is a living document and will be modified as needed as the project is progressed.

## **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**
  - *The Route 72 Manahawkin Bay Bridges Project proposes to construct a new parallel structure adjacent to the existing Manahawkin Bay Bridge, replace the superstructure of the existing Bay Bridge, rehabilitate three trestle bridges over Hilliards Thorofare, East Thorofare, and West Thorofare, and will provide drainage and intersection improvements located in Stratford Township and Ship Bottom Borough, Ocean County, New Jersey. This project will be delivered through 5 separate contracts. Contracts 1A & 1B include drainage and intersection improvements.*
    - Design - \$3.603 million (Contract 1A & 1B FD)
    - Utilities - \$14.38 million
    - ROW - \$1.7 million
    - Construction - \$33.67 million
    - Contracts 1A & 1B Total Cost - \$39.462 million
    - Total NEPA Project Cost - \$314.888 million
    - Environmental Classification – Environmental Assessment (EA) with Finding Of No Significant Impact (FONSI)
- **Primary PoDI Type (Select One)**
  - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Project of Corporate Interest**
  - N/A
- **Federal Investment**
  - Construction - \$33.67 million (NHPP funds)
  - Utilities - \$14.38 million (NHPP funds)
- **Project Management Organization Structure**
  - Area Engineer – Shaun O’Hanlan
  - NJDOT Project Manager – George Kuhn
  - NJDOT Executive Regional Manager – Tom Saylor
  - NJDOT Resident Engineer – Jeff Bassano – 732-547-6187

- NJDOT Field Manager – Noor Shah
  - Contractor – C.J. Hesse Inc.
  - Designer – WSP
  - Environmental – Tina Shutz
- **Schedule**
    - Construction Start – 9/4/2020
    - Interim Completion for Rt 72 and Marsha Drive Intersection Construction - 11/21/2022
    - Substantial Completion – 10/14/2024
    - Final Completion – 12/13/2024
    - Project End Date (Construction) – 8/30/2027

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - Multiple Contract Projects – overall project will be administered through 6 separate construction contracts
  - Regionally Significant Project – the Route 72 Manahawkin Bay Bridges serve as the only evacuation route and vehicular link between the NJ mainland and Long Beach Island.
  - NHS Total Project Cost Greater than \$40M – Contract 4 Total Cost is \$94.3 Million
  - Multiple Federal Agencies – required coordination and permits from multiple Federal agencies such as US Coast Guard, Army Corps of Engineers, US Fish and Wildlife, National Marine Fisheries
  - NEPA Classification EA or EIS – EA with FoNSI
  - Other Significant Environmental Mitigation – multiple permits and mitigation is required from NJDEP and Federal agencies noted above. Out of the project’s 6 construction contracts, 2 of them are dedicated to significant environmental mitigation (reference Contracts 5 and 5A).
  - High Community Interests - the Route 72 Manahawkin Bay Bridges serve as the only evacuation route and vehicular link between the NJ mainland and Long Beach Island.
  - Civil Rights - Is and will continue to be monitored programmatically as well as on a project-by-project basis. The project specifications will include provisions for Disadvantaged Business Enterprises (DBE).

## **FHWA OVERSIGHT**

Select One:

- a. *Federal Involvement* - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Preconstruction (PS&E Approval, Advertising, & Award)** – This will include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE
- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives)



- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

**Project Construction & Contract Administration** – This will include oversight of the following construction elements as they apply

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

- **Resource Needs**
  - NJ Division Civil Rights Specialist
  - NJ Division Environmental Specialist
  - NJ Division Finance Specialist
- **Additional Project Specific Oversight (if applicable)**  
N/A



---

## *Route 3 Ramp A and Bridge over Rail Line* NJ Division PODI Project Oversight Plan

---

### **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the *Route 3 Bridge over Northern Secondary & Ramp A* Project (Federal Project#0003334). This is a living document and will be modified as needed as the project is progressed.

