

**FY 2016-2025**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transportation Authorities Project Descriptions**  
*Burlington County Bridge Commission*

**Burlington-Bristol Bridge**

**Bridge Electrical Upgrades**

This project includes the replacement of the existing 480 volt power feed from the Pennsylvania power house to the lift span and the installation of a new data center (fit-out). This project also includes an annual electrical maintenance contract.

<b>ROUTE (MILEPOSTS):</b> NJ 413	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Burlington County	\$3.250	2016 - 2019

**Bridge Rehabilitation**

This project includes the replacement of the existing span decks, repairs to the existing walkway, railing and ladder system, painting of the steel structures, rehabilitation of the bridge mounted structures, repairs to the existing counter weights, gateway improvements the installation of warning gates. This project also includes an annual maintenance.

<b>ROUTE (MILEPOSTS):</b> NJ 413	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Burlington County	\$25.475	2016 - 2019

**Riverside Delanco Bridge**

**Bridge Electrical Upgrades**

This project includes the replacement of the existing electrical system and the replacement of the existing submarine cable. This project also includes an annual electrical maintenance contract.

<b>ROUTE (MILEPOSTS):</b> CR 543 (10.8)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Burlington County	\$2.825	2016 - 2019

**Bridge Rehabilitation**

This project includes the replacement and upgrade of existing mechanical equipment and gateway improvements. This project also includes an annual maintenance contract.

<b>ROUTE (MILEPOSTS):</b> CR 543	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Burlington County	\$2.975	2016 - 2019

**FY 2016-2025**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transportation Authorities Project Descriptions**  
*Burlington County Bridge Commission*

<b>Tacony-Palmyra Bridge</b>
------------------------------

<b>Bridge Electrical Upgrades</b>
-----------------------------------

This project includes the installation of a data system, installation of a traffic control system, replacement of existing wiring conduit and junction boxes and the installation of solar panels. This project also includes the replacement of the existing submarine cables and the festoon cables. This project also includes an annual electrical maintenance contract.

<b>ROUTE (MILEPOSTS):</b> NJ 73	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Burlington County	<b>\$13.125</b>	<b>2016 - 2019</b>

<b>Bridge Rehabilitation</b>
------------------------------

This project includes the painting of the steel structures, installation of a maintenance/inspection traveler system, replacement of the existing fender systems, rehabilitation of the rack and pinion system and the installation of warning gates. This project also includes an annual maintenance contract.

<b>ROUTE (MILEPOSTS):</b> NJ 73	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Burlington County	<b>\$28.025</b>	<b>2016 - 2019</b>

**FY 2016-2025**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transportation Authorities Project Descriptions**  
*Delaware River and Bay Authority*

**Cape May-Lewes Ferry**

**Rehabilitation of Cape May-Lewes Ferry approach roads**

This project will include adjustments to the road geometry at the facility entrance along with re-construction of the existing pavement, and upgrading safety features to meet present standards (i.e. guiderail, lighting, drainage, signage).

<b>ROUTE (MILEPOSTS):</b> US 9 (0 - 1)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Cape May County	<b>\$7.000</b>	<b>2016 - 2016</b>

**Delaware Memorial Bridge**

**Toll Plaza Improvements/Electronic Toll Collection-DMB**

This project provides for an Electronic Toll-collection System replacement. Upgrades are required to safeguard against unplanned interruptions to the system, and to provide a reliable and safe toll plaza. This work involves, but is not limited to; complete replacement of all electronic toll equipment, installation of a new intercom system, and other miscellaneous improvements.

<b>ROUTE (MILEPOSTS):</b> NJ Turnpike	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Salem County	<b>\$7.500</b>	<b>2015 - 2016</b>

**FY 2016-2025**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transportation Authorities Project Descriptions**  
*Delaware River Joint Toll Bridge Commission Authority*

<b>Scudder Falls Bridge</b>
-----------------------------

<b>I-95 Scudder Falls Bridge Improvement</b>
--

Under a Memorandum of Agreement that the Delaware River Joint Toll Bridge Commission (DRJTBC) entered into with the New Jersey Department of Transportation (NJDOT) and the Pennsylvania Department of Transportation (PennDOT), the project's limits are I-95 from PA Route 332 in Bucks County, PA to Bear Tavern Road in Mercer County, NJ.

