

Borough of Lawnside Program Update

January 28, 2025



Program History



- ➔ Turnpike opened to traffic in 1951
- ➔ Various capacity improvements made north of Interchange 4 since 1951
- ➔ 2 lanes in Int. 1 to 4 corridor to this day despite growth in population and traffic
- ➔ Other corridors have 6+ lanes in each direction
- ➔ Operational studies conducted at interchanges

***Level of
Service E/F
expected by
2030 in
No-Build***

Why Widen the Turnpike?

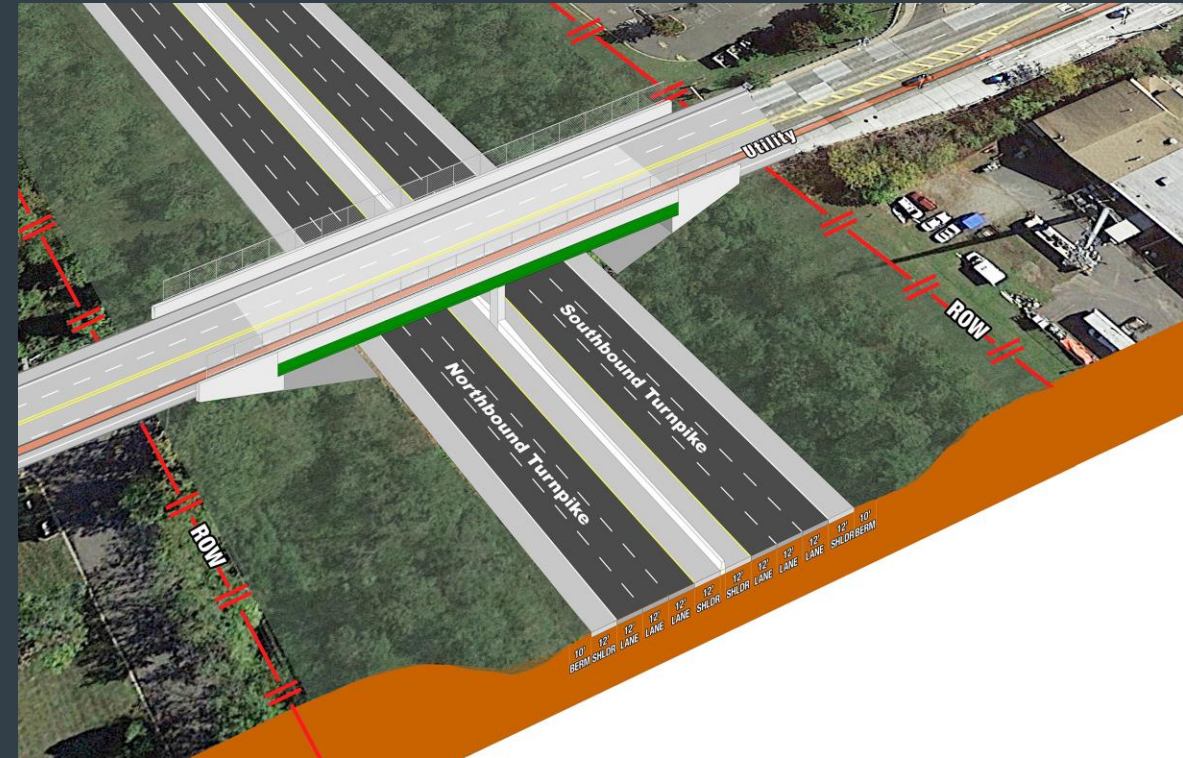
- Address Capacity Needs
 - Maintain Level Of Service (LOS) C or higher
 - Handling of increased truck traffic and goods movement
- Address Safety Needs
 - Meet current design standards
- Address Maintenance Requirements
 - Aging infrastructure



NJTA Makes Good on its Promises

An important project for South Jersey

- ➔ Funding from NJTA tolls (no Federal Funding or tax dollars)



Program Outreach with Lawnside Borough and Stakeholders

- August 12, 2021: Program Introductions
- September 14, 2021: Program Site Visit
- April 19, 2022: Preliminary Design Structures Review
- August 16, 2022: Preliminary Design Structures - Updates
- January 31, 2023: Program Briefing
- March 30, 2023: Camden County Historical Society
- September 18, 2023: Lawnside Historical Society
- September 18, 2024: U-Turn Program Briefing
- December 3, 2024: Mainline Final Design Preparation
- Summer 2025: 1-4 Program Public Information Centers