### **PROJECT BACKGROUND**

- **Project Scope**
  - *The project will replace the existing, structurally deficient Route 3 bridge over two rail lines and the nearby Ramp A adjacent the North Bergen Park and Ride Facility. The new bridge will accommodate two travel lanes, a right shoulder and left shoulder, and a wide sidewalk on the north side. The sidewalk will extend west of the bridge to the park and ride facility*
  - *Project cost estimate is \$32,921,101 (including PE, FD, ROW & Construction)*
  
- **Primary PoDI Type**
  - TIGER Discretionary Grant Project
  
- **Federal Investment**
  - The project is a federal-aid construction project awarded TIGER funds in the amount of \$18,260,000.00 and other Federal funds in the amount of \$4,381,101
  
- **Project Management Organization Structure**
  - *The project management organization structure consists of the following:*
    - *NJDOT*
      - *Shukri Abuhuzeima, Exec. Region Manager, 609.963.1092*
      - *Nirmin Nasef, Project Manager, 609.963.1052*
      - *Dhananjay Rana, Asst. Project Manager, 609.963.1040*
    - *FHWA Division Office*
      - *Mac Rashid, Transportation Engineer*
  
- **Schedule**
  - NEPA Completion – 12/18/2014
  - PE Completion – 07/26//2016
  - NEPA Re-Evaluation - 01/29/2019

- FD Completion - 02/01/2019
- PS&E Approval - 08/22/2019
- Grant Agreement Execution - 08/22/2019
- Planned Construction Start – 12/19/2019
- Planned Construction Substantial Completion – 08/15/2023
- Planned Construction Final Completion – 02/15/2024
- FMIS Project End Date – 05/15/2025

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - TIGER
  - Contract Administration
  - ADA Compliance
  - Timely Reporting
  - Performance measurements and reporting

## **FHWA OVERSIGHT**

- **Federal Involvement** - FHWA-NJ will review and approve all applicable elements in each phase listed below.

## **OVERSIGHT ELEMENTS**

**Preconstruction (PS&E Approval, Advertising, & Award)** – This will include oversight of the following design elements:

- Plans, Specifications, and Estimates (PS&E) approval
- ROW and Utility Clearances
- Project Authorization
- Advertisement
- Bid Analysis and Award Concurrence
- Railroad agreements
- Grant Agreement execution between US DOT and NJDOT
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

**Project Construction & Contract Administration** – This will include oversight of the following construction elements:

- Preconstruction Meetings
- In-Depth Inspections, Final Inspections
- Buy America
- ADA compliance
- Change orders
- COPs
- Contractor claims
- Time extensions/Suspensions of Work
- Liquidated damages

- Default/Termination of Contract
  - Final Acceptance - NJDOT & their contractor(s)
  - Reporting – quarterly, annual, and cost incurred but not invoiced
  - Performance measures baseline and buildout reporting
  - Invoicing reviews prior to reimbursements
  - Final Acceptance
  - Project closeout
  - Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.
- **Resource Needs**
    - *FHWA NJ Division Senior Structural Engineer*
    - *FHWA NJ Project & Program Development Manager*
    - *FHWA NJ Safety Engineer*
    - *FHWA TIGER Program Office*



---

I-76, Bridge over Klemm Avenue,  
Conrail and South Branch Newton Creek,  
Contract 1  
NJ Division PODI Project Oversight Plan

---

## **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the I-76, Bridge over Klemm Avenue, Conrail and South Branch Newton Creek, Contract 1 Project, NHP-0076(203). This is a living document and will be modified as needed as the project is progressed.