This project is planned to: (1) Widen I-95 from PA 332 to the inside by adding one travel lane in each direction through utilization of the current grass median along that roadway stretch. (2) Reconfigure the Taylorsville Road Interchange in Lower Makefield Twp., PA by eliminating the existing western southbound off-ramp and modifications to I-95 acceleration and deceleration lanes. (3) Replace the existing outdated four-lane Scudder Falls Bridge with an entirely new structure on the upstream side with overlapping of the current bridge footprint. The new structure would have six lanes of through traffic (three in each direction) with two auxiliary northbound lanes for entry/exit travel and one auxiliary southbound lane entry/exit travel. The recommended option calls for full inside and outside roadway shoulders and bicycle and pedestrian facility on the upstream side of the bridge's southbound span; and (4) Reconstruct and reconfigure the Route 29 interchange through the use of roundabouts. This option would avoid traffic signals, resulting in a folded diamond interchange with two roundabout intersections at the ramps with I-95. Bypasses for NJ Route 29 northbound and southbound traffic would be retained and improved acceleration and deceleration lanes will be provided onto I-95.

<b>ROUTE (MILEPOSTS):</b> I-95 Mercer (0 - 2)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Mercer County	\$328.600	2016 - 2018

**FY 2016-2025**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transportation Authorities Project Descriptions**  
*Delaware River Port Authority of Pennsylvania and New Jersey*

**Benjamin Franklin Bridge**

**Bridge Deck Resurfacing**

This project includes rehabilitation of the approach spans on each side of the bridge (Philadelphia and Camden); repair of steel components (columns/beams) within the bridge support system; and additional drainage and electrical improvements.

<b>ROUTE (MILEPOSTS):</b> I-676 (3.8 - 4.75)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Camden County	<b>\$10.500</b>	<b>2018 - 2019</b>

**Masonry Rehabilitation**

This project will repair, rehabilitate, and preserve the granite facades on the anchorages, piers, abutments, and retaining walls. Weathering and age have caused the facades to deteriorate.

<b>ROUTE (MILEPOSTS):</b> I-676 (3.8 - 4.75)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Camden County	<b>\$5.800</b>	<b>2017 - 2019</b>

**Replace Moveable Barrier**

This project will replace existing moveable barrier system. The bridge has a moveable barrier wall along the bridge roadway deck that separates the opposing directions of traffic and is moved multiple times on a daily basis throughout the year using a moveable barrier machine.

<b>ROUTE (MILEPOSTS):</b> I-676 (3.8 - 4.75)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Camden County	<b>\$7.200</b>	<b>2015 - 2019</b>

**Tower Expansion Joint Rehabilitation**

This project will perform structural rehabilitation of the main tower expansion joints. The types of repairs include bearing replacement, finger plate replacement, below deck transverse walkway rehabilitation cleaning and sealing, drainage repairs, pin replacement, and structural steel repairs.

<b>ROUTE (MILEPOSTS):</b> I-676 (3.8 - 4.75)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Camden County	<b>\$7.000</b>	<b>2016 - 2019</b>

**Betsy Ross Bridge**

**Bridge Deck Resurfacing**

This project will mill and repave the existing bridge overlay. The approaches to the bridge will be included from the toll to the west of Richmond Street along with drainage and other improvements.

<b>ROUTE (MILEPOSTS):</b> NJ 90 (0 - 2)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Camden County	<b>\$18.800</b>	<b>2015 - 2016</b>

**FY 2016-2025**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transportation Authorities Project Descriptions**  
*Delaware River Port Authority of Pennsylvania and New Jersey*

<b>Commodore Barry Bridge</b>
-------------------------------

<b>Deleading and Repainting</b>
---------------------------------

This project will entail the blast cleaning and painting of the entire Commodore Barry Bridge along with substructure concrete rehabilitation. Under this particular project, protective shielding at suspender locations and along the main cable are planned to be installed.

