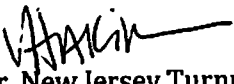




New Jersey Turnpike Authority

MEMORANDUM

TO: James S. Simpson
Commissioner, New Jersey Department of Transportation &
Chairman, New Jersey Turnpike Authority

FROM: Veronique Hakim 
Executive Director, New Jersey Turnpike Authority

RE: 2012 Capital Project and Investment Plan

As required by statute N.J.S.A. 27:23-3.2(c) I respectfully submit the 2012 New Jersey Turnpike Authority Capital Project and Investment Plan ("plan"). The above-mentioned statute states in part "...the Authority shall prepare and file with the Commissioner a Capital Project and Investment Plan that details proposed transportation projects and proposed work on existing transportation projects that further the goals of attaining coordinated and integrated Statewide and regional transportation systems..."

The enclosed plan highlights the Authority's continued commitment to its mission and core strategic values of operating safe, well-maintained roadways and illustrates the economic benefit to the State and region through the creation of jobs on projects included in the Authority's on-going 10-year, \$7 billion Capital Program.

I am pleased to submit this plan to you and look forward to continuing the fine work of the New Jersey Turnpike Authority.

Enclosure



New Jersey Turnpike Authority 2012

Capital Project & Investment Plan

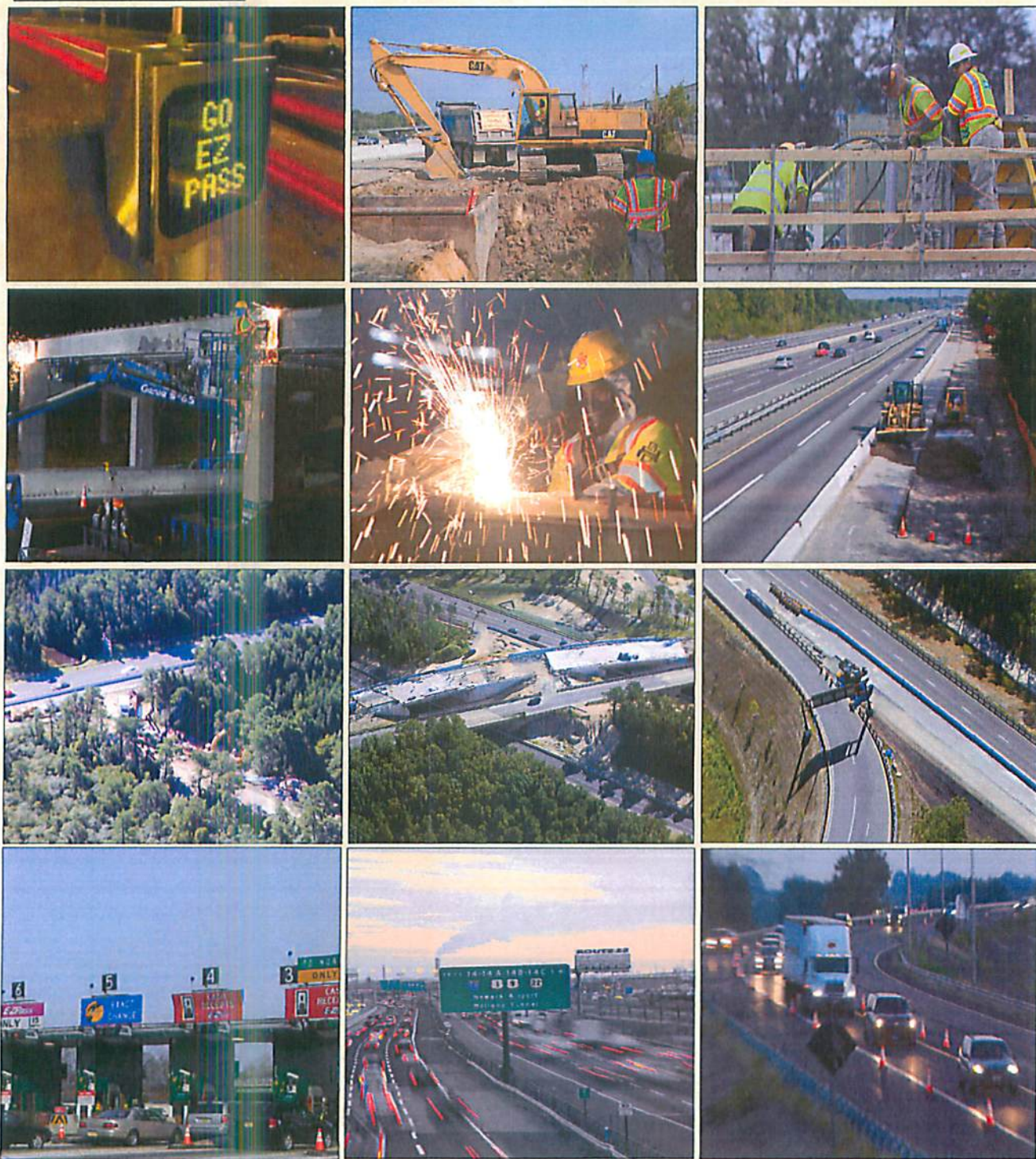
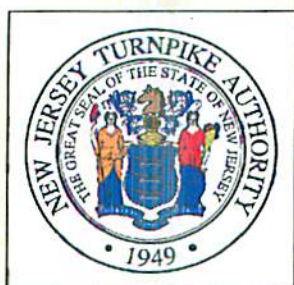


