

The NJTA Improves Interchanges 1 to 4

The New Jersey Turnpike Authority's (NJTA) Interchanges 1 to 4 Capacity Enhancements Program will improve the Interchanges 1 to 4 Corridor by adding a lane in each direction – changing it from a four-lane highway (two lanes in each direction) to a six-lane highway (three lanes in each direction).

This Program will address the significant growth in traffic volumes that has occurred in this section of the Turnpike since it opened 73 years ago as well as anticipated future

growth. Conditions will continue to worsen if significant improvements are not made.

The NJTA is working with local communities to advance safety measures, reduce traffic congestion and improve environmental conditions along the 36.5-mile stretch. The Program, funded through toll revenues, involves 18 municipalities throughout a four-county region that includes Burlington, Camden, Gloucester and Salem.

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The Need: Why Now?

The Program will provide significant benefits to South Jersey that address key areas of need including:

Traffic Capacity – The NJTA works to provide near to free-flow conditions to ensure a reliable transportation network. The current two-lane roadway on this section of the Turnpike has not met this standard, and with the increased growth along the Corridor (particularly warehouse development), this is only projected to get worse if nothing is done. A new third lane in each direction will provide immediate and sustained congestion relief for South Jersey, and will also help to ensure that growing truck traffic remains on the highway and stays off of local roads.

Safety – The NJTA must update roadways to meet current design standards, with changes that will reduce crash rates and make the on and off-ramps safer for passenger cars and truck traffic.

Maintenance Requirements – The NJTA is committed to a long-term, well planned solution – rather than a band-aid approach. The NJTA is taking this opportunity to replace or substantially retrofit 56 of the 66 overpassing structures along the Corridor, most of which are more than 70 years old. The new structures will be designed to current standards and made wider to support local traffic and pedestrian needs.



Meet the NJTA Program Manager: Maynard Abuan, PE

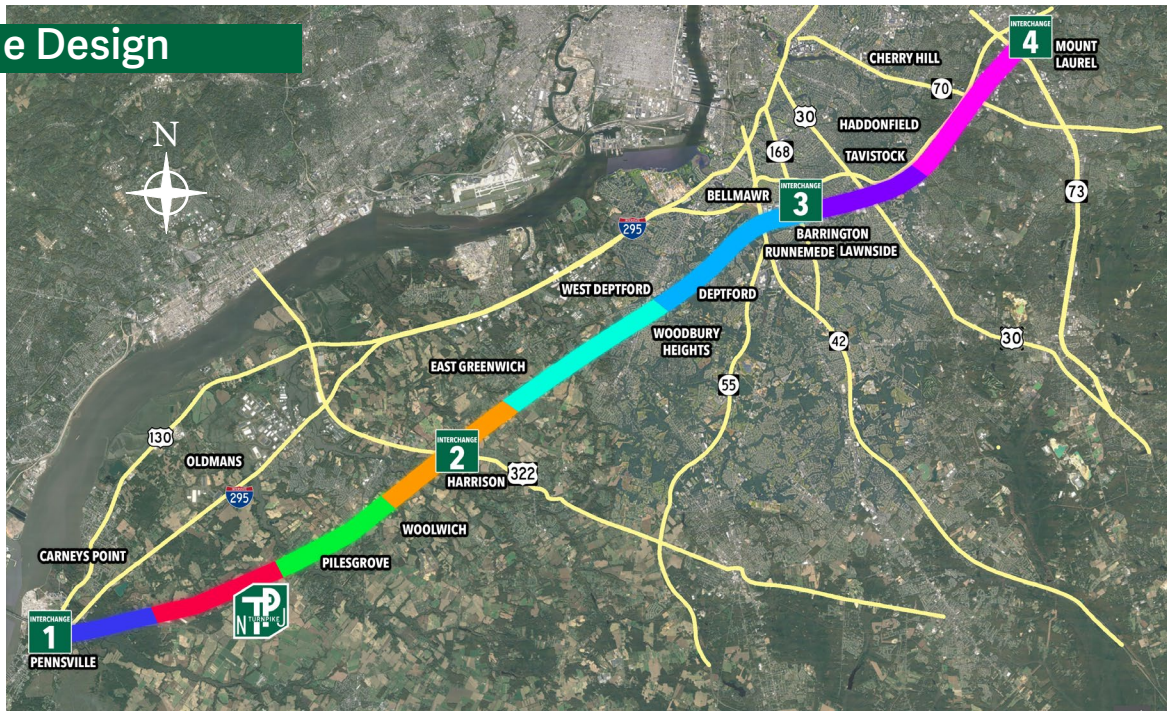
Senior Project Engineer, Highway Design

Q: Can you share highlights of your NJTA career?