<b>ROUTE (MILEPOSTS):</b> US 322 (0 - 2.2)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Gloucester County	<b>\$100.000</b>	<b>2015 - 2019</b>

<b>Structural Rehabilitation Phase II</b>
---

This project replaces the out of service transverse maintenance walkways attached to the bridge approach piers. It will also perform various concrete and steel repairs to the bridge as identified in recent biennial and interim inspections.

<b>ROUTE (MILEPOSTS):</b> US 322 (0 - 2.2)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Gloucester County	<b>\$9.400</b>	<b>2015 - 2019</b>

**FY 2016-2025**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transportation Authorities Project Descriptions**  
*Delaware River Port Authority of Pennsylvania and New Jersey*

**PATCO**

**Embankment Restoration**

This project will rehabilitate and restore embankments and retaining walls at several locations along PATCO right-of-way to prevent erosion and preserve drainage control to maintain the system in a safe and functional condition. The work includes stabilizing deteriorated embankment slopes, constructing drainage improvements, and repairing retaining walls between Camden and Linenwold.

<b>ROUTE (MILEPOSTS):</b>	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Camden County	<b>\$8.550</b>	<b>2015 - 2017</b>

**Hall and Way Interlocking Rehabilitation**

This project will replace the track and switches at Hall and Way Interlockings in the Camden subway. The work includes replacement of existing turnouts and crossing diamonds and installation of signal and electrical components.

<b>ROUTE (MILEPOSTS):</b>	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Camden County	<b>\$6.750</b>	<b>2015 - 2018</b>

**Install Elevators at Stations**

This project will install new elevators at six (6) PATCO stations not currently served by elevators. The locations include Ashland, Haddonfield, Westmont, Collingswood, City Hall, and 12th-13th and Locust stations. All stations on the PATCO system will be compliant with the Americans with Disabilities Act (ADA) when the project is completed.

<b>ROUTE (MILEPOSTS):</b>	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Camden County	<b>\$20.000</b>	<b>2015 - 2019</b>

**Interlocking and Track Rehabilitation Phase II**

This effort is to perform a rehabilitation of Locust Hall Way, East/West Ferry and East Crest Interlockings. The project will involve the removal and replacement of switches, frogs, ties, and signal, communication and power cabling.

<b>ROUTE (MILEPOSTS):</b>	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Camden County	<b>\$11.250</b>	<b>2018 - 2019</b>

**Lindenwold Track and Viaduct**

This effort is to perform a rehabilitation of the tracks in PATCO's Lindenwold Yard. The project will involve the removal and replacement of individual yard tracks, switches, signals, lighting, and viaduct track structure.

<b>ROUTE (MILEPOSTS):</b>	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Camden County	<b>\$44.500</b>	<b>2015 - 2018</b>

**FY 2016-2025**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transportation Authorities Project Descriptions**  
*Delaware River Port Authority of Pennsylvania and New Jersey*

**PATCO**

**Rehabilitation of PATCO Fleet**

This project is overhauling the 120-vehicle PATCO Transit Car fleet. The fleet is over 40 years old and requires increased maintenance for service reliability. An evaluation of the car fleet determined that a major overhaul to the fleet was warranted and more cost effective than new care procurement.

<b>ROUTE (MILEPOSTS):</b>	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Camden County	<b>\$194.000</b>	<b>2011 - 2017</b>

**Rehabilitation of Track Structure on Viaduct at Westmont**

This effort is to replace the existing structure which secures the rail to the viaducts. The work involves the demolition of the existing concrete plinths, anchoring systems and rail fastening system.

<b>ROUTE (MILEPOSTS):</b>	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Camden County	<b>\$14.500</b>	<b>2015 - 2017</b>

**Replace Electrical Cables in Subways**

Replace power and signal communication cables in subways. Existing cables in service are over 40+ years and have exceeded expected service life. Replacement is required to ensure reliability of traction power and signal systems.