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Veronique Hakim, Executive Director

Introduction

Operating and maintaining the New Jersey Turnpike and Garden State Parkway in such a way that they support and stimulate the state's economy is a core strategic value of the New Jersey Turnpike Authority. The 10-year, \$7 billion Capital Plan adopted by the Authority's Board of Commissioners in October 2008 represents considerable investment in the transportation infrastructure of New Jersey. The Authority's ongoing Capital Program includes large-scale projects that will add lanes to the Turnpike and Parkway and smaller-scale ones that will expand interchanges, rehabilitate bridges or deploy new technologies.

This Capital Project and Investment Plan for 2012 provides

General Assembly Appropriations Committees and the Director of the Division of Budget and Accounting in the Department of

Jersey Turnpike and the Garden State Parkway with other transportation systems. The plan should also consider the impact



Treasury.

This strategic plan is mandated under paragraph (c): "Prior to December 1 of each year, the Authority shall prepare and file with the Commissioner a Capital Project and Investment Plan that details proposed transportation

of an improved transportation system on the State's economy. ..."

The projects described in this report are interrelated with the Capital Plan of the New Jersey Department of Transportation (NJDOT) and are included in the Statewide Transportation Improvement Plan.

As outlined in prior years' reports, the projects described herein are categorized according to the benefits they offer to our motorists and to other residents of our state. Although all of the projects contained in the Turnpike Authority's Capital Program provide some level of economic development and growth, for purposes of this report, projects are grouped by the primary benefit they offer into one of the following categories: congestion management; consolidating services & operational support; infrastructure maintenance; safety; environmental compliance & Green Corridor initiatives; or economic development.

The New Jersey Turnpike Authority is dedicated to the safe, efficient movement of people and goods over two of the busiest toll roads in America, the New Jersey Turnpike and the Garden State Parkway. Our highways are a critical link in the transportation network of the Northeastern United States and the safest, quickest and most convenient route for hundreds of thousands of commuters, truckers and recreational travelers every day.

- NJTA Mission Statement

an update to the multi-year Capital Program and corresponding financing programs and is presented pursuant to New Jersey Statute 27:23-3.2, which requires the Authority to submit certain reports to the Governor, the Chairs of the Senate and

projects and proposed work on existing transportation projects that further the goals of attaining coordinated and integrated Statewide and regional transportation systems. The plan shall address, among other matters, the interconnection of the New



2012 Capital Investment Plan



Congestion Management

Widening the New Jersey Turnpike

The 6-to-9 Widening Program scheduled to be completed in 2014 is currently under budget and ahead of schedule. When completed, the project will relieve one of the worst bottlenecks in the state, easing the burden for the commuters and commercial drivers who sit in heavy traffic in that area nearly every day. The Turnpike widening will provide three additional travel lanes in each direction between Interchanges 6 and 8A, and one additional lane in each direction between Interchanges 8A and 9 as well as a

Milestones

Turnpike Widening

2005

- Preliminary engineering completed

2009

- Permits issued by New Jersey Department of Environmental Protection
- Groundbreaking ceremony held at maintenance yard in East Windsor