A: After joining the New Jersey Turnpike Authority (NJTA) in 2010, I served as the NJTA's Deputy Project Manager for the Garden State Parkway Shoulder Restoration and Improvements Program, Milepost 83 to 100, where I managed the progress of the Program and became Project Manager at the end of 2012. The Program focused on improving safety and enhancing emergency response within the 17-mile stretch of the Parkway. >> **Continued on back page**

Mainline Design

- Section 8, MP 31.3 – 36.5
- Section 7, MP 26.2 – 31.3
- Section 6, MP 20.4 – 26.2
- Section 5, MP 14.5 – 20.4
- Section 4, MP 9.0 – 14.5
- Section 3, MP 6.2 – 9.0
- Section 2, MP 3.5 – 6.2
- Section 1, MP 0 – 3.5



Public Outreach

The Interchanges 1 to 4 Capacity Enhancements Program Team is committed to hearing from, talking to and listening to all those who want to be heard. The Program Team has already conducted three rounds of meetings with local, county, state and federal elected officials who represent the communities located along this section of the NJ Turnpike. These meetings provided information on concept and preliminary designs within the public officials' jurisdiction and valuable feedback regarding local traffic, safety, emergency response and economic development considerations to improve the designs.

As the Program advances, the NJTA will hold Public Information Centers as well as Public Hearings to present the Program.



What is the NJTA?

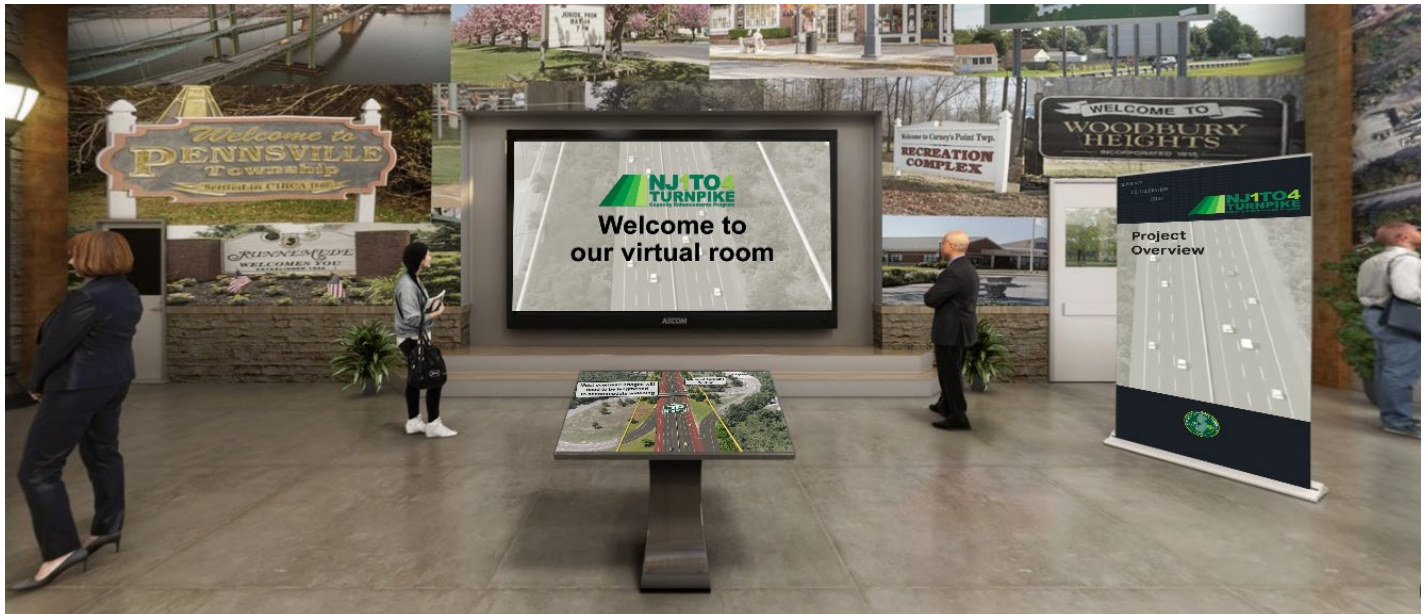
The New Jersey Turnpike Authority (NJTA) is the state authority responsible for the operation and maintenance of two of the nation's busiest toll roads, the New Jersey Turnpike and the Garden State Parkway. The NJTA was established by the NJ State Legislature in 1949 and is governed by an eight-member Board of Commissioners. When the Turnpike officially opened in 1951, it was the first modern-day toll road in New Jersey and the third in the nation. Since then, the road has grown both in length and

