

New Jersey Turnpike Authority

2018 Capital Project & Investment Plan





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1. Introduction

New Jersey Statute 27:23-3.2 1(c) directs the New Jersey Turnpike Authority (“the Authority”) to file with the Commissioner of the New Jersey Department of Transportation an annual Capital Project and Investment Plan detailing “proposed transportation projects and proposed work on existing transportation projects.” This report was prepared pursuant to that requirement.

The Statute directs the Authority to pay special attention in the plan to projects that “further the goals of attaining coordinated and integrated Statewide and regional transportation systems” and address “the interconnection of the New Jersey Turnpike and the Garden State Parkway with other transportation systems.”

It should be noted at the outset that the Authority’s contribution to achieving those objectives goes beyond the projects described in this report to include significant financial support for other agencies involved in maintaining and improving New Jersey’s transportation infrastructure. Payments for these purposes are made from general reserve funds and are subordinate to all other obligations under the Authority’s General Bond Resolution. As of December 1, 2017, the Authority had agreements with the State of New Jersey to make the following payments in 2018:

- A \$22 million annual contribution to the Transportation Trust Fund for the development of State transportation projects;
- Payments totaling \$4.5 million to the New Jersey Department of Transportation to offset the costs of maintenance and repair of feeder roads;
- A \$166.5 million contribution to the State to be used for transportation purposes. This payment is part of the State Transportation Projects Funding Agreement.

The Statute further directs the Authority to consider in the plan “the impact of an improved transportation system on the State’s economy.” Tens of thousands of commercial and passenger vehicles travel on the New Jersey Turnpike and Garden State Parkway every day, carrying goods between producer and consumer, and carrying commuters between home and work. From the day they opened to traffic, the toll roads have represented a key competitive advantage for New Jersey in the regional, national and global economies.

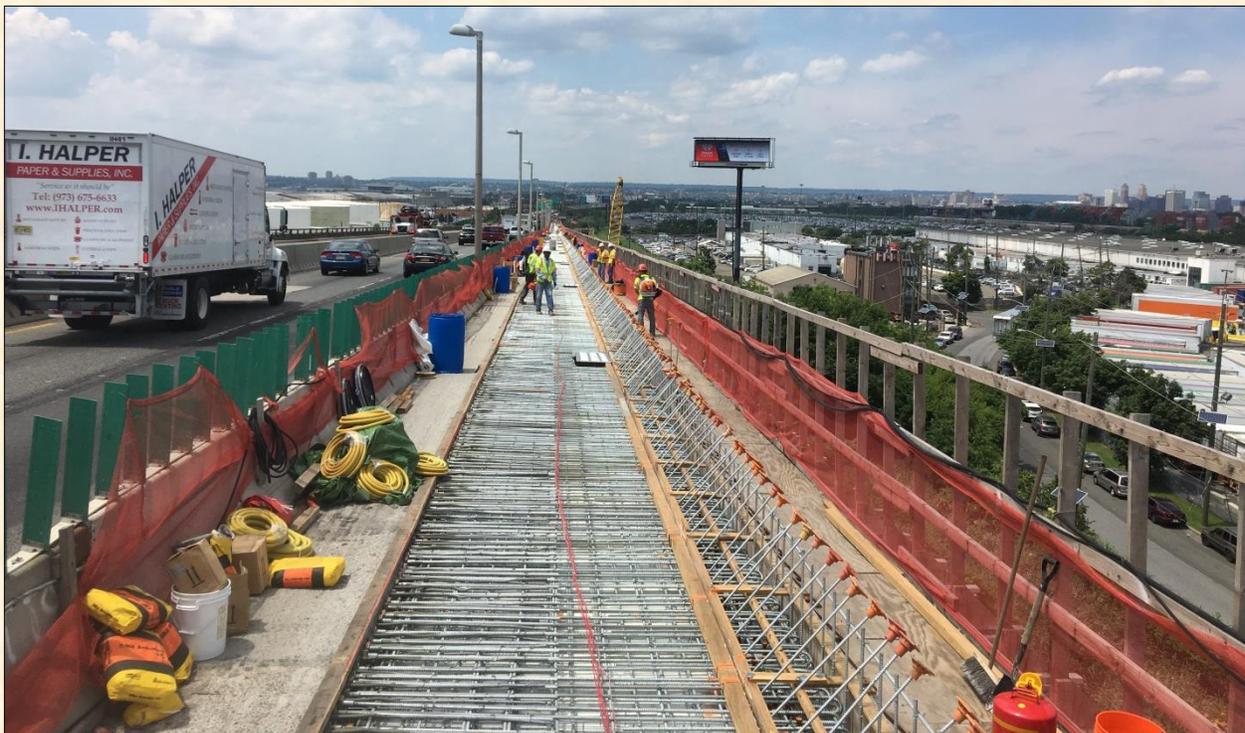
The time and fuel wasted by motorists delayed because of congestion caused by inadequate capacity, crashes or maintenance emergencies impose opportunity costs on the state’s economy. The Urban Mobility Scorecard by INRIX and the Texas A&M Transportation Institute¹ found that traffic congestion in urban areas in the U.S. cost drivers 7 billion hours and

¹ Schrank, David; Eisele, Bill; Lomax, Tim; Bak, Jim. (August 2015) *2015 Urban Mobility Scorecard*. Retrieved from <https://static.tti.tamu.edu/tti.tamu.edu/documents/mobility-scorecard-2015.pdf>

3 billion gallons of fuel. A 2016 study of the state's highways by the national transportation research group TRIP found that additional vehicle operating costs, congestion-related delays, and crashes due to deficient roadways cost New Jersey motorists \$13.1 billion a year.² The TRIP analysis found that the average New Jersey motorist loses \$2,626 a year as a result of driving on roads that are deteriorated, congested, and lack some desirable safety features.

Investments in adequate capacity, safety and a state of good repair reduce those interruptions and, thus, those costs.