2012

- Final construction contract to be awarded

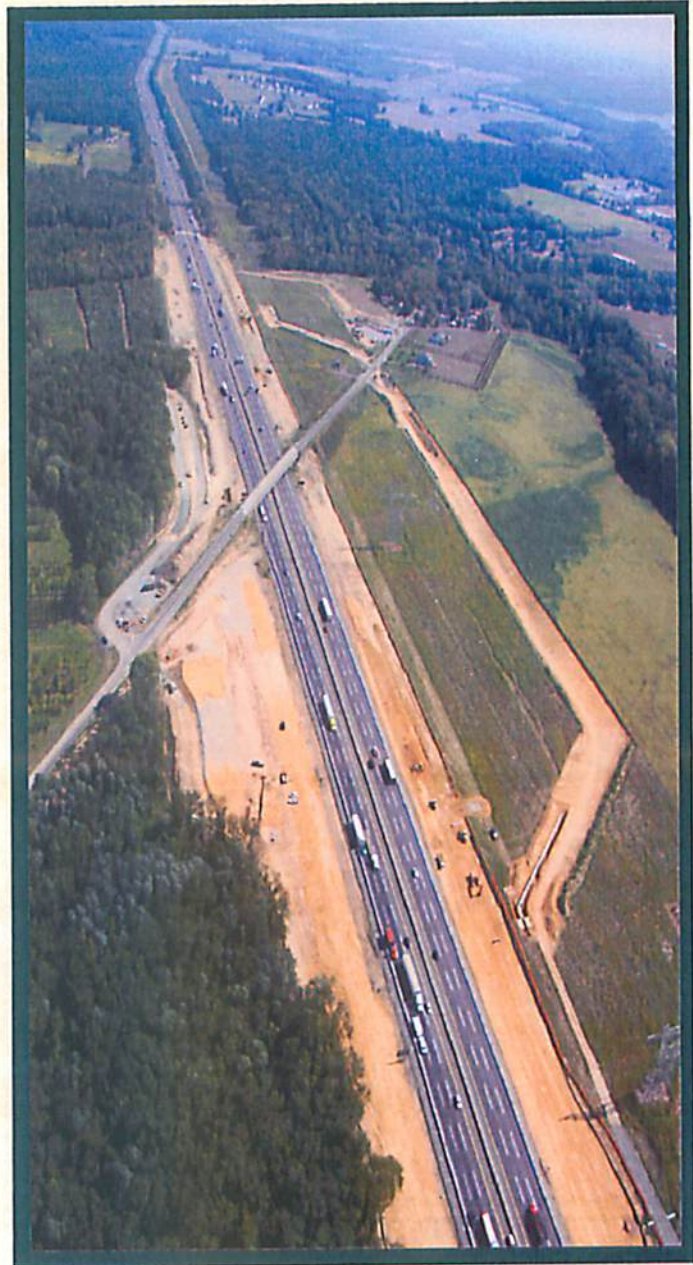
2014

- Projected completion

new toll plaza at Interchange 8. This widening program is the largest expansion of Turnpike capacity since the roadway opened in 1951, adding an additional 170 lane miles.

The widening will provide congestion relief on a vital link in the Northeast Corridor. The increased capacity will improve the flow of goods and the mobility of the state's workforce, reducing the cost of operating in New Jersey and

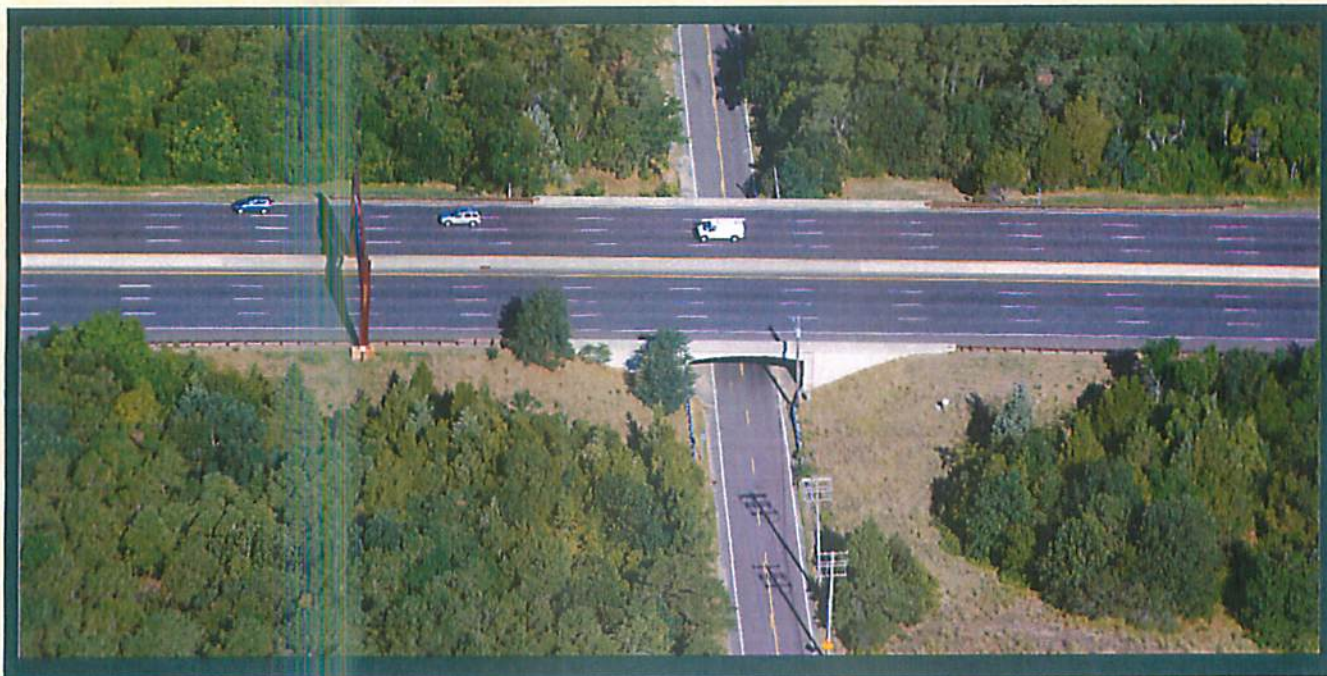
making the State a more attractive place for business. Moreover, and perhaps most notably as the economy has continued to struggle locally and nationally, the widening program has provided significant direct economic benefits by creating and sustaining thousands of jobs in the construction and consulting industries. These direct economic benefits have provided opportunities for small businesses. More than 30 percent of the contracts awarded on the design side



have been awarded to small businesses and two small business enterprises graduated out of the small business program as a result of their work on the widening.