width; the Turnpike was initially 118 miles and is now 148 miles long with some areas as wide as 14 lanes. Adding and improving lanes and structures on and along the Turnpike has allowed it to meet increasing traffic demands and improve safety. Information about the NJTA's ongoing projects can be found at www.njta.com/capitalprojects.



Virtual Room

We invite you to visit the Virtual Room at <https://aecomviz.com/NJTA1-4CEP-2022/> to learn more about the Program. There you can explore simulations, exhibits, a fact sheet and FAQs. The Virtual Room is also the place to find information on how to contact the Program Team to ask questions or make comments. The Program Team welcomes your feedback.



Did You Know?

The NJTA supports and invests in the expansion of public transit.

On average, the NJTA contributes approximately half a billion dollars a year for public transit purposes in the State of New Jersey.

New Jersey Turnpike Interchanges 1 to 4 Capacity Enhancements Program

By the Numbers



YEARS OLD



MUNICIPALITIES



COUNTIES



MILES OF ROADWAY



BRIDGES BEING REPLACED

Warehouses, Trucks, Local Congestion

The growth in e-commerce has led to a boom in warehouse space along the NJ Turnpike and I-295 corridors. Many new facilities have opened in recent years and many others have been proposed and are awaiting approval or construction.

While the warehouse boom is great news for the regional economy, it poses challenges to the Turnpike. The 73-year-old roadway was not designed to handle the volume of traffic the warehouse boom will cause. Without additional

capacity on the Turnpike, the trucks might have incentive to move onto local roadways, degrading quality of life and undermining public safety in the communities in the Corridor.

The Interchanges 1 to 4 Capacity Enhancements Program will play a vital role in shaping the future movements of trucks, cars and goods in the region and protecting quality of life and public safety by ensuring that commercial traffic remains on the highways where it belongs.



Noise Barriers: Policy Criteria

Communities along the NJ Turnpike have experienced significant development of offices, commercial businesses, hotels and residential homes since the construction of the Turnpike in 1951. The NJTA understands that with increased traffic volumes also come questions on the need for noise barriers along the roadway adjacent to other properties. The NJTA's *Policy for Traffic Noise Analysis and Abatement*, (the Policy), which is generally based on guidelines established by the Federal Highway Administration, establishes the NJTA's criteria for noise barriers along the Turnpike and was recently updated in May 2023. The Program Team has been conducting noise monitoring and developing noise models to determine the potential noise impacts of the Program. Based on the evaluation of the data collected and following the guidelines of the Policy, the Program Team will determine where new noise barriers may be considered. The Program Team will consult with local governments once this analysis is complete.



Protecting Our Environment

The NJTA is taking aggressive steps to ensure the environment is being protected by working diligently to enforce all environmental rules and regulations, and either avoiding environmentally sensitive areas or minimizing the impacts on them.

The Program Engineers ensure that sensitive resources such as cultural resources, wetlands and green acres are taken into account when designing proposed improvements. The goal is to reduce impact as much as possible on these sites. In addition, a hazardous waste survey is being conducted to identify sites with known contamination to confirm if contamination is present. Any contaminated material that is excavated during construction will be handled in accordance with state and federal requirements.

