

PROPOSED 2020 CAPITAL IMPROVEMENT PROGRAM

NEW JERSEY TURNPIKE AUTHORITY



March 2020

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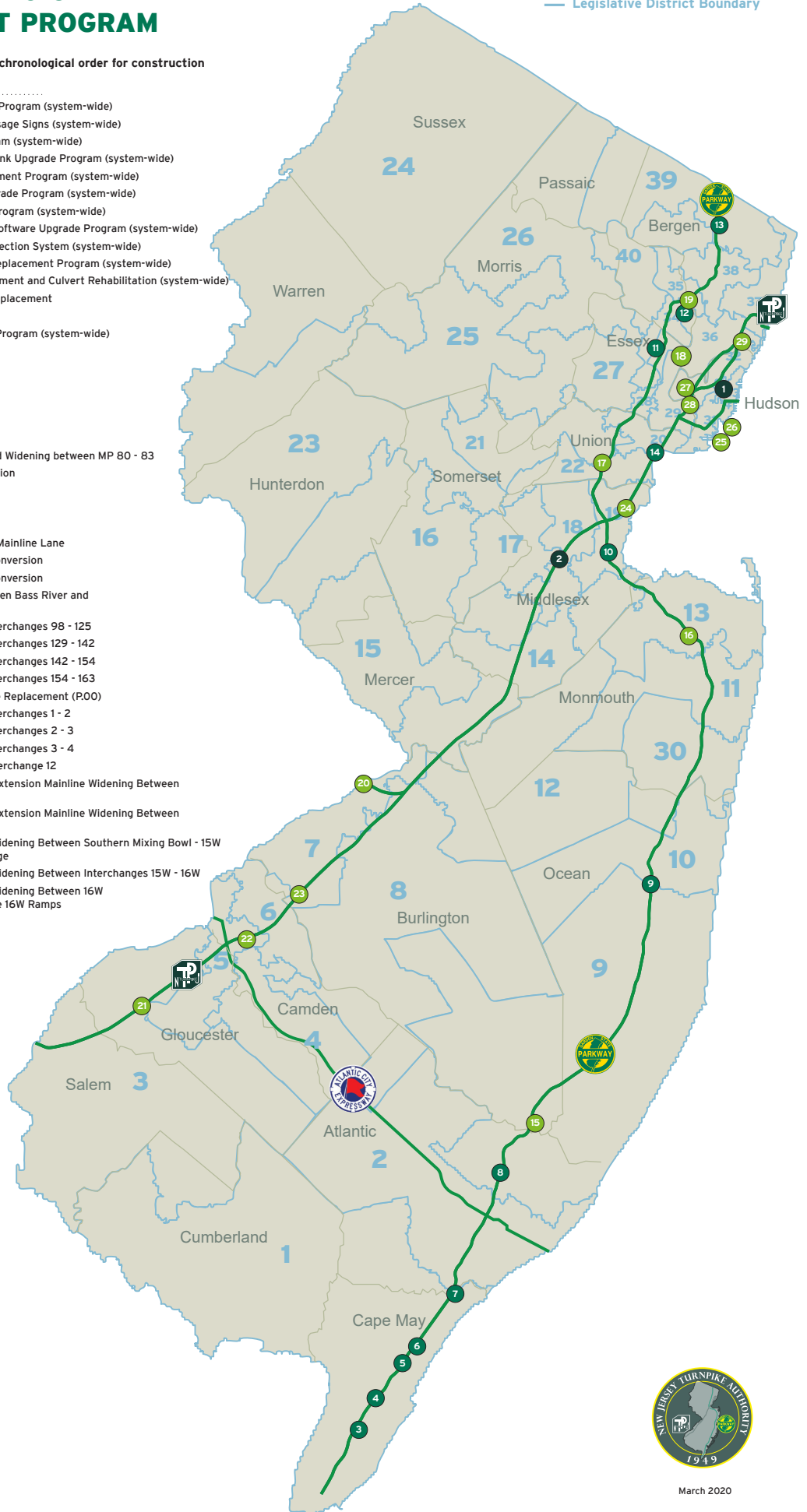
LEGEND