## **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**
  - The New Jersey Department of Transportation (NJDOT) in coordination with the Federal Highway Administration (FHWA) has proposed to rehabilitate four bridges within the Route 76/676 corridor and construct safety improvements along Route 76 and Route 676. The project will replace three bridge superstructures between milepost 1.2 and milepost 2.0 on I-76: (1) Route 76 Bridge over South Branch Newton Creek, Klemm Avenue and Conrail; (2) Route 76 over Nicholson Road; and (3) Route 76 and Route 676 NB over Main Branch Newton Creek. The project will replace a fourth bridge at milepost 0.14 on Route 676: Route 676 SB over Main Branch Newton Creek. In addition, pavement cross slopes and shoulder widths will be improved on Route 76 between milepost 1.2 and milepost 2.0 and on Route 676 between milepost 0.0 and milepost 1.0 (Morgan Boulevard). The project will include resurfacing at: Morgan Boulevard Eastbound to the Route 676 Northbound loop ramp, Collings Avenue to Route 676 Northbound, Route 676 Southbound to Collings Avenue Westbound, Route 676 Southbound to Collings Avenue Eastbound, Collings Avenue to Route 676 Southbound, and Route 676 Southbound to Route 76C Eastbound ramp. The projects also include: ADA improvements at the Morgan Boulevard and Route 676 ramp; intersection and traffic signal modifications at the Collings Avenue and Route 676 Northbound ramp intersection, and the Collings Avenue and Route 676 Southbound ramp intersection. The overall purpose of the project is to improve the safety and operations on Route 76 and Route 676 within the project limits.
    - Project Location
      - This project is located in the Cities of Gloucester and Camden, Camden County. I-76 M.P. 0.76 to M.P. 1.89
    - Environmental Classification
      - Self Certified CED dated June 3, 2019

- **Primary PoDI Type**
  - Projects Selected for Risk-Based Stewardship & Oversight; 23 USC 106(g)
- **Federal Investment**
  - Project Cost Estimate:
    - Design – \$2,949,082 (PE) & \$6,591,108 (FD)
    - Construction – \$73,000,000
    - Construction Engineering – \$8,900,000
    - Utilities – \$350,000
    - ROW – \$0.00
- **Project Management Organization Structure**
  - Tom Saylor – Program Manager
  - Andrew Maevsky – Project Manager
  - WSP USA – Designer
  - Brenna Fairfax – Environmental
- **Schedule**
  - FD – Completed 04/28/2021
  - PS&E – Completed 07/26/2021
  - Construction Start – 09/10/2021
  - Construction Substantial Completion – 10/30/2023
  - Construction Final Completion – 04/23/2024
  - FMIS Project End Date – 10/30/2027

## **PROJECT RISKS**

- **Division Interest Criteria (Risks)**
  - Multiple Contract Projects
  - Interstate Construction greater than \$10M
  - NHS Total Project Cost Greater than \$40M
  - Major Traffic Impacts
  - Contract Administration
  - ADA Compliance
  - Civil Rights

## **FHWA OVERSIGHT**

Spot Check Construction Review – FHWA-NJ will conduct an initial spot check review during construction and pending findings will conduct subsequent follow up construction reviews on specific elements as necessary.

## **OVERSIGHT ELEMENTS**

**Preconstruction (PS&E Approval, Advertising, & Award)** – This will include oversight of the following design elements that apply:

- Plans, Specifications, and Estimates (PS&E)
- DBE

- OJT
- Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
- Partnering
- Warranties
- ROW Clearances
- Project Authorization and Project Agreements
- Advertisement
- Addenda
- Pre-bid meetings
- Bid Analysis and Award Concurrence
- Innovative contracting
- State contracting procedures
- Utility agreements/Utility Agreement Modifications
- Railroad agreements
- Other project elements as per coordination between FHWA and NJDOT responsible parties.

**Project Construction & Contract Administration** – This will include oversight of the following construction elements as they apply:

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- Contractor claims
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- Default/Termination of Contract
- Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.

# Route 71, Bridge over Shark River NJ Division Stewardship and Oversight Plan 0071(308)

## **PURPOSE**

The purpose of this FHWA document is to establish the parameters for the New Jersey Division Office to provide oversight with the establishment of a management strategy based on the risks associated with the successful delivery of the Route 71, Bridge over Shark River. This is a living document and will be modified as needed as the project is progressed.