In addition to making New Jersey more competitive and reducing opportunity costs, infrastructure spending also creates and sustains jobs. The most recent official estimate, prepared by the Council of Economic Advisors ("CEA") in the Executive Office of the President of the United States, put the number of jobs created or sustained for one year by every \$1 billion in spending on transportation infrastructure at 13,000. Those include jobs in engineering and construction directly supported by infrastructure spending, jobs indirectly supported at facilities and companies supplying materials and equipment for the projects being built, and jobs supported in other parts of the economy as a result of the increased income and spending by companies and individuals who benefit from the direct and indirect jobs. The Authority anticipates spending \$295.8 million on Capital Improvement Program projects in 2018. By the CEA estimate, that level of spending will sustain 3,845 jobs for the year.



Construction crews at work on the Newark Bay-Hudson County Extension of the Turnpike

² TRIP, A National Transportation Research Group. (June 2016) *New Jersey Transportation by the Numbers: Meeting the State's Need for Safe, Smooth and Efficient Mobility*. Retrieved from http://www.tripnet.org/New_Jersey_State_Info.php

2. Capital Improvement Program Overview

Most of the projects described in this report are components of the \$7 billion Capital Improvement Program (“CIP”) adopted by the Authority’s Board of Commissioners in October 2008. The program is funded through the sale of revenue bonds. When the CIP was adopted, the Commissioners also approved a two-step toll increase that is expected to fully fund the debt service on those bonds. The final step of the toll increase was implemented on January 1, 2012.

Approximately \$6.6 billion of the \$7 billion CIP has been spent or committed through the first nine years of the program. Many important improvements included in the CIP have been completed and are already providing benefits to Turnpike and Parkway drivers every day. Those improvements include:

* **A wider New Jersey Turnpike.** The centerpiece of the CIP was the largest capacity expansion in the history of the New Jersey Turnpike Authority, the \$2.2 billion New Jersey Turnpike Interchange 6 to 9 Widening Program. The widening, which was substantially completed and open to traffic in November 2014, added 170 lane miles of highway from near Interchange 6 in Burlington County to Interchange 9 in Middlesex County. A new and relocated toll plaza was constructed at Interchange 8, and three lanes were added to the toll plaza at Interchange 7A. The capacity added in the widening has sharply reduced congestion through the corridor during heavy travel periods. A southbound trip from just south of Interchange 9 to the Molly Pitcher Service Area — a distance of about four miles — used to take more than 30 minutes during a Friday afternoon rush hour; it now takes fewer than five minutes. The crash rate in the corridor has also dropped sharply since the additional lanes were completed. The NJTA’s Operations Department compared crash rates in the year before construction on the widening began to crash rates in the year after it opened to traffic. (The crash rate takes into account both the frequency and severity of crashes.) The NJTA analysis found that the northbound crash rate decreased by 46 percent after the new lanes opened and the southbound crash rate fell by 55 percent.



Travel times and crash rates have declined between interchanges 6 and 9 since the Widening was completed.

* **A safer Garden State Parkway.** Improving the safety of the Parkway was a key objective of two major projects completed as part of the CIP. The first restored full-width shoulders and

improved sight distances on a 17-mile section of the Parkway in Ocean and Monmouth counties where the speed limit had been reduced in 2008 because of a high crash rate. The \$364.1 million project, which was substantially complete in 2015, included the construction of two new bridges and the repair or replacement of 29 others. The second CIP project with a major safety component involved the elimination of three at-grade intersections in Cape May County. Designated as interchanges 9, 10, and 11, the intersections at Shell Bay Avenue, Stone Harbor Boulevard, and Crest Haven Road had the only traffic lights on the 172-mile mainline of the Parkway. To address the safety concerns and reduce congestion, the traffic lights were eliminated by building overpasses to carry Parkway traffic over the local roadways. Construction of the \$98.7 million project was substantially complete in 2015.



The new bridges carrying the Parkway over Crest Haven Road

* **Expanded and rejuvenated major bridges.** Five major bridges on the Parkway and Turnpike have been constructed, redecked, or rehabilitated over the past eight years as part of the CIP. New parallel spans were built alongside existing bridges across the Mullica and Bass Rivers on the Parkway in order to provide the additional capacity necessary to accommodate the Parkway widening. The existing Bass and Mullica River spans have been rehabilitated. A new parallel span was also built on the Parkway over Great Egg Harbor. That construction was completed in the fall of 2016; work began in 2016 on a contract that provides for the rehabilitation of the existing northbound span and the demolition of the existing southbound span. On the Turnpike, decks have been replaced on the Hackensack River Bridge on the Eastern Spur and on sections of the Newark Bay-Hudson County Extension.



The deck of the Bass River Bridge on the Garden State Parkway was replaced and a new parallel span was built.

