



Program Fact Sheet: July 2022

OVERVIEW

Since the opening of the New Jersey Turnpike in 1951, the New Jersey Turnpike Authority (NJTA) has increased capacity over various sections of the Turnpike – except for the Interchange 1 to 4 Corridor. Despite significant growth in population and traffic in the region, the Corridor has remained the same four lane roadway (two in each direction). In contrast, other sections of the Turnpike have been updated to six lanes (three in each direction) or twelve (six in each direction). Between Interchanges 11 and 14, the road has been updated to 14 lanes (seven in each direction).

As the result of the *Traffic Operational Study of New Jersey Turnpike Interchanges 1 to 6* – which identified safety, mobility, and operational needs along the Corridor – the NJTA is undertaking the Interchanges 1 to 4 Capacity Enhancements Program. This effort will add an additional lane in each direction across nearly 37 miles from the southern terminus of the Turnpike to Mount Laurel Township – an area that spans 18 municipalities and four counties. AECOM, an international infrastructure consulting firm, was issued a Professional Services contract in March 2021 to serve as Program Manager for this effort and spearhead the environmental review process. The capital plan for this program is estimated to cost approximately \$2 Billion.

CAPACITY PROGRAM IMPROVEMENTS

The addition of an additional lane in each direction will advance mobility, improve safety, reduce congestion and thereby improve air quality across the Program Corridor. Other Program improvements include geometric and capacity improvements at Interchanges 1, 2, 3 and 4, solutions to alleviate congestion on the local roadway network at ramp termini, the replacement or retrofit of most of the 66 bridges over/along the Turnpike, shoulder improvements, interchange lighting, and the replacement of at-grade U-Turns with above-grade structures to improve safety for first responders. Additional environmental benefits include the incorporation of green infrastructure opportunities such as EV charging facilities, water quality improvements, and automated vehicle planning.

TIMING

The Program, which began May 2021, is scheduled for completion in 2032. The Program is currently in preliminary design and environmental studies. Final design, engineering, and environmental permitting is anticipated to begin in early 2023. Construction is anticipated to begin in 2025 and will conclude in 2032.

OUTREACH AND RESOURCES

The Program Team has engaged in a robust outreach effort with local, county, state, and federal officials, agencies, utilities, and the general public. Stakeholder engagement throughout the design and construction process is paramount. Following a series of introductory meetings with government stakeholders in 2021, the Team is holding a second round in 2022 to review initial design concepts and advance MOUs/MOAs with affected parties. A series of public meetings/hearings will begin in late 2023 as part of the environmental review process.

The Program Team has established a wealth of resources to keep the lines of communication open, including a Program call line and e-mail address for inquiries and a forthcoming Program newsletter. A Virtual Room has been launched with interactive digital Program resources and a library of Program documents. The Program can be reached at (855) 277-8282 and NJ1TO4questions@aecom.com. Visit www.njta.com/capitalprojects for more information.