<b>ROUTE (MILEPOSTS):</b>	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Camden County	<b>\$9.500</b>	<b>2017 - 2019</b>

**Track Rehabilitation Across Benjamin Franklin Bridge**

This project is rehabilitating the PATCO track structure on the Benjamin Franklin Bridge. The rehabilitation work includes track replacement: power, signal, and communication infrastructure improvements; and structural improvements.

<b>ROUTE (MILEPOSTS):</b>	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Camden County	<b>\$102.800</b>	<b>2013 - 2016</b>

**FY 2016-2025**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transportation Authorities Project Descriptions**  
*Delaware River Port Authority of Pennsylvania and New Jersey*

<b>Walt Whitman Bridge</b>
----------------------------

<b>Deleading and Repainting - Phase 3</b>
---

This project will entail the painting of the suspension span, stiffening truss towers, and anchorage steel.

<b>ROUTE (MILEPOSTS):</b> I-76 (2 - 3.08)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Gloucester County	<b>\$72.000</b>	<b>2015 - 2019</b>

<b>Replacement of PA DMS Boards</b>
-------------------------------------

This project will replace the existing Dynamic Message Sign (DMS) boards of the Pennsylvania approach to the bridge. These DMS are outdated and have outlived their life expectancy.

<b>ROUTE (MILEPOSTS):</b> I-76 (2 - 3.08)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Gloucester County	<b>\$6.250</b>	<b>2017 - 2019</b>

**FY 2016-2025**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transportation Authorities Project Descriptions**  
*FHWA Eastern Federal Lands Highway Division*

<b>National Park Service, Northeast Region</b>
--

<b>Delaware Water Gap National Recreation Area</b>
--

Bridge repair/rehab & 1 superstructure replacement

<b>ROUTE (MILEPOSTS):</b>	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Sussex County	<b>\$5.000</b>	<b>2016 - 2016</b>

<b>Edwin B. Forsythe National Wildlife Refuge</b>
---

Reconstruct Headquarters Parking Lot

<b>ROUTE (MILEPOSTS):</b>	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Atlantic County	<b>\$0.500</b>	<b>2016 - 2016</b>

<b>Statue of Liberty Island</b>
---------------------------------

Repair/Rehab of Ellis Island Access Bridge

<b>ROUTE (MILEPOSTS):</b>	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Hudson County	<b>\$1.000</b>	<b>2016 - 2016</b>

**FY 2016-2025**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transportation Authorities Project Descriptions**  
*New Jersey Turnpike Authority*

**New Jersey Turnpike**

**Interchange 14A Improvements**

The interchange will be reconfigured to accommodate existing traffic volumes and the future growth in traffic volume resulting from the expansion of an adjacent port facility and a large residential/commercial development.

<b>ROUTE (MILEPOSTS):</b> I-78 (3.5)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Hudson County	\$400.000	2014 - 2018

**Interchange 15W/16W Improvements**

The interchange ramps will be modified to improve traffic operations and safety. The improvements will include widening the ramp from the toll plaza to the southbound Turnpike to provide for two acceleration lanes and signing improvements to address truck overturns.

<b>ROUTE (MILEPOSTS):</b> I-95, NJ Turnpike Western Alignment (108.8 - 112.7)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Hudson County, Bergen County	\$10.000	2014 - 2016

**Newark Bay - Hudson County Extension Bridge Deck Reconstruction between Interchange 14C and Jersey Ave**

This project will replace the bridge deck and barrier along the westbound roadway within the project limits. In addition to the replacement of the bridge deck, the approach pavement to the Interchange 14C toll plaza will be rehabilitated, and lighting and drainage improvements will be included.

<b>ROUTE (MILEPOSTS):</b> I-78 (6 - 8.2)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Hudson County	\$44.000	2012 - 2016

**Newark Bay - Hudson County Extension Bridge Deck Reconstruction between Interchanges 14 and 14A**

The bridge deck is being replaced in two phases. This project is the second phase.