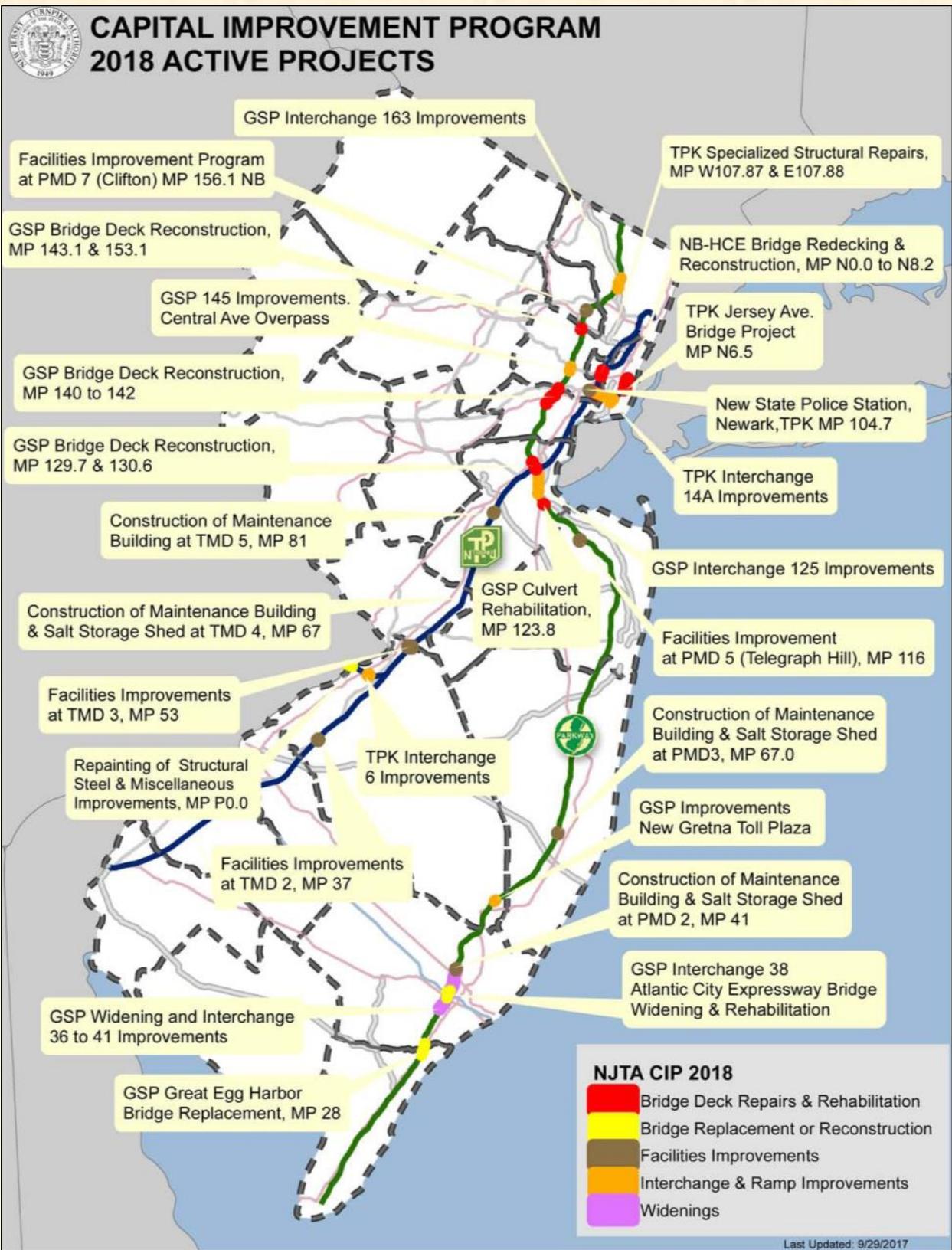
* **Better access to and from the toll roads.** More than a dozen interchanges have been built, expanded, or improved under the CIP so far. On the Parkway, a new Interchange 41 was built to provide drivers with direct access to and from Jimmie Leeds Road in Galloway Township, Atlantic County; for many years, drivers were able to access that important local thoroughfare only by cutting through the parking lot at the Atlantic Service Area. Under the same contract, ramps were added to and from the south at Interchange 44, which previously had provided

access only to and from the north. Operational improvements were made at interchanges 0, 88/89, and 105 on the Parkway. On the Turnpike, Interchange 7A was expanded and Interchange 8 relocated as part of the 6-9 Widening Program, and improvements were made at interchanges 2, 9, 10, 15W and 16W. Work on several additional interchange improvement projects will continue in 2017; those projects are described elsewhere in this report.

* **Upgraded facilities for maintenance, tolls, and State Police.** New facilities for Troop D of the New Jersey State Police have been completed in Galloway Township and Bloomfield on the Garden State Parkway and in Moorestown on the New Jersey Turnpike. Construction has been completed on the Central Services Facility, a centralized purchasing, receiving, and distribution facility in Woodbridge that includes 40,000 square feet of warehouse space, 11 working garage bays, office space for 125 employees, outdoor storage with racking, a salt shed, and a fueling station. Although not included in the CIP, new facilities have opened in recent years at the Atlantic and Oceanview service areas on the Parkway and the Grover Cleveland Service Area on the Turnpike.



The warehouse at the Central Services Facility (left); the entrance to the Grover Cleveland Service Area (right)



3. Active Capital Improvement Program Projects

3.1 Garden State Parkway Widening

The Garden State Parkway Widening is adding a third travel lane and full-width shoulders in each direction between milepost 35 in Egg Harbor Township and milepost 80 in South Toms River. Ninety lane miles are being added to accommodate current and projected future volume in a corridor used heavily by commuters, residents, and visitors destined for towns along the Jersey Shore. The budget for the Parkway Widening is \$590 million, with about \$4.6 million of that expected to be spent in 2018.

When it was adopted in 2008, the CIP included only enough money to complete the northern 17 miles of the Parkway Widening, from milepost 63 in Stafford Township to milepost 80 in South Toms River. That portion was completed and opened to traffic in May 2011.



Work on the 3rd phase of the Garden State Parkway widening, which is scheduled to be finished in 2018

Because the Turnpike Widening Program and other projects in the CIP came in under budget, the Authority was able to expand the scope of its capital program without increasing the overall cost. The expanded scope included second and third phases of the Parkway Widening, which continued the added lanes and widened shoulders to milepost 35 in Egg Harbor Township.

Phase 2 of the Parkway Widening (milepost 48 to 63) fully opened to traffic in May 2015. The new lanes in each direction between mileposts 63 and 52 opened nearly two years earlier, in

July 2013. The new lanes on the four miles at the southern end of the Phase 2 project limits could not open to traffic until the rehabilitation of the Bass River Bridge was completed in 2015.

Phase 3 of the Parkway Widening (milepost 35 to 48) began in 2014. The new lanes are open in both directions north of milepost 40. The remaining lanes and related interchange improvements are scheduled to be completed in 2018.