-  County Boundary
-  Legislative District Boundary

Projects are listed in approximate chronological order for construction

NJTA

- GSP & TPK Pavement Preservation Program (system-wide)
- GSP & TPK Hybrid Changeable Message Signs (system-wide)
- GSP & TPK Lighting Upgrade Program (system-wide)
- GSP & TPK Underground Storage Tank Upgrade Program (system-wide)
- GSP & TPK Median Barrier Improvement Program (system-wide)
- GSP & TPK Fiber Optic System Upgrade Program (system-wide)
- GSP Service Area Ramp Widening Program (system-wide)
- GSP & TPK ITS Infrastructure and Software Upgrade Program (system-wide)
- GSP & TPK Over-Height Vehicle Detection System (system-wide)
- GSP & TPK Bridge Rehabilitation/Replacement Program (system-wide)
- GSP Corrugated Metal Pipe Replacement and Culvert Rehabilitation (system-wide)
- 1 TPK Interchange 17 Ramp Bridge Replacement
- 2 TPK Mainline High-Speed Crossover
- 3 GSP & TPK MSE Wall Replacement Program (system-wide)
- 3 GSP Interchange 6 Completion
- 4 GSP Interchange 13 Completion
- 5 GSP Interchange 17 Completion
- 6 GSP Interchange 20 Completion
- 7 GSP Interchange 29 Completion
- 8 GSP Interchange 40 Completion
- 9 GSP Interchange 80 Completion and Widening between MP 80 - 83
- 10 GSP Interchanges 123 - 124 Completion
- 11 GSP Interchange 147 Completion
- 12 GSP Interchange 153 Improvements
- 13 GSP Interchange 168 Completion
- 14 TPK Interchange 13, Extend Fourth Mainline Lane
- 15 TPK All-Electronic Toll Collection Conversion
- 16 GSP All-Electronic Toll Collection Conversion
- 16 GSP Flood Zone Remediation Between Bass River and Mullica River/Great Egg Harbor
- 16 GSP Mainline Widening Between Interchanges 98 - 125
- 17 GSP Mainline Widening Between Interchanges 129 - 142
- 18 GSP Mainline Widening Between Interchanges 142 - 154
- 19 GSP Mainline Widening Between Interchanges 154 - 163
- 20 TPK Delaware River Turnpike Bridge Replacement (P.00)
- 21 TPK Mainline Widening Between Interchanges 1 - 2
- 22 TPK Mainline Widening Between Interchanges 2 - 3
- 23 TPK Mainline Widening Between Interchanges 3 - 4
- 24 TPK Tremley Point Connector at Interchange 12
- 25 TPK Newark Bay - Hudson County Extension Mainline Widening Between Interchanges 14 - 14A
- 26 TPK Newark Bay - Hudson County Extension Mainline Widening Between Interchanges 14A - 14C
- 27 TPK Westerly Alignment Mainline Widening Between Southern Mixing Bowl - 15W and Replacement of Laderman Bridge
- 28 TPK Westerly Alignment Mainline Widening Between Interchanges 15W - 16W
- 29 TPK Westerly Alignment Mainline Widening Between 16W - North Mixing Bowl and Interchange 16W Ramps





GARDEN STATE PARKWAY & NEW JERSEY TURNPIKE PAVEMENT PRESERVATION PROGRAM

This project involves supplemental pavement milling and replacement for the entire roadway system for the Garden State Parkway and New Jersey Turnpike. This program is intended to supplement the Authority's annual resurfacing program carried out as part of the yearly maintenance projects on both facilities.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (flood hazard, waterfront dev., stormwater and SHPO)
- NJ Pinelands Commission
- Multiple soil conservation districts

POTENTIAL RIGHT-OF-WAY IMPACTS

None anticipated

UTILITIES

Potential multiple utility impacts, will vary from site to site

STATUS

To be programmed

LOCATION

System-wide

TOTAL PROJECT COST

\$550 Million

SCHEDULE

Planning & Design:

6 months for first package

Construction:

Annual Contracts over 10
year period

BENEFITS

Safety

State of Good Repair

Customer Satisfaction



March 2020



GARDEN STATE PARKWAY & NEW JERSEY TURNPIKE HYBRID CHANGEABLE MESSAGE SIGNS

This project will replace legacy drum signs at 50 locations with improved technology, fully programmable signs.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, waterfront dev., SHPO and green acres)
- NJ Pinelands Commission
- Delaware and Raritan Canal Commission
- NJ Sports and Exposition Authority (Meadowlands)
- Multiple Soil Conservation Districts
- USACE (Section 404)
- US National Park Service

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

Potential multiple utility impacts, will vary from site to site

STATUS

Included in 2019 Capital Improvement Program

LOCATION

System-wide

TOTAL PROJECT COST

\$80 Million

SCHEDULE

Planning & Design:

6 months

Construction:

18 months

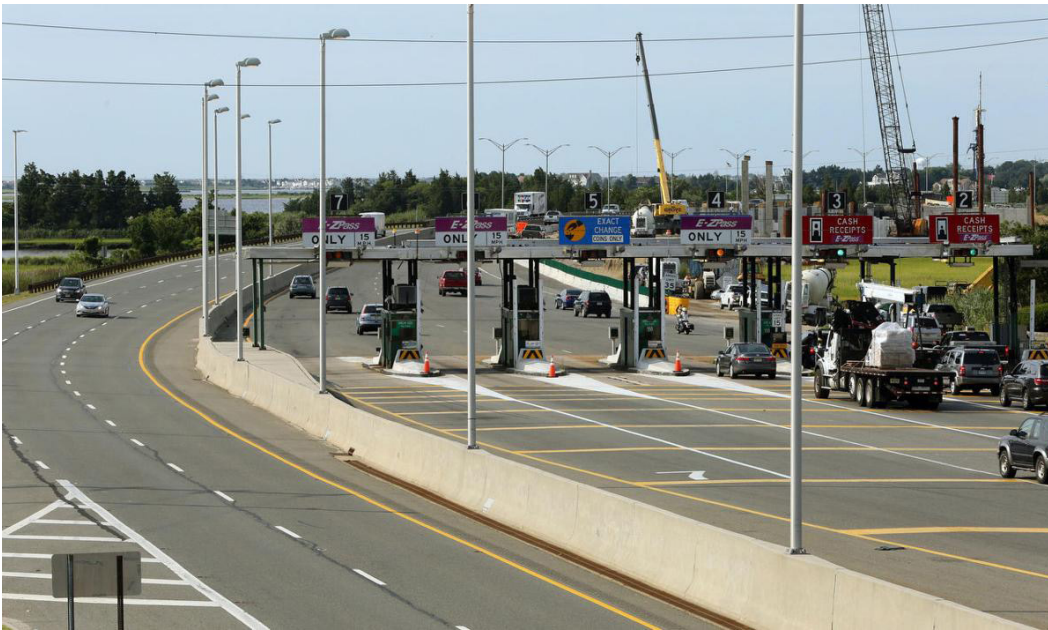
BENEFITS

Safety

Innovation

Customer Satisfaction





GARDEN STATE PARKWAY & NEW JERSEY TURNPIKE LIGHTING UPGRADE PROGRAM

This project will upgrade existing filament bulb fixtures to LED fixtures and upgrade the wiring at multiple locations along both the Parkway and the Turnpike.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, waterfront dev., SHPO and green acres)
- NJ Pinelands Commission
- Delaware and Raritan Canal Commission
- NJ Sports and Exposition Authority (Meadowlands)
- Multiple soil conservation districts
- USACE (Section 404)
- US National Park Service

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

Potential multiple utility impacts, will vary from site to site

STATUS

To be programmed

LOCATION

System-wide

TOTAL PROJECT COST

\$50 Million

SCHEDULE

Planning & Design:

6 months

Construction:

24 months

BENEFITS

Safety

State of Good Repair

Customer Satisfaction

Resiliency & Sustainability





GARDEN STATE PARKWAY & NEW JERSEY TURNPIKE UNDERGROUND STORAGE TANK UPGRADE PROGRAM

This project involves removing underground storage tanks and replacing them with above-ground tanks.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (flood hazard and site remediation)
- NJ Pinelands Commission
- Multiple soil conservation districts

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

Potential multiple utility impacts, will vary from site to site

STATUS

To be programmed

LOCATION

System-wide

TOTAL PROJECT COST

\$10 Million

SCHEDULE

Planning & Design:

9 months

Construction:

18 months

BENEFITS

Safety

State of Good Repair

Long-Term Financial
Stability



March 2020



GARDEN STATE PARKWAY & NEW JERSEY TURNPIKE MEDIAN BARRIER IMPROVEMENT PROGRAM

This project will replace deteriorated sections of the median barriers on both roadways. The new median barriers will be designed to the latest design standards and will be prioritized by areas of greatest need.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (flood hazard, waterfront dev., stormwater and SHPO)
- NJ Pinelands Commission
- Delaware and Raritan Canal Commission
- Multiple soil conservation districts

POTENTIAL RIGHT-OF-WAY IMPACTS

None anticipated

UTILITIES

Potential multiple utility impacts, will vary from site to site

STATUS

To be programmed

LOCATION

System-wide

TOTAL PROJECT COST

\$35 Million

SCHEDULE

Planning & Design:

9 months

Construction:

18 months

BENEFITS

Safety

State of Good Repair

Customer Satisfaction





GARDEN STATE PARKWAY & NEW JERSEY TURNPIKE FIBER OPTIC SYSTEM UPGRADE PROGRAM

This project involves the replacement and expansion of mainline fiber optic cable and conduits to ensure the future integrity of the system.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, waterfront dev., SHPO and green acres)
- NJ Pinelands Commission
- Delaware and Raritan Canal Commission
- NJ Sports and Exposition Authority (Meadowlands)
- Multiple soil conservation districts
- USACE (Section 404)
- US National Park Service

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

Potential multiple utility impacts, will vary from site to site

STATUS

To be programmed

LOCATION

System-wide

TOTAL PROJECT COST

\$100 Million

SCHEDULE

Planning & Design:

9 months

Construction:

24 months

BENEFITS

Innovation

State of Good Repair

Customer Satisfaction

Long-Term Financial
Stability



March 2020



GARDEN STATE PARKWAY SERVICE AREA RAMP WIDENING PROGRAM

This project will widen deficient ramps serving service areas to a minimum of 22 feet between curbs and widens two structures.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, waterfront dev., stormwater, SHPO and site remediation)
- NJ Pinelands Commission
- Multiple soil conservation districts
- US National Park Service

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$1 Million

UTILITIES

Potential multiple utility impacts, will vary from site to site

STATUS

To be programmed

LOCATION

System-wide

TOTAL PROJECT COST

\$20 Million

SCHEDULE

Planning & Design:

9 months

Construction:

18 months

BENEFITS

Safety

Customer Satisfaction



March 2020



GARDEN STATE PARKWAY & NEW JERSEY TURNPIKE ITS INFRASTRUCTURE AND SOFTWARE UPGRADE PROGRAM

This project involves upgrade and replacement of software, hardware and related infrastructure associated with Intelligent Transportation Systems (ITS). It will also address software and hardware associated with the Authority's day-to-day operations which is managed by the Information Technology Services Department.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

Not applicable

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

Potential multiple utility impacts, will vary from site to site

STATUS

To be programmed

LOCATION

System-wide

TOTAL PROJECT COST

\$400 Million

SCHEDULE

Planning & Design:

9 months

Construction:

18 months

BENEFITS

Safety

Innovation

State of Good Repair

Customer Satisfaction

Long-Term Financial
Stability



March 2020



GARDEN STATE PARKWAY & NEW JERSEY TURNPIKE OVER-HEIGHT VEHICLE DETECTION SYSTEM

The purpose of this project is to install over-height detection systems at the interchanges on hybrid changeable message sign structures to provide notification to vehicles that are over-height.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, waterfront dev., SHPO and green acres)
- NJ Pinelands Commission
- NJ Sports and Exposition Authority (Meadowlands)
- Multiple soil conservation districts
- USACE (Section 404)
- US National Park Service