<b>ROUTE (MILEPOSTS):</b> I-78 (1.5 - 2.9)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Essex County, Hudson County	\$103.300	2016 - 2020

**FY 2016-2025**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transportation Authorities Project Descriptions**  
*New Jersey Turnpike Authority*

**Garden State Parkway**

**Great Egg Harbor Bridge Improvements**

A new southbound span will be built to the west of the existing southbound span over Great Egg Harbor and Drag Channel. The new bridge will include a multi-use pathway. The existing southbound span will be demolished. The nearby Beasley's Point Bridge on Route 9 will also be demolished as part of this project.

<b>ROUTE (MILEPOSTS):</b> Garden State Parkway (27 - 28.8)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Atlantic County, Cape May County	<b>\$210.000</b>	<b>2013 - 2016</b>

**Interchange 0 Improvements**

This project will provide reconstruction of the signalized intersection of the Garden Sate Parkway with Route 109, and of the intersection of Route 109 with Shore Drive (County Road 621).

<b>ROUTE (MILEPOSTS):</b> Garden State Parkway	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Cape May County	<b>\$10.500</b>	<b>2015 - 2016</b>

**Interchange 105 Improvements**

This project is intended to improve access to and from the Parkway at Interchange 105 as well as safety and operations at the Hope Road/NJ Route 36 intersection. The improvements include a new southbound connection from the Parkway outer roadway to Wayside Road, the addition of a second northbound deceleration lane from the Parkway outer roadway to Interchange 105 and the reconstruction of the Hope Road/NJ Route 36 intersection.

<b>ROUTE (MILEPOSTS):</b> Garden State Parkway (105.5 - 106.6)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Monmouth County	<b>\$40.000</b>	<b>2013 - 2017</b>

**Interchange 125 Improvements**

The interchange will be reconfigured to accommodate existing traffic volumes and the future growth resulting from the development of the waterfront. New ramps from the Parkway southbound and to the Parkway northbound will provide full access to Chevalier Avenue and the waterfront development.

<b>ROUTE (MILEPOSTS):</b> Garden State Parkway (126 - 126.4)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Middlesex County	<b>\$75.000</b>	<b>2014 - 2016</b>

**Interchange 145 Improvements**

This project will provide for the replacement of the Central Avenue bridge over the GSP mainline to provide sufficient room for a 2-lane southbound entrance ramp to the SB GSP and a 2-lane northbound exit ramp from the NB GSP at Interchange 145.

<b>ROUTE (MILEPOSTS):</b> Garden State Parkway (146.5 - 147.5)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Essex County	<b>\$30.000</b>	<b>2014 - 2016</b>

**FY 2016-2025**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transportation Authorities Project Descriptions**  
*New Jersey Turnpike Authority*

**Garden State Parkway**

**Interchange 163 Improvements**

In order to improve traffic operations, this project will relocate the exits onto Route 17 from the left side of the road to the right side of the road by realigning the Parkway into the existing median in the vicinity of Interchange 163.

<b>ROUTE (MILEPOSTS):</b> Garden State Parkway (162.5 - 163.7)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Bergen County	<b>\$82.000</b>	<b>2014 - 2016</b>

**Interchange 36, 37 & 38 improvements**

This project will improve operations at Interchange 36, 37 and 38 by providing full decel and accel lanes at Interchange 36 with Tilton Road, and eliminating the southbound weave between traffic entering the GSP from the Atlantic City Expressway eastbound ramp and the traffic exiting the GSP at Interchange 37 with Washington Avenue. The improvements include widening the Atlantic City Expressway entrance ramp to two lanes, adding one lane in each direction and full shoulders on the GSP to accommodate the widening from Interchange 30 to 80 improvement project. The contract for this project includes the Parkway widening between mileposts 34.5 and 38.

<b>ROUTE (MILEPOSTS):</b> Garden State Parkway (35 - 38)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Atlantic County	<b>\$84.100</b>	<b>2014 - 2018</b>

**Interchange 91 Improvements (Burnt Tavern Road)**

A joint effort between the Turnpike Authority and Ocean County, this project will provide ramp movements currently missing at the interchange, reconstruction and safety improvements to the existing northbound ramp toll plaza, construction of two extended service roads, and improvements to nearby county roads to simplify the traffic flow pattern and relieve congestion on local roads.