To date, the Authority has awarded 27 contracts for the Turnpike widening with a value of more than \$1.1 billion. The final construction contract is sched-

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uled to be awarded in early 2012.

Widening the Garden State Parkway

Significant progress was made in 2011 on the widening of the Garden State Parkway. Phase I, which was completed just in time for the busy summer travel season, included the addition of one lane in each direction between mileposts 63 in Stafford Township and 80 in Toms River, the installation of express E-ZPass at the Barnegat Toll Plaza and the construction of a new bridge over the Mullica River. The work had an immediate impact. Traffic flow was improved for both daily commuters and summer weekend Shore travelers.

Previously, only the first phase of the Parkway widening was funded in the Authority's Capital Program, but because of tight management and careful scrutiny of every dollar being spent, the Authority was able to

allocate Capital Program money to fund the second phase without any increase to the overall cost of the Capital Program. Phase II, which will cost approximately

Elements of Parkway widening

- Third lane added in each direction between mileposts 63 (Stafford Township) and 80 (Toms River). Next phase is underway.
- Express E-ZPass introduced at Barnegat Toll Plaza
- A new structure built over the Mullica River Bridge and the existing structure rehabilitated
- A new structure built over the Bass River and the existing structure rehabilitated
- The existing structure over the Patcong Creek widened and rehabilitated

\$240 million, will add an additional lane in each direction be-

tween mileposts 48 and 63 and provide grading and drainage improvements between mileposts 30 and 48. The second phase will also include the rehabilitation of an existing span over the Mullica River, the construction of a new span and the rehabilitation of the existing span over the Bass River, and the widening and rehabilitation of bridge over the Patcong Creek. Final design was completed and all six Phase II construction contracts were awarded in 2011.

These contracts include:

- Widening from mileposts 48 to 51, including the Mullica River Bridge rehabilitation;
- Widening from mileposts 52 to 58;
- Widening from mileposts 58 to 63;
- Widening and rehabilitation of the Bass River Bridge and the Patcong Creek bridges
- Drainage structures and grading from Interchange 30 to 48.

Consolidating Services and Operational Support

On November 5th, 2011, the Turnpike Authority celebrated the 60th anniversary of the opening of the New Jersey Turnpike, a road with a history of technological innovation. Consistent with that tradition, the Authority's Operations and Technology and Administrative Services departments have made significant progress on a number of closely related initiatives to enhance roadway safety and operating efficiencies.

The Authority, along with the New Jersey Department of Transportation, is poised to implement a new core software program for the Statewide Traffic Management Center in 2012. This software program will improve the presentation, dissemination and utility of roadway information, enabling operations personnel to more easily and accurately manage traffic. The integration of leading edge technologies such as traffic prediction and decision support tools are being studied as further means of making motorists' trips safer and more efficient.

Traffic management relies upon receipt of accurate information at the operations center, and communication of advisory information to the motorist. To transport this vast amount of data to and from roadway sensors, cameras, and signs, the Authority has undertaken an expansion of its networking infrastructure, providing faster and more fault-tolerant data communication.

To better communicate with our patrons in 2012 and beyond, the Authority began installing new ITS data points on the Turnpike and Parkway that consist of cameras, signs and a vehicle

detection system. While this effort will continue into 2014, by the end of 2011 approximately 37 new ITS Data Points, including VMS signs, cameras and traffic sensors, are expected to be operational and by the end of 2012 an additional 48 sites should be active.

When complete, the ITS program will have data point sites at 221 locations across both roadways. The total program value is currently estimated to cost approximately \$153 million for the fabrication and installation of the signs and related technology.

In addition to data communication, traffic management depends largely on radio and telephony systems. A major initiative for 2012 is the Authority's migration to redundant, fault tolerant telephone and radio systems to ensure continuation of services to motorists in the event of regional utility outages such as those experienced during Hurricane Irene in August 2011.

NJTA made significant progress in the wireless communication arena taking its WiMax system live in 2011 and full coverage efforts are expected to continue into 2012.

Coincident with these efforts are related initiatives to inform the motoring public of roadway conditions and provide suggested routing instructions via website, mobile phone applications and more informative roadway signs. Development and implementation of these applications remains an ongoing effort in 2012 as advancements in this technology arena are constantly being made.



This is a sketch of the ITS data points being installed on the Turnpike. Each one of these structures will hold variable message and variable speed limit signs, cameras and vehicle detection systems. Similar structures are being installed on the Garden State Parkway.

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The Authority's information processing infrastructure continues to be improved providing increased functionality and computing power at lower costs in service to both traffic management and back-office business processing. These improvements include the transition to less expensive and more energy efficient computers and significant progress toward a paperless office.

The Authority continually strives to improve safety and the motoring experience through efficient use of technology. Projects currently underway enable rapid and accurate detection of roadway conditions and provide powerful traffic management tools more efficiently and cost-effectively than was ever possible.