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

Potential multiple utility impacts, will vary from site to site

STATUS

To be programmed

LOCATION

System-wide

TOTAL PROJECT COST

\$25 Million

SCHEDULE

Planning & Design:

12 months

Construction:

18 months

BENEFITS

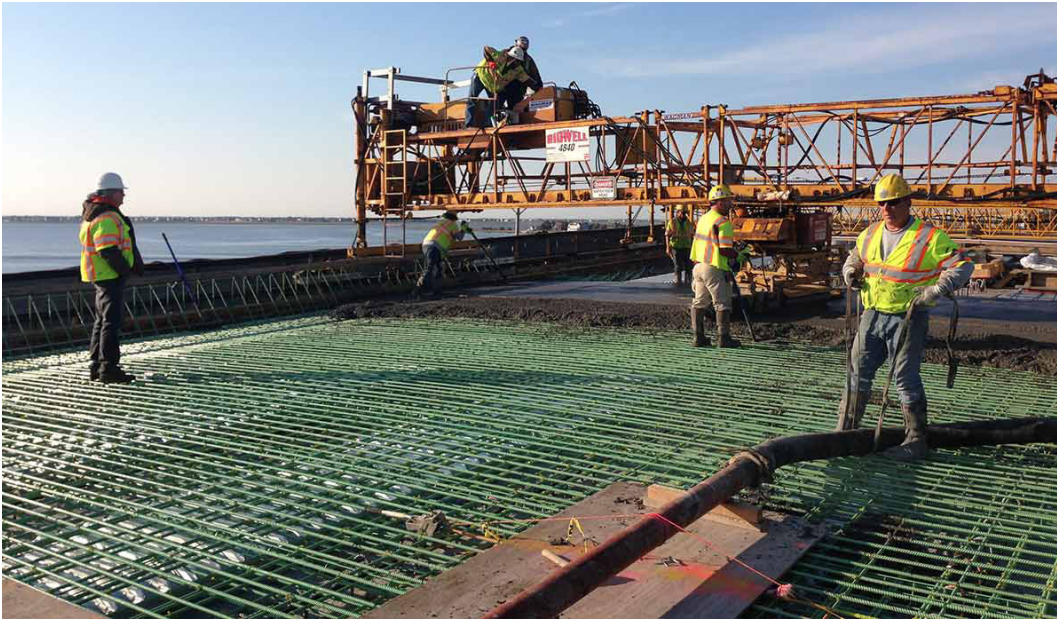
Safety

Innovation

Customer Satisfaction



March 2020



GARDEN STATE PARKWAY & NEW JERSEY TURNPIKE BRIDGE REHABILITATION/REPLACEMENT PROGRAM

This project involves replacement of 18 bridge decks or superstructures every year at \$12 Million each over 10 years. This also involves repainting 60 superstructures per year at \$500,000 each over 10 years and the rehabilitation of five substructures every year at \$10 Million per year over 10 years. This program is intended to supplement the Authority's ongoing annual maintenance program for bridges.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, waterfront dev., stormwater and SHPO)
- NJ Pinelands Commission
- Delaware and Raritan Canal Commission
- Delaware River Basin Commission
- Multiple soil conservation districts
- USACE (Sections 10, 404 and 408)
- US Coast Guard

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

Potential multiple utility impacts, will vary from site to site

STATUS

To be programmed

LOCATION

System-wide

TOTAL PROJECT COST

\$2.86 Billion

SCHEDULE

Planning & Design:

15 months for first package

Construction:

Annual Contracts over 10 year period

BENEFITS

Safety

State of Good Repair

Customer Satisfaction





GARDEN STATE PARKWAY

CORRUGATED METAL PIPE REPLACEMENT AND CULVERT REHABILITATION

This project would replace existing corrugated metal pipes used in drainage systems and culverts. The metal pipes have significantly deteriorated due to corrosion and age. In addition, culverts would be rehabilitated to repair pipes or concrete boxes and repair erosion.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, waterfront dev. stormwater, SHPO and green acres)
- NJ Pinelands Commission
- Multiple soil conservation districts
- USACE (Sections 10 and 404)
- US National Park Service