## **PROJECT BACKGROUND**

- **Project Scope (Project Cost Estimate, Project Complexity)**

**Project Cost Estimate** – The project is estimated to have the following costs associated with design and construction:

- Design \$5.0 M (PE) - November 2022  
\$7.0 M (FD) - April 2024
- ROW \$2.0 M - April 2023
- Construction \$114.0 M - April 2027
- Construction Engineering \$10.0 M - April 2027
- Construction Inspection \$12.0 M - April 2027
- Utilities \$5.0 M - April 2027

### **Project Complexity**

The Route 71 Shark River Bridge consists of a double leaf, riveted steel bascule span and nine (9) concrete encased riveted steel girder-floor beam approach spans supported on a reinforced concrete substructure.

The Preliminary Preferred Alternative (PPA) will replace the existing movable structure over Shark River on the same basin alignment and raise the vertical under-clearance with Mean High Water no more than 5-feet. The existing roadway consists of 2-travel lanes in each direction with a sidewalk on each side of the structure. The improvement will:

- Upgrade bridge and approach roadway conditions to meet AASHTO and NJDOT safety standards including new parapets and guide rail
- Provide bicycle compatibility and connectivity to the approach roadways
- Provide ADA compliant pedestrian facilities and crossings as well as connectivity to the approach roadways
- Correct the controlling substandard design elements



- Avoid or minimize social, economic, and environmental impacts
- Provide for earthquake resistance of the structure to meet current design standards
- Provide scour critical countermeasures
- Provide flood resiliency for critical bridge components
- Reduce the frequency of major bridge maintenance activities that result in detours and/or disruption of traffic flow
- Maintain traffic operations and volume with minimum disruption and delay during construction; maintain pedestrian and vehicular access to properties at all times during construction and minimize detours
- Provide accommodations for current and future users of the Shark River in accordance with the Navigation Impact Report
- Address the high rate of vehicular & bicycle/pedestrian crashes occurring on Route 71 in the project vicinity

**Project Location**

The Bridge replacement of the existing movable structure on Route 71 (Main Street) over Shark River (Structure No. 1321-150), from Eight Avenue (MP 5.50) in the Borough of Belmar to Walling Place (MP 6.50) in the Borough of Avon-By-The-Sea, Monmouth County.

**Contract Delivery Method**

Cost plus Fixed Fee Consultant Agreement (PE Design)

**Environmental Classification**

Categorical Exclusion Document (CED), Environmental Screening (11/2/2017), CED (TBD)

**Unique Structure Type(s)**

Double-leaf Bascule

**• Primary PoDI Type**

NHS Projects with Retained FHWA Project Approval; 23 USC 106(c)(1)

**Federal Investment**

- *Construction* - \$ 155.0 M Total- STIP federally funded UPC#163160, funds for the project.

NJTPA PE BFP	\$5.000
NJTPA DES BFP	\$7.000
NJTPA ROW BFP	\$2.000
NJTPA CON BFP	\$0.000
NJTPA CON NHPP	\$66.814 \$74.186

**Project Management Organization Structure**

- o Transportation Engineer – Hadi Pezeshki (609) 637-4232
- o NJDOT, Executive Regional Manager, Team B – Pankesh Patel (609) 963-1008
- o NJDOT, Project Manager, Team B - George R. Kuhn (609) 963-1068

**Schedule**

- o Construction Start      October 2027
- o Construction Substantial Completion January 2029
- o Construction Final Completion      April 2029
- o Federal Project End Date              December 31, 2029
- o PE - Start                                December 2022
- o FD - Start                                December 2024
- o PS&E - Submitted                      Spring 2026

**SCREENING CRITERIA:**

NJ Division SOP - Identifying Risk Based Project Involvement to comply with 23 USC 106

- STEP#1 - NJ Projects with Federal Involvement Screening Risk Criteria
- STEP#2 - Risk Based Project Assessment Criteria

**RISK BASED PROJECT ASSESSMENT:**

Step 1 and Step 2 Screening identified Risks – Unusual Bridge (Moveable) on the NHS with State DOT elevated project risks - potential condemnations; potential utility relocation delays.