Infrastructure Maintenance

Consistent with the mission of the NJTA to provide for the safe and efficient movement of people, goods and information over the Authority's roadways, the NJTA invests annually in its program to maintain, rehabilitate and rebuild its infrastructure. In 2011 under the Authority's Maintenance Reserve Program, the NJTA awarded four bridge repair and resurfacing contracts totaling \$26 million dollars.

These contracts primarily addressed bridge deck repairs, resurfacing, and miscellaneous structural repairs on both the Garden State Parkway and New Jersey Turnpike, with 54 bridges repaired on the Parkway and 68 bridges repaired on the Turnpike. For 2012 the NJTA plans to award another four bridge repair and resurfacing contracts worth approximately \$37 million dollars.

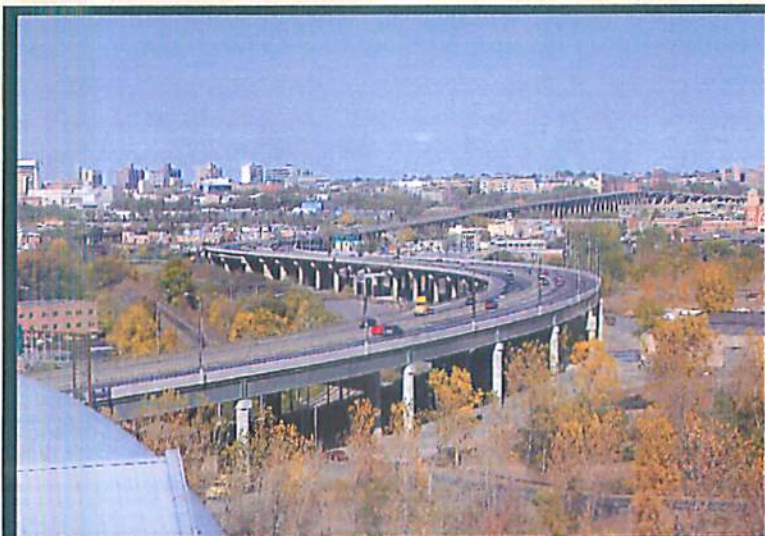
In 2011 under the Capital Program, the NJTA awarded the following construction contracts:

- Widening and rehabilitation of the Bass River Bridge (\$56 million);
- Bridge-deck reconstruction, miscellaneous structural and roadway improvements and repainting of structural steel (\$144 million);
- Replacement of Watchung Avenue bridges (\$11 million);
- Four contracts for installation and fabrication of 111 Variable Message Signs along the Parkway and Turnpike (\$56 million);

- Major bridge perimeter security fencing (\$7 million); and
- Construction Management/General Contracting Services for NJTA Security Program (\$80 million).

For 2012, the NJTA plans to award the following construction contracts:

- Bridge repairs and resurfacing of the Pearl Harbor Memorial Turnpike Extension and Newark Bay Hudson County Extension;
- Bridge-deck reconstruction, miscellaneous structural, roadway and lighting improvements between mileposts N6.0 to N8.0;
- Repainting structural steel on the Alfred E. Driscoll Bridge;
- Rehabilitation of the existing deck on Bass River Bridge; and



Bridge repairs and resurfacing will be done on the Newark Bay-Hudson County Extension under a construction contract scheduled to be awarded in 2012.

- Bridge perimeter security.

In addition, the preservation of the Authority's roadway system includes an annual pavement restoration and resurfacing effort along the New Jersey Turnpike and Garden State Parkway.

The annual pavement restoration and resurfacing program operates on an annual budget of \$20 million — \$10 million for each roadway.

Typically the program will award two resurfacing contracts per roadway. These budgetary figures allow the Authority to resurface approximately 70 lane miles on each roadway annually.

Safety

The safety of our motorists and all those on our roads is our greatest responsibility and a core strategic value of the Authority. One fatality or injury is one too many.

Consistent with the safety core strategic value, the Authority continued its median barrier improvement program in 2011 by awarding a design contract for median barrier improvements between mileposts 141 and 150 on the Parkway. The Authority anticipates awarding the construction contract for median barrier improvements in early 2012 with construction to begin in the spring. The median barrier improvement program was initiated in 2010.

Construction is scheduled to begin in 2012 on a mainline shoulder improvement program designed to improve safety on the Parkway between mileposts 84 and 100, a section of the road that currently has reduced shoulder widths. When the improvements are completed, the

road will have full 12-foot wide shoulders over that entire section. Having full-width shoulders greatly improves safety by allowing disabled vehicles to pull safely out of live traffic lanes, enabling ambulances, fire trucks and other emergency service vehicles to reach accident scenes more quickly and affording a greater margin of error to drivers whose vehicles for one reason or another leave the highway.

It is anticipated that three construction contracts for the shoulder improvements will be awarded in spring 2012.

State Police Troops D & E were consolidated in January 2011, and the newly consolidated Troop D is charged with enforcing the law on the Turnpike and Parkway. In 2011, the Authority continued to make significant investments in tools to help the Troop D perform their jobs, including the purchase of state police vehicles, mobile digital video recorders and e-ticket scanner kits, mobile data

computers and radar units.