Program Overview

8 Sections

- One (1) additional lane in each direction on New Jersey Turnpike from Int. 0 to just north of Int. 4
- Approx. 36.5 miles
- 4 Interchanges
- 66 Bridges
- Traffic Analysis
- Other Improvements:
 - Shoulders
 - Sign structures
 - Culverts
 - Lighting at interchanges
 - Service area access

Interchanges 1 to 4 Capacity Enhancements

- Section 8, MP 31.3 - 36.5
- Section 7, MP 26.2 - 31.3
- Section 6, MP 25.75 - 26.2
- Section 5, MP 24.2 - 25.75
- Section 4, MP 14.5 - 24.2
- Section 3, MP 12.6 - 14.5
- Section 2, MP 3.5 - 12.6
- Section 1, MP 0 - 3.5

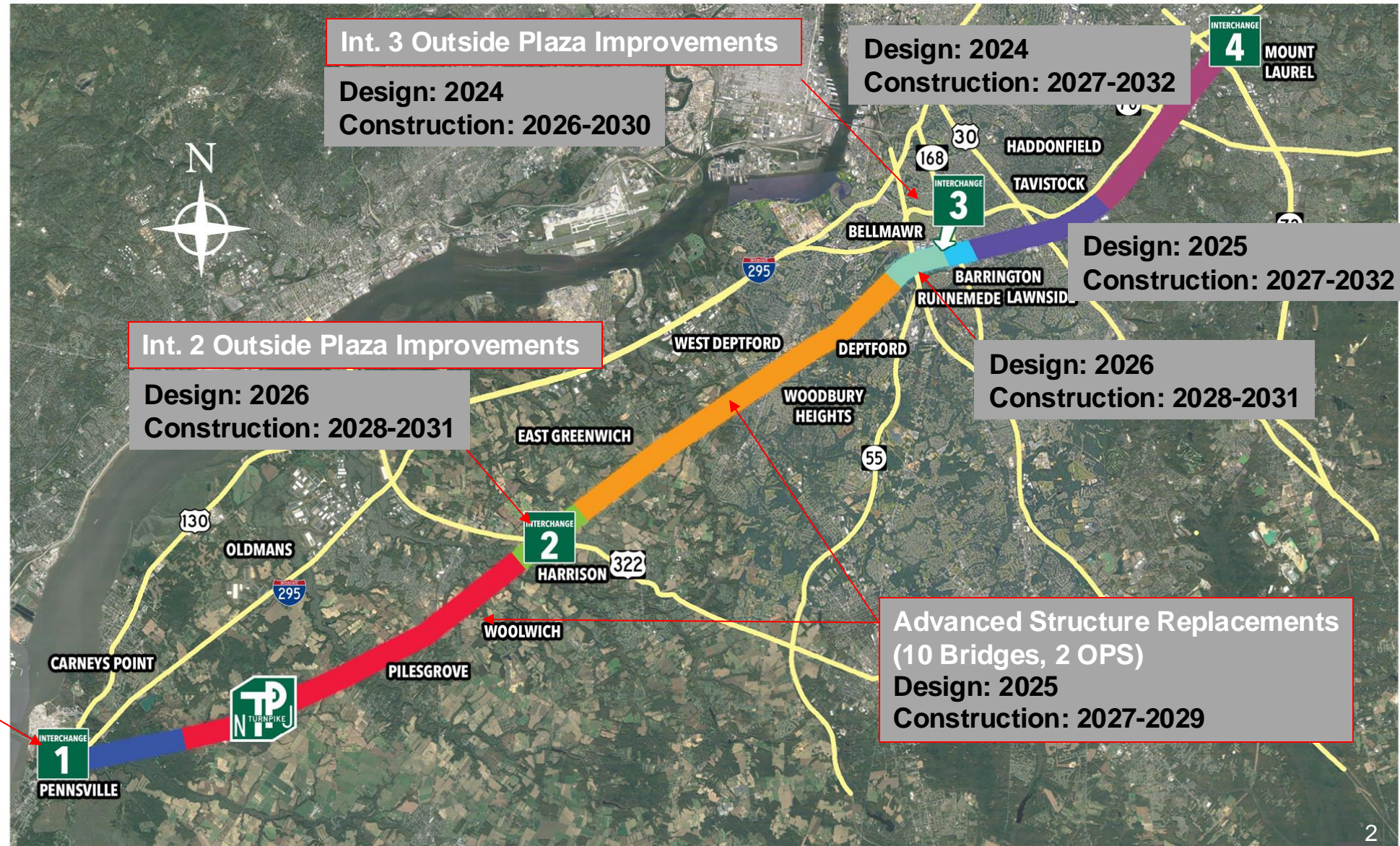


1-4 Program Structure and Timeline

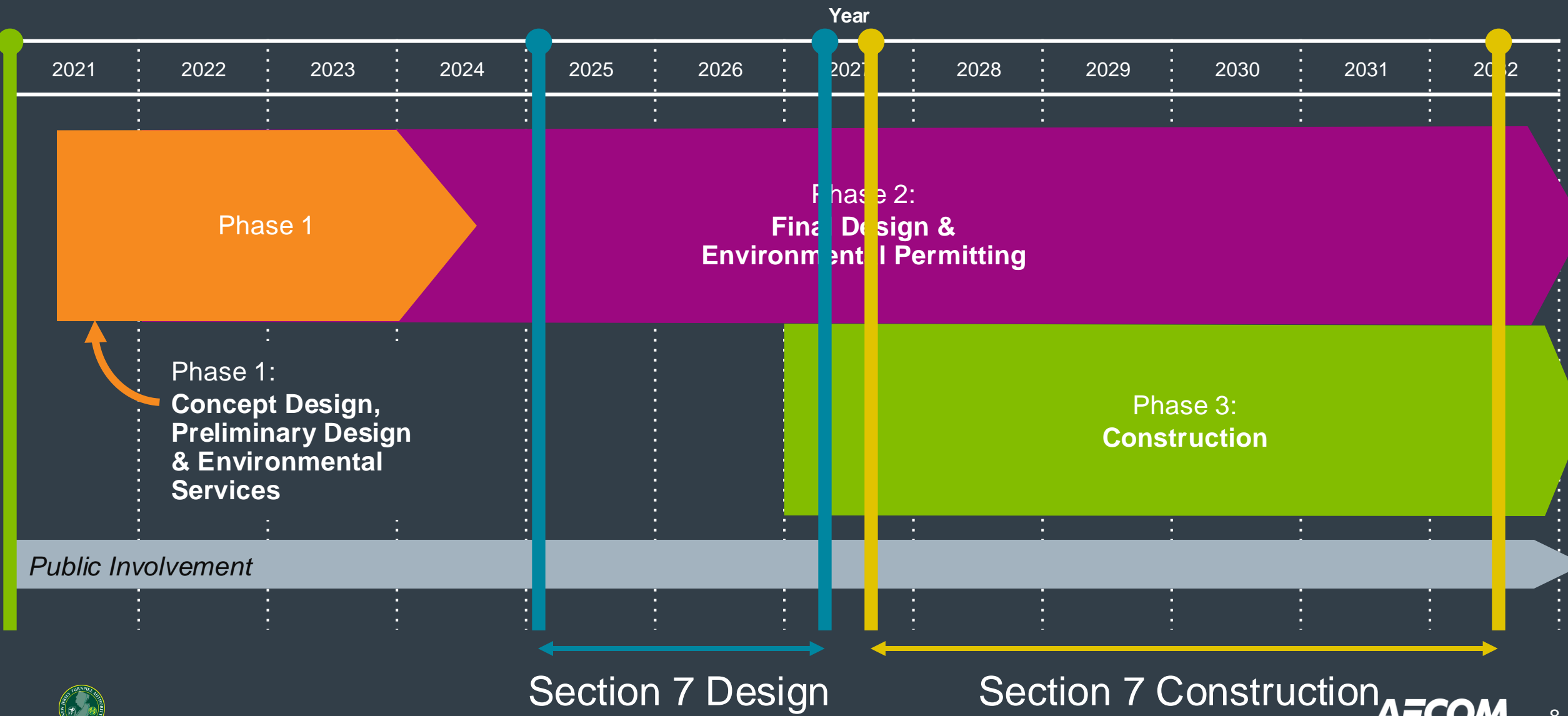
- Section 8, MP 31.3 - 36.5
- Section 7, MP 26.2 - 31.3
- Section 6, MP 25.75 - 26.2
- Section 5, MP 24.2 - 25.75
- Section 4, MP 14.5 - 24.2
- Section 3, MP 12.6 - 14.5
- Section 2, MP 3.5 - 12.6
- Section 1, MP 0 - 3.5