- **Location:** *Atlantic, Burlington and Ocean counties*
- **Status:** *Phases 1 and 2 are complete. Work on the Phase 3 construction contracts will continue through 2017 with a scheduled completion of 2018.*
- **Contractors:** *There are 11 construction contracts in total for the three phases. The contractors are Midlantic Construction LLC (four contracts); Richard E. Pierson Construction Co. Inc. (two contracts); Earle Asphalt Co. (two contracts); South State Inc.; Mount Construction Co. Inc.; and Pierson-South State II, A Joint Venture LLC*

3.2 **Interchange Improvements**

The CIP includes approximately \$1 billion for interchange improvements, and the Authority anticipates spending \$37.3 million in this program area in 2018. The projects on which design or construction will begin or continue in 2018 include:

3.2.1 **New Jersey Turnpike**

- **Interchange 14A:** The interchange is being reconfigured and the toll plaza widened to accommodate both existing traffic and the growth in traffic volume expected to result from the expansion of an adjacent port facility.
 - **Location:** *Bayonne, Hudson County*
 - **Status:** *Construction began in 2015 and was about 90 percent complete as of November 3, 2017. The scheduled completion is 2018.*
 - **Contractor:** *Union Paving & Construction Co. Inc.*
 - **Contract Amount:** *\$167.1 million*



Construction on one of two new bridges being built in connection with the improvements at Interchange 14A

3.2.2 Garden State Parkway

- **Interchanges 36, 37 and 38:** This project will improve traffic operations at these closely spaced interchanges by adding a deceleration lane on the southbound Parkway and an acceleration lane on Tilton Road at Interchange 36 and by separating the traffic entering the Parkway at Interchange 38 (Atlantic City Expressway) from traffic exiting the Parkway at Interchange 37 (Washington Avenue, CR 608). These intersection improvements were included in one of the four contracts for Phase 3 of the Parkway Widening.
 - **Location:** Egg Harbor Township, Atlantic County
 - **Status:** Construction began in late 2014 and was 92 percent complete as of November 3, 2017. Scheduled completion is 2018.
 - **Contractor:** Pierson-South State II, A Joint Venture LLC
 - **Contract Amount:** \$86.4 million (contract includes Parkway widening between mileposts 34.5 and 38.0)

- **Interchange 105:** This project is intended to provide better access to and from the Parkway at Interchange 105 as well as improve 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.
 - **Location:** Tinton Falls, Monmouth County
 - **Status:** Construction on the first phase (the Hope Road/NJ Route 36 portion) was completed in 2015. Construction on the second phase (the Wayside Road portion) was 95 percent complete as of November 3, 2017, and is scheduled to be completed in 2018.
 - **Phase 1 Contractor:** C.J. Hesse, Inc.
 - **Contract Amount:** \$10 million
 - **Phase 2 Contractor:** Earle Asphalt Co.
 - **Contract Amount:** \$20.1 million

- **Interchange 109:** Interchange 109 is the connection between the Garden State Parkway and Newman Springs Road (CR 520). During peak travel periods, congestion causes traffic exiting onto northbound Newman Springs Road to back up from the exit ramp onto the northbound Parkway. The planned improvements include eliminating the existing eastbound jug handle at Half Mile Road and constructing an eastbound entrance loop ramp and bridge over Newman Springs Road to the northbound Parkway.
 - **Location:** Monmouth County
 - **Status:** A construction contract is expected to be bid in 2018.



The new E-ZPass Only exit ramp from the southbound Parkway to Sayreville opened to traffic traffic in July

- **Interchange 125:** This partial interchange will be completed to provide full access between the Parkway and Chevalier Avenue in order to accommodate existing traffic volumes and future growth resulting from the development of the waterfront. The work includes the replacement of bridges on the mainline of the Parkway and improvements to the local roadways. A northbound Parkway entrance and a southbound Parkway exit were completed and opened to traffic in 2017. The new northbound entrance is not tolled. The new southbound exit, which is located just before the Raritan South toll plaza, has an E-ZPass-only toll facility. The Turnpike Authority received \$15 million toward the cost of the project under an agreement with a company that was developing the waterfront in Sayreville. That agreement was approved by the NJTA Board of Commissioners in 2014.
 - **Location:** Sayreville, Middlesex County
 - **Status:** Construction began in 2016 and was 50 percent complete as of November 3, 2017. A new southbound exit and a new northbound entrance were completed and opened to traffic in 2017. The full project is scheduled to be completed in late 2019.
 - **Contractor:** A. Servidone Inc. / B. Anthony Construction Corp., a joint venture
 - **Contract Amount:** \$72.4 million
- **Interchange 145:** The bridge that carries Central Avenue over the Garden State Parkway will be replaced with a longer span in order to facilitate improved access between the Parkway and I-280. The entrance ramp from I-280 to the southbound Parkway will be widened to two lanes. The

relocation of the bridge abutments and the elimination of the center pier in the median between the northbound and southbound Parkway will allow for two standard width deceleration lanes from the northbound Parkway to I-280.

- **Location:** *East Orange, Essex County*
- **Status:** *Construction is scheduled to begin in 2018.*
- **Interchange 163:** Interchange 163, which connects to Route 17, is one of the few remaining left-side exits on the Parkway. In order to improve traffic operations, this project moved the exits to the right side of the highway by realigning the Parkway into the existing median. The work includes the construction of six new bridges and the replacement of the superstructure on four existing bridges, among other improvements.
 - **Location:** *Paramus, Bergen County*
 - **Status:** *Construction began in 2014 and was 89 percent complete as of November 3, 2017. Scheduled completion is 2018.*
 - **Contractor:** *Ferreira Construction Co. Inc.*
 - **Contract Amount:** *\$69.4 million*

3.3 Bridge Improvements

Bridge improvements in the CIP include redecking, seismic retrofitting, security measures, cleaning and repainting of structural steel, substructure repairs and other improvements to the 16 major Turnpike and Parkway bridges and other high-priority structures. The CIP includes \$1.7 billion for bridge improvements, and the Authority anticipates spending \$129 million in this program area in 2018. The projects on which construction will begin or continue in 2018 include:

3.3.1 New Jersey Turnpike Bridges

- **Delaware River Turnpike Bridge:** This project provides for blast cleaning, repainting, seismic retrofit, structural steel repairs, catwalk improvements and other work on the bridge that connects the Pearl Harbor Extension of the New Jersey Turnpike to the Pennsylvania Turnpike. The cost of the work is being shared equally by the Authority and the Pennsylvania Turnpike Commission.
 - **Location:** *Burlington Township, Burlington County*
 - **Status:** *Work began in 2014 and was approximately 80 percent complete as of November 3, 2017. Scheduled completion is 2018.*
 - **Contractor:** *Allied Painting Inc.*
 - **Contract Amount:** *\$51.5 million*

- **Newark Bay-Hudson County Extension:** This contract provides for shoulder and ramp bridge deck reconstruction and miscellaneous other improvements on the Newark Bay-Hudson County Extension.