<b>ROUTE (MILEPOSTS):</b> Garden State Parkway (92)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Ocean County	<b>\$4.800</b>	<b>2013 - 2016</b>

**Interchanges 30 to 80 widening (Phase 3 MP 38 to MP 48)**

The third, and final, phase of the Garden State Parkway (GSP) Widening between mileposts 30 and 80 program. The project will widen the Northbound and Southbound GSP mainline from two lanes with nominal shoulders to three lanes with full shoulders. The majority of the widening will be in the inside median. The proposed highway-typical section will provide a 10 ft. left shoulder, three 12 ft. thru travel lanes and a 12 ft. right shoulder. Other improvements include new overhead guide signs, ramp lighting, guide rail, utility relocations, and retention swales. Except for an easement over the Penn-Reading Seashore Line at milepost 39.9, the proposed widening will be accommodated within the existing GSP right-of-way. Construction along the mainline will be accomplished in multiple stages. Two lanes of travel, in each direction, will be maintained on the GSP during peak travel times.

<b>ROUTE (MILEPOSTS):</b> Garden State Parkway (38 - 48)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Atlantic County	<b>\$84.400</b>	<b>2014 - 2017</b>

**FY 2016-2025**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transportation Authorities Project Descriptions**  
*Pennsylvania Turnpike Authority*

**I-95/I-195/I-295**

**I-95 Redesignation in New Jersey**

This project provides for NJDOT signing changes, in New Jersey, to accommodate the redesignation associated with the I-95 interchange project in Pennsylvania.

<b>ROUTE (MILEPOSTS):</b>	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Mercer County	<b>\$2.000</b>	<b>2017 - 2017</b>

**PA Turnpike/I-95 Interchange**

**PA Turnpike / I-95 Interchange Project**

The interstate completion project will connect I-95 and I-276 in Pennsylvania, facilitate a revised routing of I-95 in Pennsylvania and New Jersey, and make I-95 continuous along the east Coast from Florida to Maine.

Stage 1 of the project involves the construction of the I-95 mainline flyovers of the interchange between I-95 and the PA Turnpike, a new mainline toll plaza west of this interchange, replacement of the existing River Bridge toll plaza with an all-electronic (AET) on road toll facility in the westbound direction, and removal of the existing US 13 interchange toll facility. This project is integral to the Delaware Valley Freight Corridors initiative.

Stage 1 construction is broken down into several contracts and expected completion is in 2018. Completed work includes the overhead bridges carrying Galloway and Bristol-Oxford Valley Roads over the Turnpike; the overhead bridge carrying Richlieu Road, the PA Turnpike's Northwest Quadrant Wetland Mitigation Site; advanced Intelligent Transportation System deployment; and construction of the new mainline toll plaza between Richlieu and Galloway Roads.

The I-95 mainline flyover connections of the Interchange will be constructed so that I-95 can be redesignated onto the existing PA Turnpike to the NJ Turnpike. At that time, I-95 north of the Turnpike would become I-195. Signing, lighting and traffic operations work will be done in phases throughout the construction period in order to manage traffic during and after construction.

Stage 1 will operate independently until future states are completed. No additional through lanes are being constructed on I-95 as part of Stage 1. The total estimated cost of Phase 1 (all phases) is \$424 million.

<b>ROUTE (MILEPOSTS):</b> I-95 Mercer	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Bucks County	<b>\$424.000</b>	<b>2010 - 2018</b>

**FY 2016-2025**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transportation Authorities Project Descriptions**  
*Port Authority of New York & New Jersey*

**Bayonne Bridge**

**Route 440, Bayonne Bridge Navigational Clearance Project**

This project entails increasing the air draft of the Bayonne Bridge by raising the roadway within the existing arch span by 64 feet, from 151 feet to 215 feet. Additionally, the new roadway will be wider (to better conform to AASHTO standards), and the 6-foot wide pedestrian walkway will be widened to a 12-foot wide shared-use path accommodating pedestrians and cyclists. A new higher roadway will be constructed within the existing constraints on the main span. The existing approach roads will be demolished and new, wider approaches will be constructed. The new approaches will have 8-foot wide outside shoulders and 4-foot wide inside shoulders. During construction, the median will be removable channelizer posts. Once the full bridge is completed, jersey barriers will be used in the median. The existing toll plaza will be demolished and replaced. Estimated duration of construction is about 3.5 years, during which time traffic will be reduced to one 12.5-foot lane per direction, with nightly road closures and 8 full weekend closures per year. ITS sign structures (including VMS, VSLS, CCTV and road sensors) will be constructed along the rehabilitated roadway.