Green infrastructure refers to stormwater management treatment methods that the New Jersey Department of Environmental Protection (NJDEP) mandated as part of the recent Stormwater Management Rules revisions. In the past, stormwater from pavement was routed into large retention basins. The NJDEP has since adopted a new, more environmentally-friendly approach that uses small-scale features such as bioswales to clean water and reduce downstream flooding.

The Program Team will design small bioretention basins throughout the Corridor to treat stormwater, reduce flooding and filtrate pollutants.



Geotechnical Investigation Update

If you have driven along the New Jersey Turnpike recently, you may have noticed some activity on the shoulders and off the side of the road. Phase 1 of the geotechnical investigations (soil test borings) that began in December 2021 were completed in August 2022 as a necessary step in the preliminary design phase. Phase 2 of the geotechnical investigation program began in the Fall of 2023 and will extend into early Spring 2024.

The purpose of the geotechnical boring program is to identify the soil types, depths they occur and the variation of the soils along the Program alignment. The soil conditions

will determine the types of foundations required for the various structural elements (such as bridges, sign structures, ramps) and if the soils are suitable for the roadway to be constructed on. If the soil materials are soft or loose and not suitable to be built directly on, a deep foundation system or other soil improvement techniques will be required. The goal is

to design the roadway and foundations to withstand settlement.

During the Phase I investigation, 811 borings were conducted for the entire length of the Program and Phase 2 provides additional information needed based on the review of Phase 1 results. Utilizing truck-mounted drill rigs, boreholes are drilled into the ground and soil samples are collected, logged and classified.

Accompanying the soil samples at each borehole location is a boring log describing the samples collected and providing other subsurface information required for design. The boring logs are reviewed by the engineer, and representative samples are selected and sent to a geotechnical laboratory for soil testing to confirm the field identification and determine engineering properties. Essential information collected from the geotechnical investigations will be utilized for the Final Design.



Meet the NJTA Program Manager: Maynard Abuan, PE *Continued from front page*

Q: What are the benefits of the Interchanges 1 to 4 Capacity Enhancements Program?

A: This section of the New Jersey Turnpike has generally maintained the same two-lane cross-section in the northbound and southbound directions since the Turnpike opened in 1951. The addition of one travel lane in each direction will reduce congestion experienced during peak travel periods both on the Turnpike as well as on local roadways by drivers seeking alternate routes to avoid congestion.

Q: Why is this Program so significant for South Jersey?

A: As South Jersey has been experiencing significant population and economic growth, this Program will update the Turnpike to accommodate current and future growth in nearby communities served by the Turnpike. Mobility in the 36.5 miles of the Capacity Enhancements Program will be improved, providing reduced traffic congestion and roadways meeting current design standards both on and near the Turnpike.

A Word About Wetland Delineations

The Program Corridor has both freshwater wetlands under the regulatory jurisdiction of the New Jersey Department of Environmental Protection (NJDEP) and tidal wetlands regulated by the United States Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act. The USACE Philadelphia District has jurisdiction over the southern section of New Jersey that includes large tidal tributaries to the Delaware River that flow near the NJ Turnpike.

Wetland delineations have been completed for the entire 36.5-mile Program using guidelines developed by federal agencies. The permitting process begins with the Program Team's environmental scientists examining the vegetation in specific areas to determine which trees and plants have an affinity for wetlands. Next, the soils are studied to verify

soil types with the data published in the county soil survey (mapped throughout the state). The examination determines if soils are hydric (formed under wet conditions) or non-hydric. Last, evidence of hydrology to sustain the wetlands is documented through location of streams and/or observation of saturated soils. With this information, a wetlands delineation report is submitted to the USACE and NJDEP to obtain formal confirmation of the wetland boundary lines. After review of the report, the USACE will issue a Jurisdiction Determination, and the NJDEP will issue a Letter of Interpretation to allow the Program to advance. The NJTA is required to submit permit applications to both the USACE and the NJDEP to receive final approval for proposed impacts to these regulated areas.

How to Get Involved:



Email us:
NJ1to4@njta.com



Visit our Virtual Room:
aecomviz.com/NJTA1-4CEP-2022



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