- **Location:** Essex, Hudson Counties
- **Status:** Work began in 2016 and was approximately 28 percent complete as of November 3, 2017. Scheduled completion is 2018.
- **Contractor:** J. Fletcher Creamer & Son Inc. and Joseph M. Sanzari Inc., a joint venture
- **Contract Amount:** \$58.4 million



Workers on the westbound side of the NBHCE, just west of the Casciano Bridge

3.3.2 Garden State Parkway Bridges

- **Great Egg Harbor and Drag Channel Bridges:** A new southbound span over Great Egg Harbor and Drag Channel opened to traffic in 2016. The \$142.9 million project included the demolition of the nearby Beesleys Point Bridge. Under a separate contract awarded in 2016, the Authority will rehabilitate the existing northbound span and demolish the existing southbound span.
 - **Location:** Upper Township, Cape May County, and Somers Point, Atlantic County
 - **Status:** The contract for the rehabilitation of the northbound span and the demolition of the old southbound span was 61 percent complete as of November 3, 2017, and is scheduled to be completed in 2019.
 - **Contractor:** Richard E. Pierson Construction Co.
 - **Contract Amount:** \$57.8 million



A new Great Egg span was built and one of the existing spans is being rehabilitated.

- **Deck Reconstruction:** Two non-major bridge deck and superstructure replacement projects are ongoing, one each in the central and northern regions of the Parkway. The central project covers six bridges between mileposts 121 and 131; the northern project covers eight bridges between mileposts 143 and 159.
 - **Location:** *Monmouth, Middlesex, Union, Passaic and Bergen counties*
 - **Status:** *The central project began in early 2015 and is scheduled to be completed in 2020. It was 72 percent complete as of November 3, 2017. The northern project began in early 2015 and is scheduled to be completed in 2018. It was 77 percent complete as of November 3, 2017.*
 - **Contractor Central Project:** *Northeast Remsco Construction, Inc.*
 - **Contract Amount Central Project:** *\$46.2 million*
 - **Contractor Northern Project:** *Ferreira Construction Co. Inc.*
 - **Contract Amount Northern Project:** *\$48.1 million*

3.3.3 **Contracts for Improvements to Bridges on Both Roadways**

- **Bridge Security:** The Authority is making security improvements at the highest priority bridges on the Turnpike and Parkway. The priorities were determined through previous security assessments.
 - **Location:** *Various*
 - **Status:** *Work began in 2012 and was 77 percent complete as of November 3, 2017. Scheduled completion is late 2018.*
 - **Contractor:** *Tishman Construction Corp. of NJ*
 - **Contract Amount:** *\$59.2 million*

3.4 **Roadway Improvements**

The Roadway Improvements in the CIP include widening and strengthening roadway shoulders, replacing deteriorated guide rail, improving drainage, repairing median barriers, installing variable message signs, replacing weathered and outdated guide signs, and making other investments to improve the safety and operation of the Turnpike and Parkway. Approximately \$816.8 million is set aside in the CIP for roadway improvements, and the Authority anticipates spending \$160 million in this project area in 2018. Projects that will begin or continue in 2018 include:

3.4.1 **New Jersey Turnpike**

- **Canopy Strengthening and Sign Installation:** The canopy-mounted flip signs will be replaced on the toll plazas at 11 interchanges: 3, 4, 7, 8A, 9, 10, 13, 13A, 14, 15X, and 15W. At three of the interchanges, the contractor will perform a structural retrofit in order to strengthen the canopies before the new signs are mounted.

- **Location:** *Various*
- **Status:** *Construction began in late 2017 and was 1 percent complete as of November 3, 2017. It is scheduled to be completed in 2018.*
- **Contractors:** *M.L. Ruberton Construction Co.*
- **Contract Amount:** *\$3.2 million*

3.5 **Facilities Improvements**

The Facilities Improvements Program in the CIP includes projects to replace four deteriorating facilities for Troop D of the New Jersey State Police, to rehabilitate 16 Turnpike and Parkway maintenance district facilities to bring them into compliance with current building codes and operational standards, and to make life safety and operational improvements at all Turnpike toll plaza buildings. The facilities improvements also include a new central services facility. In total, under the Facilities Improvement Program, the Authority will construct 42 new buildings and rehabilitate 18 others. The CIP includes \$652.6 million for Facilities Improvements, and the Authority anticipates spending \$49.3 million in this program area in 2018. Projects that will begin or continue in 2018 include:

3.5.1 **Maintenance Facilities**

The Authority is replacing maintenance buildings and adding salt storage capacity on the Turnpike and the Parkway. Projects that will begin or continue in 2017 include:

3.5.1.1 **New Jersey Turnpike Maintenance Facilities**

- **Interchange 1 Salt Shed:** A new salt shed is being constructed.
 - **Location:** *Milepost 2.4 northbound, Carney's Point, Salem County*
 - **Status:** *This project is being built under the same contract as the improvements at the Moorestown and Crosswicks maintenance yards. A contract was awarded in December 2015 and was 45 percent complete as of November 3, 2017. The projected completion date for the salt shed is mid-2017.*
 - **Contractor:** *Dobco Inc.*
 - **Contract Amount:** *\$56.9 million*

- **Moorestown Maintenance Yard (Turnpike Maintenance District 2):** An existing multi-use building is being rehabilitated and a new multi-use building is being constructed.
 - **Location:** *Milepost 37 northbound, Mount Laurel, Burlington County*
 - **Status:** *A contract was awarded in December 2015 and was 45 percent complete as of November 3, 2017. The projected completion date is*

2019. This project is being built under the same contract as the Interchange 1 salt shed and the improvements at the Crosswicks maintenance yard.