Construction was completed in 2011 on the Herbertsville bus & truck inspection facility, which enables State Police to conduct more efficient, full Level I Inspections of buses and trucks that travel on the Parkway.

Construction also continued in 2011 and will be substantially complete by the end of the year on the new Holmdel Vehicle Maintenance Facility, a 4,500-square-foot facility with three bays that will service the state police vehicle fleet.

In addition to the engineering efforts regarding roadway safety, members of the Authority's Operations Department and State Police collaborated in the development of a Traffic Safety Program with three primary components: Education, Enforcement and Engineering. This program is one noteworthy example of the Authority's emphasis on safety and will continue to be a part of the Authority's

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Attorney General Paula Dow speaks at "101 Days of Summer" news conference, which was held at the Cheesequake Service Area on the Garden State Parkway before the start of Memorial Day Weekend.

ty's mission in 2012 and beyond.

The Authority's safety program is quite simple and straight-forward and includes initiatives like the Authority's participation in the State's "101 Days of Summer" campaign, which joined officials from the State Police, the Attorney General's Office, the Division of Highway Safety, and other state and local officials to focus on the importance of roadway safety. In 2011, this campaign included a kick-off press conference held at the Cheesequake Service Area on the Parkway to highlight the start of the

summer driving season and the importance of safe driving.

Additionally, the Authority has created safety pamphlets designed to provide useful information for motorists regarding traffic laws, work zone signage and definitions, and other travel resources. These pamphlets are provided in the roadway service areas as brochures and tray-liners and the Authority is looking at the feasibility of sending them out with E-ZPASS statements in an effort to reach as large of a population of drivers as possible.

Environmental Compliance and Green Corridor Initiatives

The Authority has continued to pursue the goals set forth in its "Green Corridor" program by searching for energy alternatives and for efficiencies in both construction activities and in the practices used to operate and maintain its facilities. The "Green Corridor" program was established in 2009 and is designed to comply with State air quality requirements and greenhouse gas reduction initiatives.

The Authority will continue its Green Corridor initiatives in 2012 with capital funding committed to remediating and monitoring environmental contamination caused by petroleum products leaking from underground storage tanks and piping.

The Authority will continue to fund the rehabilitation or replacement of non-functioning and substandard storm drainage systems in 2012 in order to comply with current NJDEP storm water regulations. The Authority also will continue to install vehicle wash-water reclamation systems at its maintenance yards to ensure that vehicle wash water does not contaminate local streams or waterways.

The entire Garden State Parkway drainage infrastructure within the Barnegat Bay watershed is essentially being reconstructed as part of the Parkway widening and the milepost 83 to 100 shoulder improvement projects. Therefore, all of the Authority's detention basins within the Barnegat Bay watershed have either been newly constructed or will be reconstructed within the next few years. On that basis, it has been concluded that none of the Authority's detention basins within the watershed are in need of maintenance or repairs.

In 2012, the Authority will continue to move forward with its plan to replace all existing roadway lighting with LED fixtures. The LED fixtures use a fraction of the energy required by current fixtures and last a minimum of 10 years. Provided that LED fixtures are approved for use in the near future, all new lighting installations will utilize this technology in anticipation that it will result in energy savings, reduced maintenance costs and a corresponding reduction in greenhouse gas emissions.

Economic Development

To quote the Authority's Mission Statement, "Our highways are a critical link in the transportation network of the Northeastern United States and the safest, quickest and most convenient route for hundreds of thousands of commuters, truckers and recreational travelers every day." Living up to that mission means investing in the infrastructure, technology and personnel necessary to keep the Turnpike and Parkway in a state of good repair. By assuring that the highways can continue to accommodate the transportation needs of the region, the Authority contributes to economic growth and development in New Jersey and beyond.

While, perhaps most prominent and publicized of the Authority's current projects are the widenings of the Turnpike and Parkway, there are several other noteworthy projects that will positively contribute to the economic development of the state and region at a time when it is so critically needed.

In addition to the on-going Garden State Parkway Widening program described elsewhere in this report, major 2012 projects

on the Garden State Parkway include:

Interchange 88: Final design for improvements to Interchange 88 will be substantially complete

by the end of 2011 and the Authority anticipates awarding the construction contract for this project in August 2012. These improvements are necessary to accommodate existing and future traffic volumes at these interchanges and local area roadways. The existing Interchange 88 ramp tolls are to be eliminated as part of the improvement with all toll collection occurring at the existing Interchange 89 ramp toll plaza. Therefore the Interchange 89 toll plaza will be expanded to accommodate the rise in traffic volumes and will entail a combi-

Interchange 125: This project will improve access between

the Parkway and Chevalier Avenue in Sayreville, Middlesex County. Final design and environmental permitting started in 2010 and continued through 2011. The Authority expects that all permitting and final design work will be completed in early 2013 with award of a construction contract in the summer of



This is Turnpike Interchange 14A, which will be reconfigured to address existing deficiencies and to accommodate economic development in Bayonne and Jersey City. Final design is scheduled to begin in 2012.