Toll Plaza 1 Improvements

Design: 2025
Construction: 2026-2027



Program Schedule



Mainline Traffic Volumes & Level of Service



LOS A



LOS B



LOS C



LOS D



LOS E



LOS F

LOS A = Free flow speed

LOS B = Reasonably free flow speed, minor incidents easily absorbed

LOS C = Near free flow speed, maneuvering noticeably restricted

LOS D = Reduced speed, minor incidents cause back-ups

LOS E = At/near road capacity, no gaps or maneuverability

LOS F = Unstable flow, congestion, demand exceeds road capacity

Bridge Replacement/Construction Evaluation Criteria

DESIGN CRITERIA	STANDARD MET?
Lane widths/cross slopes	✓
Shoulder width/cross slopes	✓
Profile grades	✓
Stopping sight distance	✓
Vertical Curve geometry	✓
Superelevation	✓
Bridge width	✓
Vertical bridge clearance	✓
Horizontal bridge clearance	✓



How Will We Accomplish This?

- Transparently
 - Stakeholder Meetings
 - Virtual Public Information Center with Program Materials
 - Public Forums
- With Sensitivity to the Environment
 - Green infrastructure – extensive stormwater management and water quality basins
 - Resiliency
 - Coordination with Regulatory Agencies
 - Cultural Resources – Consulting and Interested Parties
 - Noise barriers as appropriate
- Inclusively
 - Small business and disabled veteran participation



Community Engagement

4 Legislative Districts ➡ 4 Counties ➡ 18 Municipalities



Salem

- ➡ Carney's Point
- ➡ Oldmans
- ➡ Pennsville
- ➡ Pilesgrove



Gloucester

- ➡ Deptford
- ➡ East Greenwich
- ➡ West Deptford
- ➡ Woodbury Heights
- ➡ Woolwich
- ➡ Harrison



Camden

- ➡ Cherry Hill
- ➡ Haddonfield
- ➡ Runnemede
- ➡ Lawnside
- ➡ Tavistock
- ➡ Barrington
- ➡ Bellmawr