- **Contractor:** Dobco Inc.
- **Contract Amount:** \$56.9 million
- **Crosswicks Maintenance Yard (Turnpike Maintenance District 3):** A new multi-use building and a salt storage shed are being constructed.
 - **Location:** Milepost 56.0 northbound, Chesterfield Township, Burlington County
 - **Status:** A contract was awarded in December 2015 and was 45 percent complete as of November 3, 2017. The projected completion date is 2019. This project is being built under the same contract as the Interchange 1 salt shed and the improvements at the Moorestown maintenance yard.
 - **Contractor:** Dobco Inc.
 - **Contract Amount:** \$56.9 million
- **Hightstown Maintenance Yard (Turnpike Maintenance District 4):** A new 20,000-square-foot multi-use building and a 13,000-square-foot salt storage shed are being constructed.
 - **Location:** Milepost 67.0 southbound, East Windsor Township, Mercer County
 - **Status:** A contract was awarded in 2015 and was 82 percent complete as of November 3, 2017. Scheduled completion is 2018. This project is being built under the same contract as the improvements at the Jersey City Maintenance Yard.
 - **Contractor:** Joseph A. Natoli Construction Corp.
 - **Contract Amount:** \$42.4 million
- **Milltown Maintenance Yard (Turnpike Maintenance District 5):** A new 16,000-square-foot multi-use building and a 700-square-foot fire pump/well house are being constructed.
 - **Location:** Milepost 81.0 southbound, Milltown, Middlesex County
 - **Status:** Construction started in 2015 and was 82 percent complete as of November 3, 2017. Scheduled completion is mid-2017.
 - **Contractor:** Patock Construction Company
 - **Contract Amount:** \$14.7 million
- **Elizabeth Maintenance Yard (Turnpike Maintenance District 6):** A new maintenance building and garage are being constructed.

- **Location:** Milepost 101.5 northbound, Elizabeth, Union County
- **Status:** Construction started in 2015 and was 92 percent complete as of November 3, 2017. Scheduled completion is 2018.
- **Contractor:** A.P.S. Contractors Inc.
- **Contract Amount:** \$15.7 million

- **Jersey City Maintenance Yard (Turnpike Maintenance District 9):** A new 12,000-square-foot multi-use maintenance building and a salt storage shed are being constructed.
 - **Location:** Milepost 5.9 of the Newark Bay-Hudson County Extension of the Turnpike, Jersey City, Hudson County
 - **Status:** A contract was awarded in 2015 and was 82 percent complete as of November 3, 2017. Scheduled completion is 2018. This project is being built under the same contract as the improvements at the Hightstown Maintenance Yard.
 - **Contractor:** Joseph A. Natoli Construction Corp. ontract Amount: \$42.4 million
 - **Contract amount:** \$42.4 million

3.5.1.2 Garden State Parkway Maintenance Facilities

- **Swainton Maintenance Yard (Parkway Maintenance District 1):** A new 16,000-square-foot multi-use building and a 9,000-square-foot salt storage shed are being constructed.
 - **Location:** Milepost 13.8, Middle Township, Cape May County
 - **Status:** Construction began in 2015. This improvement is being built under the same contract as the improvements at the Herbertsville Maintenance Yard. That contract was 95 percent complete as of November 3, 2017. Scheduled completion is 2018.
 - **Contractor:** A.P. Construction, Inc.
 - **Contract Amount:** \$31.9 million



The new facility at the Swainton Maintenance Yard (Maintenance District 1) on the Garden State

- **White Horse Maintenance Yard (Parkway Maintenance District 2):** A new multi-use building and a salt storage shed are being constructed.
 - **Location:** Milepost 41, Galloway Township, Atlantic County
 - **Status:** The White Horse Maintenance Yard work is being done under the same contract as the improvements at the Ocean Maintenance Yard. The contract was 90 percent complete as of November 3, 2017. Scheduled completion is 2018.
 - **Contractor:** A.P. Construction, Inc.
 - **Contract Amount:** \$40.8 million

- **Ocean Maintenance Yard (Parkway Maintenance District 3):** A new multi-use building and a salt storage shed are being constructed.
 - **Location:** Milepost 67.7, Barnegat Township, Ocean County
 - **Status:** The Ocean Maintenance Yard work is being done under the same contract as the improvements at the White Horse Maintenance Yard. The contract was 90 percent complete as of November 3, 2017. Scheduled completion is 2018.
 - **Contractor:** A.P. Construction, Inc.
 - **Contract Amount:** \$40.8 million

- **Herbertsville Maintenance Yard (Parkway Maintenance District 4):** A new 14,000-square-foot multi-use building and a 9,000-square-foot salt storage shed are being constructed.
 - **Location:** Milepost 94.3 southbound, Middle Township, Cape May County
 - **Status:** **Status:** Construction began in 2015. This improvement is being built under the same contract as the improvements at the Swainton Maintenance Yard. That contract was 95 percent complete as of November 3, 2017. Scheduled completion is late 2017.
 - **Contractor:** A.P. Construction, Inc.
 - **Contract Amount:** \$31.9 million

- **Telegraph Hill Maintenance Yard (Parkway Maintenance District 5):** A new 18,000-square-foot multi-use building is being constructed.
 - **Location:** Milepost 116, Holmdel, Monmouth County
 - **Status:** The Telegraph Hill improvements are being made under the same contract as improvements at the Clark, Clifton and Paramus maintenance yards. Construction under the contract began in 2015 and

was 75 percent complete as of November 3, 2017. Scheduled completion is 2018.