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2013.

The improvements will primarily consist of the construction of a new southbound exit ramp and new northbound entrance ramp to improve access between the Parkway and Chevalier Avenue. Chevalier Avenue will be widened to accommodate the anticipated increase in traffic volumes generated by the redevelopment of the former National Lead site.

Additional improvements are also proposed for the intersection

Continued, Next Page

of the Main Street Extension with Chevalier Avenue and the new southbound exit ramp and the intersection of Chevalier Avenue with the existing northbound exit ramp. A new toll plaza will be built on the proposed southbound exit ramp. The northbound and southbound Parkway bridges over Chevalier Avenue will be replaced due to existing horizontal and vertical clearance deficiencies.

Interchanges 41 and 44:

This project will construct a new Interchange 41 in Galloway Township, Atlantic County, to provide northbound and southbound access to and from Jimmie Leeds Road. At Interchange 44, two additional ramps with toll plazas will be constructed to allow access to the Parkway to and from the south. Final design of improvements to both interchanges continued in 2011, and it is anticipated that a construction contract will be awarded in 2013. The estimated cost of these improvements is \$35 million.

Interchanges 9, 10 & 11:

In an effort to reduce congestion and eliminate a traffic hazard, this project will eliminate the three traffic signals on the Garden State Parkway in Cape May County at Interchanges 9, 10

and 11 by providing three bridges to carry the Parkway over the local streets at each interchange. This project also provides for full access to the Garden State Parkway northbound and southbound at each interchange. The authority anticipates that final design for this project will be complete in 2012 and, provided that all permits are secured in a timely manner, a construction contract will commence in 2013.

In addition to the Turnpike 6-9 Widening Program described earlier in this report, major 2012 projects on the New Jersey Turnpike include the following:

Newark Bay Bridge Deck Replacement:

This construction contract includes bridge deck reconstruction and miscellaneous improvements of six structures in Zone 3 of the New Jersey Turnpike's Newark Bay-Hudson County Extension (NB-HCE), between Interchange 14C and the eastern terminus approaching the Holland Tunnel in Jersey City. This is the first phase of the NB-HCE Zone 3 bridge deck reconstruction program, focusing on the westbound roadway, which will involve bridge deck reconstruction, parapet and median barrier replacement, deck joint replacement, structural steel repairs,

drainage, lighting and other related work. The construction contract is expected to be awarded in June 2012, and construction is expected to begin in September 2012. The contract is currently in Phase C of the final design.

Interchange 14A: Final design for the Interchange 14A project will begin in early 2012 with completion anticipated by the end of 2015. This project will address existing deficiencies at the interchange and accommodate ongoing Hudson County development in Jersey City and Bayonne, including the commercial and residential build-out of The Peninsula at Bayonne Harbor (formerly MOTBY) and a substantial expansion of port operations planned by the Port Authority of New York and New Jersey and Global Terminal and Container Services, LLC.

Other Interchange Improvements: Improvements at Interchanges 9, 10, 15W and 16W will improve safety and enhance the operational characteristics at these interchanges. The Authority expects that design for each of these interchange improvements will be completed in early 2012 with construction expected to begin in mid-2012.

Capital Investment Plan

In September 2010, under the leadership of Executive Director Ronnie Hakim, the Authority completed a robust and transparent procurement for bond underwriting services in connection with the its proposed bond sale and sought Board authorization to adopt the Series 2010 Turnpike Revenue Bond Resolution authorizing new money borrowing of up to \$2 billion in taxable Build America Bonds. In December 2010, the Authority completed a very successful bond transaction with the sale of \$1.85 billion of Build America Bonds that enables the Authority to continue to fund its Capital Program.

The success of the bond sale was a direct result of an extensive marketing effort that included an internet road show, one-on-one meetings and conference calls with international and institutional investors that highlighted the significant operating, financial and strategic strengths of the Turnpike System. There was intense investor interest in the bonds as demonstrated by orders for more than \$3 billion from over 120 domestic and international investors. This strong demand enabled the Authority to re-price the bond issue during the marketing period, lowering the net interest cost from 4.87% to 4.62%.

To ensure the Authority does not overpay for goods and services and provide greater transparency and fairness, the Authority made improvements to its procurement process and in doing so, saved millions of dollars in fees and other costs associated with the bond issuance by using a competitive procurement process and conducting rigorous negotiations. The cost of issuance for \$1.85 billion in bonds sold was \$8.2 million. That amount was less than half of the \$17.2 million cost of issuance for the Authority's \$1.75 billion sale in April 2009.

The overall Capital Investment Plan for the Authority includes all sources of funds, the majority of which are major capital projects that are financed through bonds, as well as the essential system preservation, maintenance and operating requirements that are financed primarily through toll revenues.

The chart below illustrates the current proposed funding amounts for the Authority's Construction Fund (\$7 billion Capital Program) and additional project funds that are financed through other Authority revenue sources and included as part of the overall Authority Capital Investment Plan.