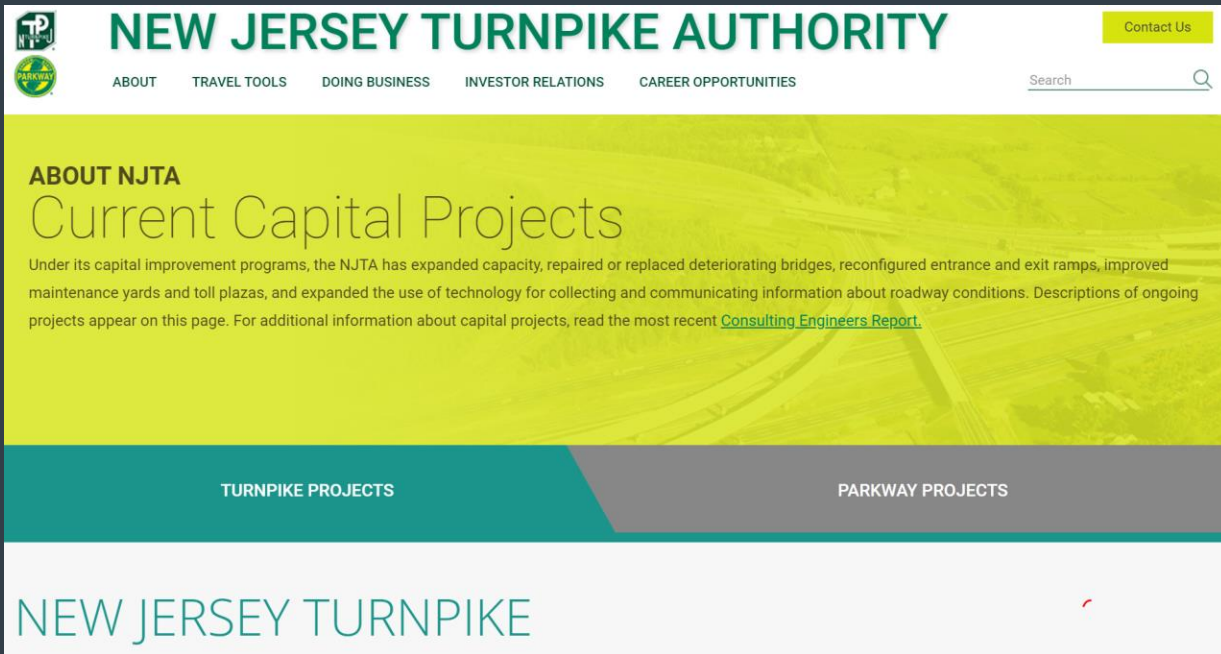
Burlington

- ➡ Mt. Laurel



Digital Resources – Virtual Room

NJTA Capital Projects Website



Virtual Room

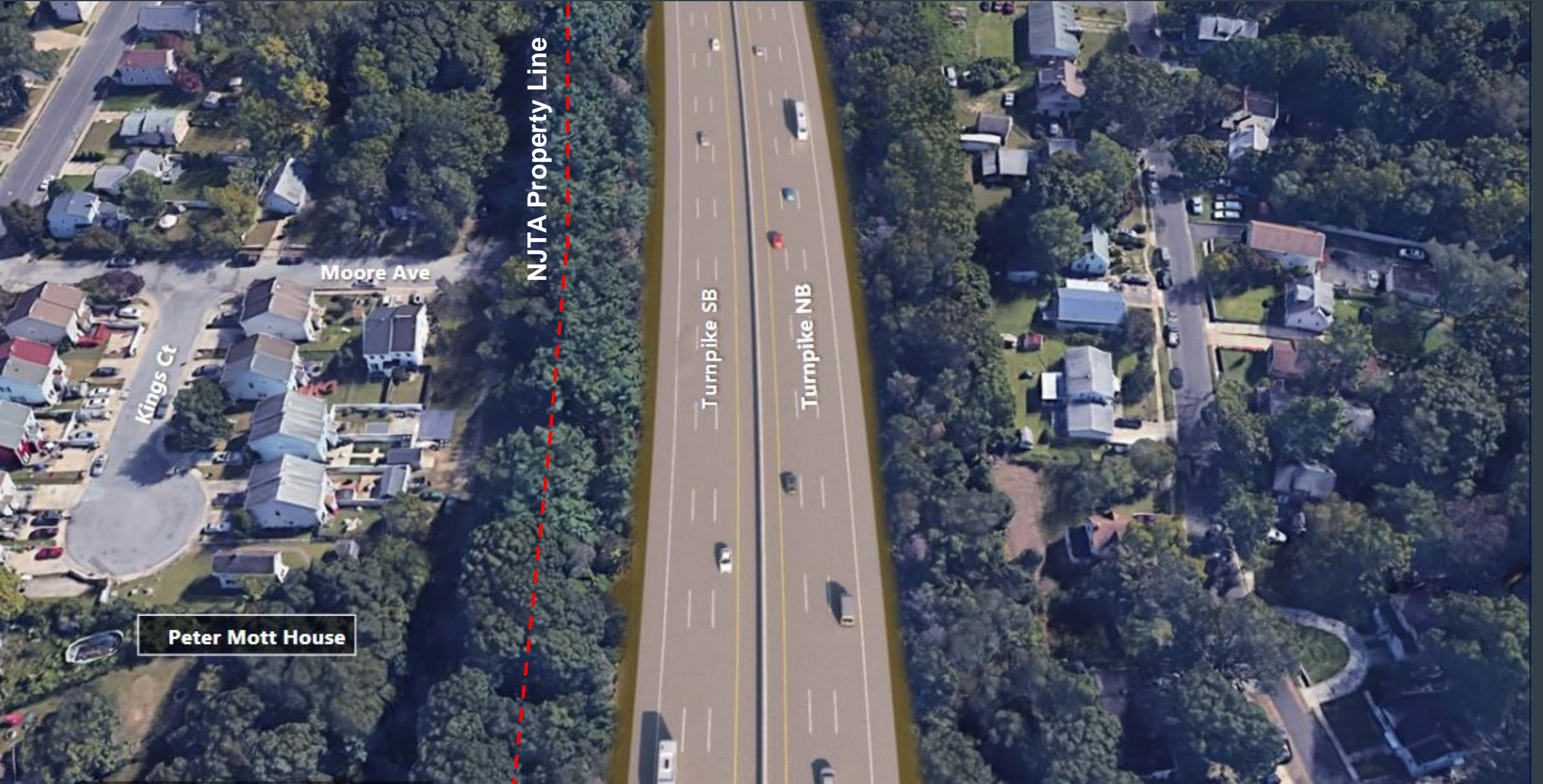


njta.com/capitalprojects | aecomviz.com/NJTA1-4CEP-2022/
Call Line: (855) 277-8282
Program E-Mail: NJ1to4@njta.com

Proposed Widening – Before



Proposed Widening – After



Proposed Widening – Before & After



Impacts Near the Peter Mott House

- One additional 12' travel lane will be constructed in each direction – within the existing NJTA ROW in nearly all locations (including by Peter Mott House).
- Only minor tree trimming is anticipated for construction. Limits will be established during Final Design.
- A noise barrier is proposed within NJTA ROW – location to be established during Final Design.