- **Contractor:** Dobco Inc.
- **Contract Amount:** \$55.1 million
- **Clark Maintenance Yard (Parkway Maintenance District 6):** Minor renovations are being made to the existing facility, and the HVAC system is being rehabilitated.
 - **Location:** Milepost 136.7, Clark, Union County
 - **Status:** The Clark Maintenance Yard improvements are being made under the same contract as improvements at the Telegraph Hill, Clifton and Paramus maintenance yards. Construction under the contract began in 2015 and was 75 percent complete as of November 3, 2017. Scheduled completion is 2018.
 - **Contractor:** Dobco Inc.
 - **Contract Amount:** \$55.1 million
- **Clifton Maintenance Yard (Parkway Maintenance District 7):** A new 14,000-square-foot multi-use building is being constructed.
 - **Location:** Milepost 156.1, Clifton, Passaic County
 - **Status:** The Clifton Maintenance Yard improvements are being made under the same contract as improvements at the Clark, Telegraph Hill, and Paramus maintenance yards. Construction under the contract began in 2015 and was 75 percent complete as of November 3, 2017. Scheduled completion is 2018.
 - **Contractor:** Dobco Inc.
 - **Contract Amount:** \$55.1 million
- **Paramus Maintenance Yard (Parkway Maintenance District 8):** A new 13,300-square-foot multi-use building is being constructed.
 - **Location:** Milepost 164.2, Paramus, Bergen County
 - **Status:** The Paramus Maintenance Yard improvements are being made under the same contract as improvements at the Clark, Telegraph Hill, and Clifton maintenance yards. Construction under the contract began in 2015 and was 75 percent complete as of November 3, 2017. Scheduled completion is 2018.
 - **Contractor:** Dobco Inc.
 - **Contract Amount:** \$55.1 million

3.5.2 New Jersey State Police Facilities

Four of the six Troop D stations on the Turnpike and Parkway are being replaced, and a new motor vehicle facility is being constructed. The station facilities include control centers for trooper operations, report and briefing rooms, holding cells, and sally ports, among other features. Three of the new facilities opened in 2015: the Bloomfield and Galloway stations on the Parkway and the Moorestown Station on the Turnpike.

- **Newark Station:** A new 32,000 square-foot facility is being built at Interchange 14 on the Turnpike (milepost 104.7) and the existing facility is being converted for use by the Authority's Maintenance Department.
 - **Location:** Newark, Essex County
 - **Status:** Construction started in 2014 and was 5 percent complete as of July 31, 2015, under an initial contract with Intercontinental Construction Contracting. That contract was terminated for convenience on August 17, 2015. A new contract was awarded in September 2015. The work was 75 percent complete as of November 3, 2017. Completion is scheduled for 2018.
 - **Contractor:** Benjamin R. Harvey Co., Inc.
 - **Contract Amount:** \$21.1 million

Capital Improvement Program Spending by Category and Year

Project Number	Project Name	LTD Expenses as of 12/31/16	2017 Spending	2018 Spending	2019-2021 Spending	Total CIP Spending
Turnpike Interchange 6-9 Widening						
39018001	Turnpike Int 6-9 Widening	\$ 2,121,144,000	\$ 34,813,000	\$ 75,441,000		\$ 2,231,399,000
		<u>\$ 2,121,144,000</u>	<u>\$ 34,813,000</u>	<u>\$ 75,441,000</u>		<u>\$ 2,231,399,000</u>
Bridge Construction, Preservation & Security						
39001008	Bridge Painting Phase I	\$ 103,649,000	\$ 288,000	\$ 272,000	\$ 5,791,000	\$ 110,000,000
39001010	Deck Reconstruction Phase I	\$ 198,003,000	\$ 511,000		\$ 9,487,000	\$ 208,001,000
39001011	Bridge Preservation & Security	\$ 69,880,000	\$ 8,939,000	\$ 17,000	\$ 32,984,000	\$ 111,820,000
39001033	Deck Reconstruction Phase II	\$ 72,144,000	\$ 49,229,000	\$ 19,927,000		\$ 141,300,000
39001034	Bridge Painting Phase II	\$ 50,487,000	\$ 10,000	\$ 20,000	\$ 49,483,000	\$ 100,000,000
39011002	Int 16E-18E Bridge Improvement	\$ 15,147,000				\$ 15,147,000
39011012	TP Hackensack East Bridge Rehab	\$ 131,127,000	\$ 261,000		\$ 21,612,000	\$ 153,000,000
39011025	NBHCE Bridge Redecking	\$ 153,626,000	\$ 29,540,000	\$ 104,399,000	\$ 112,435,000	\$ 400,000,000
39011028	TP Special Bridge Structure	\$ 7,309,000	\$ 3,532,000	\$ 4,159,000		\$ 15,000,000
39021004	Parkway Bass River Bridge	\$ 76,242,000			\$ 3,073,000	\$ 79,315,000
39021015	Parkway Mullica River Bridge	\$ 49,391,000			\$ 609,000	\$ 50,000,000
39021020	Parkway Substructure Repairs	\$ 33,184,000			\$ 2,816,000	\$ 36,000,000
39021036	Great Egg Harbor/Drag Channel	\$ 174,131,000	\$ 25,740,000	\$ 210,000	\$ 63,099,000	\$ 263,180,000
		<u>\$ 1,134,320,000</u>	<u>\$ 118,050,000</u>	<u>\$ 129,004,000</u>	<u>\$ 301,389,000</u>	<u>\$ 1,682,763,000</u>
Roadway Improvements						
39002003	Drainage Improvements	\$ 55,481,000	\$ 5,862,000	\$ 123,000	\$ 5,869,000	\$ 67,335,000
39002016	Imp Roadway Appurtenances	\$ 41,550,000	\$ 5,449,000	\$ -	\$ -	\$ 46,999,000
39002017	Median Barrier Improvements	\$ 48,074,000	\$ 9,000	\$ 7,000	\$ 2,166,000	\$ 50,255,000
39006014	Sign Replacements Phase I	\$ 128,662,000	\$ 7,592,000	\$ 30,000	\$ 10,406,000	\$ 146,690,000
39006019	Sign Replacements Phase II	\$ 119,053,000	\$ -	\$ -	\$ 5,047,000	\$ 124,100,000
39009036	Turnpike/Parkway So Improvements	\$ 15,774,000	\$ -	\$ -	\$ 1,476,000	\$ 17,250,000
39018032	Turnpike Widening Int 16W to 18W	\$ -	\$ -	\$ -	\$ -	\$ -
39022023	Parkway Mainline Shoulder Imp	\$ 341,794,000	\$ 18,591,000	\$ -	\$ 3,768,000	\$ 364,153,000
		<u>\$ 750,388,000</u>	<u>\$ 37,503,000</u>	<u>\$ 160,000</u>	<u>\$ 28,732,000</u>	<u>\$ 816,782,000</u>
Interchange Improvements						
39003035	Facilities Improvements Phase II	\$ 262,130,000	\$ 14,000	\$ 14,000	\$ 51,922,000	\$ 314,080,000
39013005	TP Int 8A to Rte 130 Connect	\$ 6,095,000	\$ -	\$ -	\$ 8,855,000	\$ 14,950,000
39013027	TP Int 14A Reconstruction	\$ 214,952,000	\$ 56,957,000	\$ 10,058,000	\$ 43,532,000	\$ 325,500,000
39023006	Parkway Int 41 Improvements	\$ 22,201,000	\$ 300,000	\$ 105,000	\$ 1,394,000	\$ 24,000,000
39023007	Parkway Int 142 Improvements	\$ 655,000	\$ -	\$ -	\$ 1,070,000	\$ 1,725,000
39023009	Parkway Int 44 Improvements	\$ 28,742,000	\$ -	\$ -	\$ 1,258,000	\$ 30,000,000
39023022	Pkwy Int 9, 10 & 11 Improvements	\$ 79,459,000	\$ 3,355,000	\$ -	\$ 15,837,000	\$ 98,651,000
39023024	Parkway Int 125 Improvements	\$ 30,439,000	\$ 27,257,000	\$ 27,130,000	\$ 17,839,000	\$ 102,665,000
39023029	Parkway Int 88 Improvements	\$ 96,729,000	\$ 896,000	\$ -	\$ 5,235,000	\$ 102,860,000
39023030	Parkway Int 91 Improvements	\$ 2,490,000	\$ 1,500,000	\$ -	\$ 8,010,000	\$ 12,000,000
		<u>\$ 743,892,000</u>	<u>\$ 90,279,000</u>	<u>\$ 37,307,000</u>	<u>\$ 154,952,000</u>	<u>\$ 1,026,431,000</u>
Facilities Improvements						
39003040	Salt Storage Facilities	\$ 17,516,000	\$ 162,000	\$ 1,000	\$ 46,000	\$ 17,725,000
39005013	Facilities Improvements Phase I	\$ 434,065,000	\$ 122,000,000	\$ 49,300,000	\$ 29,535,000	\$ 634,900,000
		<u>\$ 451,581,000</u>	<u>\$ 122,162,000</u>	<u>\$ 49,301,000</u>	<u>\$ 29,581,000</u>	<u>\$ 652,625,000</u>
Widening of Garden State Parkway						
39028018	Pkwy Widening Phase I	\$ 126,474,000	\$ -	\$ -	\$ 8,526,000	\$ 135,000,000
39028031	Pkwy Widening Phase II & III	\$ 363,244,000	\$ 41,082,000	\$ 4,596,000	\$ 46,078,000	\$ 455,000,000
		<u>\$ 489,718,000</u>	<u>\$ 41,082,000</u>	<u>\$ 4,596,000</u>	<u>\$ 54,604,000</u>	<u>\$ 590,000,000</u>
GRAND TOTAL		<u>\$ 5,691,043,000</u>	<u>\$ 443,889,000</u>	<u>\$ 295,810,000</u>	<u>\$ 569,258,000</u>	<u>\$ 7,000,000,000</u>