Capital Investment Plan Funding Requirements

Fund	Estimated Funding Requirements (2011 Dollars)
Construction Fund	\$7,000,000,000*
Supplemental Capital Fund	\$380,000,000**
Maintenance Reserve Fund	\$785,000,000
Special Project Reserve Fund	\$400,000,000
Total	\$8,565,000,000

* Includes New Bond Money

** Does not include any contributions made to the State.

Defining the Capital Investment Program Funds

Construction Fund (CF) – bond issue for large capital construction projects (Turnpike Revenue Bonds). These projects are contained in the Authority's \$7 billion Capital Program and include major reconstruction and maintenance of roads, bridges and facilities. Construction Fund projects improve operations, expand capacity, and in many cases, create economic development opportunities. Projects fund-

ed through the Construction Fund are defined at the time the bonds are issued (life-to-date budget).

General Reserve Fund/Supplemental Capital Fund (SCF) - amounts in this fund are used for capital projects not funded by bond proceeds, small- to medium-sized pay-as-you-go projects, extraordinary events, or other corporate purposes including any annual contributions to the State.

Maintenance Reserve Fund (MRF) – annual operating revenue funds to preserve the toll network system's roadways and bridges to certain standards – major or cyclical maintenance – including pavement resurfacing and restoration, and bridge replacement, repairs, or reconstruction. Projects to be funded through the Maintenance Reserve Fund are recommended annually by the Chief Engineer with the concurrence of the General Consulting Engineer and approved by the Executive Director and Board of Commissioners.

Special Project Reserve Fund (SPRF) – annual operating revenue funds applied to the cost of all types of projects that are not considered as ordinary or routine items such as: preliminary planning and studies; safety improvements; repairs and renovation of buildings and other facilities; maintaining equipment and vehicle fleet; and improvements in administrative, tolls and communication systems. Projects to be considered for funding through the Special Project Reserve Fund are submitted by the department directors on an annual basis. Funding availability is confirmed by the Finance Department prior to forwarding the summary of projects to the Executive Director for consideration. The final list of projects to be funded is determined by the Executive Director, and is presented to the Board of Commissioners for approval.

New Jersey Turnpike Authority

Capital Budget Projects

Maintenance Reserve Fund

Bridge Repairs	\$425,000
Resurfacing	\$385,000
<i>10-year projection</i>	\$810,000

Special Project Reserve Fund

Environmental	\$50,000
Technology Improvements	\$55,000
Facility Improvements	\$30,000
Fleet	\$85,000
Roadway Improvements	\$160,000
Other	\$25,000
<i>10-year projection</i>	\$405,000

Supplemental Capital Fund

Facility Improvements	\$50,000
Technology Improvements	\$135,000
Fleet	\$60,000
Extraordinary snow removal costs	\$60,000
Roadway Improvements	\$50,000
Other	\$15,000
<i>10-year projection</i>	\$370,000

New Jersey Turnpike Authority

Capital Program

Description

Turnpike Widening

The project involves the construction of 3 additional lanes, both northbound and southbound, between interchanges 6 and 8A, a distance of approximately 25 miles. The project also includes the addition of one lane between interchanges 8A and 9. Upon completion, the widening project will result in 6 mainline lanes in each direction being provided between interchanges 6 and 9. In addition, the project will include interchange improvements within the project limits as determined to be necessary to meet traffic demands in the design year of 2032.

Parkway Widening

The current phase of this project provides for a third travel lane with full shoulders in each direction of the Parkway between Interchanges 48 and 63. Three individual design and construction contracts will provide for widening the 15-mile section in both travel directions of the Parkway, new sign structures, bridge replacements, and realigned approaches to the new Mullica and Bass River bridges.

Bridge Improvement

This project provides for the Newark Bay Hudson County Extension (NBHCE) Bridge Redecking, Turnpike Hackensack Easterly Bridge Rehabilitation, Bridge Preservation and Security, Deck Reconstruction Phase 1 and 2, Parkway Substructure Repairs, Bridge Painting Phase 1 and 2, and Turnpike Specialized Bridge Structure Work.

Interchange Improvement

This project provides for the Parkway Interchange 125 and Parkway Interchanges 9, 10, & 11 Improvements, Turnpike Interchange 8A to Route 130 Connection, Parkway Interchange 44 Improvements, Parkway Interchange 41 Improvements, Turnpike Interchange 14A Reconstruction, Parkway Interchange 88 Improvements, and Parkway Interchange 91 Improvements.

Roadway Improvement

This project provides for the Parkway Mainline Shoulder Improvements, Improvements of Roadway Safety Appurtenances, Drainage improvements, Sign Replacements Phase 1 and 2, Median Barrier Improvements, and Turnpike Widening from Interchanges 16W to 18W.

Toll Plaza & Building Improvement

This project provides for Facilities Improvements Phase 1 and 2 which includes inspection, assessment and implementation of the remedial measures necessary to bring 50+ year old Toll Utility Buildings, Toll Plaza, Maintenance Buildings and State Police Barracks on both roadways into compliance with current building codes and operational standards.