**ROUTE (MILEPOSTS):** NJ 440 (18 - 18.82)

**Cost (\$ Millions)    Construction (Year)**

**COUNTY:** Hudson County

**\$1,000.000**

**2013 - 2017**

**FY 2016-2025**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transportation Authorities Project Descriptions**  
*Port Authority of New York & New Jersey*

**Goethals Bridge**

**Route 278, Goethals Bridge Replacement**

Replacement of the existing Goethals Bridge between Elizabeth, NJ and Staten Island, NY along the I-278 Corridor. The Port Authority is advancing plans for replacement of the existing bridge opened in 1928. The preferred alternative is a full replacement on an alignment immediately to the south of the current bridge, tying into the existing roadway connections in both states. The existing bridge will remain in service during construction of the new crossing, and will be demolished after the replacement bridge opens.

The existing structure has two 10-foot-wide lanes in each direction (eastbound and westbound) separated by a median, with no shoulders, and no pedestrian/bikeway accommodation. The existing free flow speed is 45 mph. The new bridge will include separate roadway decks for eastbound and westbound travel, each providing three 12-foot-wide lanes, one 12-foot-wide outer shoulder, and one 5-foot-wide inner shoulder.

The new bridge will also include a pedestrian/bikeway. Project specifications assure the design will not preclude addition of future mass transit service across the bridge (by providing sufficient right-of-way between the east and westbound roadways for a potential future transit system). The free flow speed for the new bridge will be 60 mph. The new structure also will incorporate seismic protection, security, and comprehensive ITS features. Total project length is approximately 1.5 miles, between NJ Turnpike and the Staten Island Expressway.

Consistent with the Port Authority commitment for self-financing its surface transportation projects, the project has been included in the NJTPA TIP Appendix and in the regional transportation network for conformity purposes. Subsequently, the agency's Board of Commissioners authorized a public-private partnership option to implement the project through an innovative Design-Build-Finance-Maintain (DBFM) approach. PANYNJ was successful in securing a federal TIFIA loan of \$ 473.674 Million as part of the P3 bridge developer's financing package. The project has been included in the TIP for the New York Metropolitan Transportation Council, and in the New York State STIP. The project currently is under construction.

<b>ROUTE (MILEPOSTS):</b> I-278 (1.34 - 2)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Union County	<b>\$1,500.000</b>	<b>2014 - 2018</b>

**FY 2016-2025**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transportation Authorities Project Descriptions**  
*South Jersey Transportation Authority*

**Atlantic City Airport**

**Atlantic City Expressway / Atlantic City Airport Direct Connector**

Design and construction of direct connect roadway from the Atlantic City Expressway to the Atlantic City Airport

<b>ROUTE (MILEPOSTS):</b> Atlantic City Expressway (8.7 - 9.2)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Atlantic County	<b>\$50.000</b>	<b>2014 - 2016</b>

**Atlantic City Expressway**

**Electronic Tolling**

This project will upgrade the toll collection system by using innovative technology through electronic tolling.

<b>ROUTE (MILEPOSTS):</b> Atlantic City Expressway (0 - 44)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Atlantic County, Camden County, Gloucester County	<b>\$50.000</b>	<b>2018 - 2018</b>

**Third Lane Widening (both directions)**

Construction to widen the Atlantic City Expressway with a third lane in both directions.

<b>ROUTE (MILEPOSTS):</b> Atlantic City Expressway (31 - 44)	<b>Cost (\$ Millions)</b>	<b>Construction (Year)</b>
<b>COUNTY:</b> Atlantic County, Camden County, Gloucester County	<b>\$150.000</b>	<b>2017 - 2020</b>