Noise Barriers

- Placement is governed by the NJTA's *Policy for Traffic Noise Analysis and Abatement*, April 25, 2023, and by Program-Specific Criteria.
- Eligibility determined by:
 - Projected noise impacts (measurements and modeling)
 - Construction feasibility
 - Projected noise reduction
 - Cost effectiveness



Noise Barriers - Noise Abatement Criteria

Table 1. Noise-Sensitive Activity Categories and Criteria for Impact Determination

Activity Category	$L_{eq}(h)$ Criteria for Impact Determination	Activity Description
A	57	Exterior locations on lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior residential locations.
C	67	Exterior locations for facilities such as schools or day care centers, places of worships, recreation areas and parks (including picnic areas, campgrounds, playgrounds, and trails), cemeteries, libraries, amphitheaters, auditoriums, public meeting rooms, public or nonprofit institutional structures, studios (including radio, recording, and television) and hospitals.
D	52	Interior locations for certain facilities listed under Activity Category C that may have interior use.

Receptors are considered impacted if noise is within 1dB of criteria noted above.
No commercial or industrial receptors are included.

Noise Barriers

- Existing noise levels justify consideration for noise barriers, even before improvements (67 dB). At the Peter Mott House:
 - Existing: 69 dB
 - Projected (2040): 70 dB
 - After Barrier (2040): 61 dB
- Four noise barriers are anticipated in Lawnside, on all sides of the Warwick Road overpass.
- Noise barriers will provide a 5 dB or greater reduction in noise to benefitted receptors – noise levels will be lower for some receptors than before the widening.
- Barrier limits will be reviewed and refined during final design based on site conditions (i.e. soil conditions, need for maintenance openings, utility constraints).
- Public Outreach with benefitted receptors to vote on qualified barriers (Q1/Q2 2026).



Vibration Monitoring

- Vibration and structural monitoring will be included in construction specifications for Peter Mott House and other historic properties.
 - Program Team will review structure with Lawnside Historic Society to determine vibration sensitivity levels during Final Design.
 - Pre- and post-construction inspections will be performed by NJTA's construction contractor.



Mainline Section 7 – Structure Replacements

- There are 4 NJTA Structures within Lawnside.
 - Essex Road Overpass – Superstructure replacement, minimal impact to local traffic
 - Turnpike Over Atlantic Avenue – Full replacement, minimal impact to local traffic
 - Turnpike Over Whitehorse Pike – Full replacement, Minimal impact to local traffic
 - Warwick Road Overpass – Full replacement using staged construction, maintain traffic in both directions (no detours)
 - Current structure has two 15' lanes, no shoulders, 5' sidewalks
 - Proposed structure has two 12' lanes, two 8' shoulders, 6' sidewalks, and safety fencing
- Structure recommendations are optimized during Final Design to reduce impacts and increase efficiency.

Longitudinal Utilities – Pipelines

- Natural gas and petroleum pipelines run parallel to the Turnpike mainline at certain sections of the Program Corridor, including in Lawnside. Pipelines exist outside of the Authority's right-of-way.
- In nearly all areas, including in Lawnside, NJTA's mainline improvements will occur within the NJTA's existing right-of-way - no pipeline impacts are anticipated.
- NJTA holds monthly coordination meetings with the pipeline companies as design advances.
- Pipeline work requirements are included in all construction specifications.

Lawnside Historic District

- The New Jersey State Historic Preservation Office (SHPO) recommended that NJTA consult African American stakeholders in the project area, particularly in Lawnside, as part of the NJDEP Freshwater Wetlands permitting process.
- This has been a focused mission in the historic preservation community in the last 10-15 years.
- Lawnside's structures illustrate its history and significance.
- As such, NJTA has recommended it eligible for listing in the National Register of Historic Places to SHPO as part of the U-Turn permitting process – submitted on 1/20/25.
- If approved, historic district status would provide benefits to the Borough and residents.

Open Discussion

- Thank you for attending this informal Program Update.
- If you would like to make a comment, please:
 - Come to the front
 - State your name
- Upcoming Meetings:
 - 1 to 4 Public Information Centers (PIC) - Summer 2025
 - EO-172 / NNL Public Forum – Q2 2026