**PROJECT ELEMENTS OF REVIEW** - Provide a specific description of the elements that will be reviewed and the element’s linkage to the risk area identified through the project risk assessment (per Appendix A and B):

**Preconstruction (Design)** – This will include oversight of the following design elements that apply *(Delete or add specific oversight elements in the list below as specifically applicable to this PoDI) (see bolded):*

- **Design Standards**
- Design Exceptions
- **Structural Design**
- Consultant Management
- Context Sensitive Solutions (CSS)
- Environmental Mitigation and Commitments / NEPA Clearances
- ITS Project development Standards & Systems Engineering

- Interstate Access Requests/Interstate Justification Reports
- Pavement Design
- **Other project elements as per coordination between FHWA and NJDOT responsible parties.**

The Reviews during this phase will include (but not limited to) the following, *(delete or add specific reviews for the list below as specifically applicable to this PoDI) (see bolded):*

- Constructability
  - **Preliminary Design Submission – Preliminary Plans for unusual/complex bridge.**
  - Final Design Submission
  - Road Safety Audits
  - Roadside Hardware
  - Traffic Analysis,
  - Traffic Control Plan / Work Zone Traffic Mgmts.
  - Value Engineering (VE)
  - PIF – Airspace clearance FAA (23 CFR 620.104)
  - PIF– Proprietary items
  - PIF – Publicly furnished materials
  - Project Management and Financial plans
  - **ROW encroachments**
  - Experimental Features
  - **Utility Agreements/Utility Agreement Modifications**
- **Other project reviews as per coordination between FHWA and NJDOT responsible parties. Preconstruction (PS&E Approval, Advertising, & Award) – This will include oversight of the following design elements that apply (delete or add design elements for the list below as specifically applicable to this PoDI) (see bolded):**
- Plans, Specifications, and Estimates (PS&E)
  - DBE
  - OJT
  - Contract Provisions (FHWA1273, Buy America(n), Changed conditions clauses, Incentive/Disincentives
  - Partnering
  - Warranties
  - **ROW Clearances**
  - Project Authorization and Project Agreements
  - Advertisement
  - Addenda
  - Pre-bid meetings
  - Bid Analysis and Award Concurrence
  - Innovative contracting
  - State contracting procedures
  - **Utility agreements/Utility Agreement Modifications**
  - Railroad agreements
  - **Other project elements as per coordination between FHWA and NJDOT responsible parties.**

**Project Construction & Contract Administration** – This will include oversight of the following construction elements as they apply *(delete or add construction elements for the list below as specifically applicable to this PoDI) (TBD after Final Design Submission):*

- Preconstruction Meetings
- Initial Inspections
- Intermediate Inspections
- In-Depth Inspections, Final Inspections
- Work Zone Inspections
- Project Meetings
- Buy America
- Materials testing / certifications
- Change orders
- COPs
- Contractor claims
- Pay Estimate Reviews
- Time extensions/Suspensions of Work
- Value Engineering Change Proposals
- Liquidated damages
- DBE commercial useful functions
- Labor Compliance
- Default/Termination of Contract
- Final Acceptance

**Other project elements and reviews as per coordination between FHWA and NJDOT responsible parties.**

- Project Authorization and Project Agreement
- Project Planning and Programming
- Project Financing

**FHWA S&O ACTIVITIES**

What are the general S&O activities (include project inspections, compliance reviews, opportunities for innovation, technical assistance and guidance, or post-approval reviews) that the Division will conduct in response to risk. Ensure to include a specific description and scope for planned risk response activities; describe the relationship of each planned activity to the risks:

*Detailed Design/Contract Document Review and Approval only* – FHWA-NJ will only review the applicable elements in the Preconstruction Design and Preconstruction- (PS&E Approval, Advertising, & Award) as listed above.

- **Resource Needs**  
Division Bridge SME, (Paul Cardie), HQ Bridge Division/Resource Center as needed.
- **Additional Project Specific Oversight (if applicable)**  
None

**PROJECT RISK MITIGATION / CLOSE OUT**

1. What were the results of the Division’s involvement in the project?
2. Were the risks associated with this project mitigated and if so how?
3. If the Risks were not mitigated, should they be carried to the Annual PY Risk mitigation meeting for possible inclusion in next year’s PY Risk