3.0 Other Capital Spending

In addition to the bond-financed projects in the CIP, the Authority anticipates spending \$336 million on capital projects from its Maintenance Reserve, Special Project Reserve, and Supplemental Capital funds. More than 90 percent of that total will be spent on projects intended to maintain the Authority's roadways and facilities in a state of good repair or to improve public safety. The 2018 spending represents an increase of nearly 28 percent over 2017 spending. The amount of roadway to be resurfaced in 2018 will increase by 150 lane miles. Concrete barrier repairs will increase by 800 percent and roadway lighting repairs by 30 percent.

Other Capital Spending by Category and Year

	<u>2016 Actual</u>	<u>2017 Budget*</u>	<u>2018 Budget</u>	<u>\$ Change from 2017 Budget</u>	<u>% Change from 2017 Budget</u>
Drainage Structure Repair	\$ 3,136,000	\$ 5,755,000	\$ 5,223,500	\$ (531,500)	-9.2%
Concrete Barrier Repairs		\$ 750,000	\$ 6,865,600	\$ 6,115,600	815.4%
Bridge Repairs	\$ 39,838,000	\$ 56,400,000	\$ 73,661,300	\$ 17,261,300	30.6%
Resurfacing	\$ 26,009,000	\$ 51,423,000	\$ 70,129,500	\$ 18,706,500	36.4%
Roadway Lighting Repairs	\$ 2,002,000	\$ 3,630,000	\$ 15,400,000	\$ 11,770,000	324.2%
Emergency Maintenance		\$ 10,500,000	\$ 10,100,000	\$ (400,000)	-3.8%
Culvert Inspections		\$ 792,000	\$ 551,100	\$ (240,900)	-30.4%
Bridge and Structure Inspections	\$ 7,031,000	\$ 10,600,000	\$ 9,968,100	\$ (631,900)	-6.0%
Pavement Management	\$ 761,000	\$ 1,327,000	\$ 1,447,200	\$ 120,200	9.1%
Other Roadway Improvements	\$ 4,023,000	\$ 30,034,700	\$ 42,972,500	\$ 12,937,800	43.1%
Total Roadway Improvements	\$ 82,800,000	\$ 171,211,700	\$ 236,318,800	\$ 65,107,100	38.0%
Facility Improvements	\$ 10,860,000	\$ 50,356,753	\$ 52,453,300	\$ 2,096,547	4.2%
Fleet Upgrades	\$ 9,774,000	\$ 11,128,600	\$ 10,800,000	\$ (328,600)	-3.0%
Technology Improvements	\$ 12,747,000	\$ 30,146,447	\$ 36,456,700	\$ 6,310,253	20.9%
Total Capital Budget Spending	\$ 116,181,000	\$ 262,843,500	\$ 336,028,800	\$ 73,185,300	27.8%

* Reflects current 2017 budget after year to date budget transfers between projects

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