

New Jersey Turnpike Authority

Preliminary Design and Environmental Services for
the Newark Bay-Hudson County Extension Program



PROGRAM FACT SHEET

Program Overview

The New Jersey Turnpike Authority (Authority) is proposing to reconstruct and widen the Newark Bay-Hudson County Extension (NB-HCE) from New Jersey Turnpike Interchange 14 in Newark to Jersey Avenue in Jersey City. The main components of the Program are:

- From Interchange 14 to Interchange 14A, replacing bridges and widening the roadway to provide four lanes and standard shoulders in each direction, including a new Newark Bay Bridge over the Newark Bay
- From Interchange 14A to the Columbus Drive Exit, replacing bridges and widening the roadway to three lanes and standard shoulders in each direction
- From the Columbus Drive Exit to Jersey Avenue, replacing the viaduct structure to maintain the current configuration of two lanes in each direction but providing standard shoulders

NEWARK BAY-HUDSON COUNTY EXTENSION PROGRAM AREA



Corridor Background

The 8.1-mile-long NB-HCE was constructed in 1956 with two travel lanes in each direction. The corridor serves the Newark Liberty International Airport, New York City via the Holland Tunnel, and access to Jersey City, Hoboken and Bayonne, as well as Liberty State Park and Liberty Science Center.

Historically, significant congestion and delays have been a daily occurrence along the NB-HCE. Traffic growth and substantial port-related heavy vehicle/truck activity have degraded operating conditions in the corridor and have contributed to the current poor physical conditions of the NB-HCE's roadway pavement and bridges.

Approximately 80% of the corridor roadway is carried on bridge structures, which are nearing the end of their design service lives. These structures require regular, significant, and costly maintenance, which requires complicated traffic control and protection measures and causes substantial delays and inconvenience to motorists.

Projects

The Authority's NB-HCE Program is comprised of four projects. Each has independent utility, meaning it can be implemented separately, and will be prioritized based on specific project area conditions. Projects 1 through 4 are shown in the graphic, with individual project limits subject to change as the design advances.

The Newark Bay Bridge in Project 1 is over the Newark Bay Main Navigational Channel North Reach, so Federal Agency oversight and approval will be required to replace the bridge. Because of the Federal involvement, Project 1 will require an environmental document in compliance with the National Environmental Policy Act. The entire NB-HCE corridor will be subject to New Jersey Department of Environmental Protection approvals and will require compliance with the Executive Order No. 215 Environmental Impact Statement process.

Public Outreach

The Authority will share project information, solicit feedback, and coordinate with stakeholders and the public. Public Information Centers are planned for the 3RD Quarter of 2022. An initial Public Hearing will be held in the 4TH Quarter of 2022. Another hearing in compliance with Executive Order No. 172 will be scheduled during Final Design.

Anticipated Schedule

Environmental studies and preliminary engineering began in February 2021 and are expected to take two years to complete. Final Design will then begin, with Projects 1 and 4 being prioritized. When the projects move into construction, the number of existing travel lanes will be maintained until new bridges and roadway sections are built and traffic is shifted onto the new facilities. Close coordination with municipalities will continue throughout construction. The Program duration is anticipated to be 10 to 15 years.

Cost

The NB-HCE Program design and construction costs are approximately \$4.7 billion and are included in the Authority's Capital Improvement Program.

For more information or questions about the Program, please contact:

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