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

Potential multiple utility impacts, will vary from site to site

STATUS

To be programmed

LOCATION

System-wide

TOTAL PROJECT COST

\$250 Million

SCHEDULE

Planning & Design:

21 months for first package

Construction:

Annual Contracts over 10 year period

BENEFITS

Safety

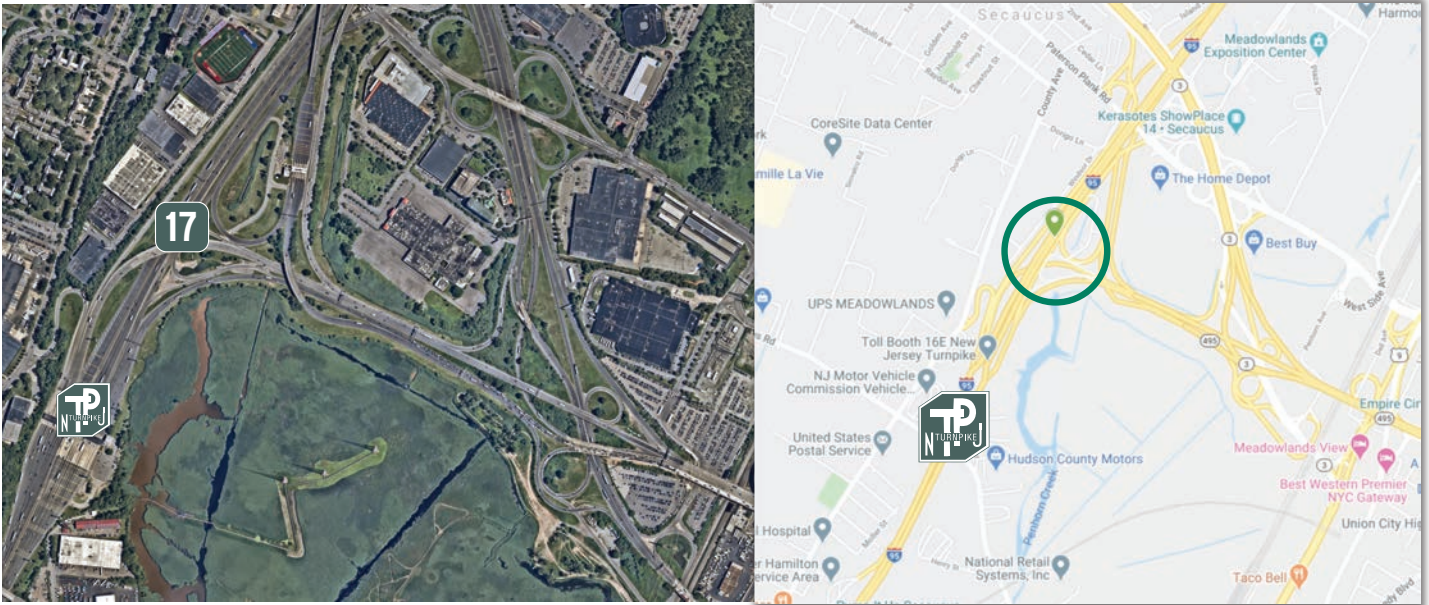
State of Good Repair

Customer Satisfaction

Resiliency & Sustainability



March 2020



NEW JERSEY TURNPIKE INTERCHANGE 17 RAMP BRIDGE REPLACEMENT

This project will replace ramp bridge E112.95A at Interchange 17 on the Turnpike. This bridge is deteriorated and in need of replacement.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (waterfront dev., stormwater and SHPO)
- NJ Sports and Exposition Authority (Meadowlands)
- Hudson-Essex-Passaic Soil Conservation District
- USACE (Section 404)

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

To be determined

STATUS

To be programmed

LOCATION

Secaucus & North Bergen
Hudson County

TOTAL PROJECT COST

\$40 Million

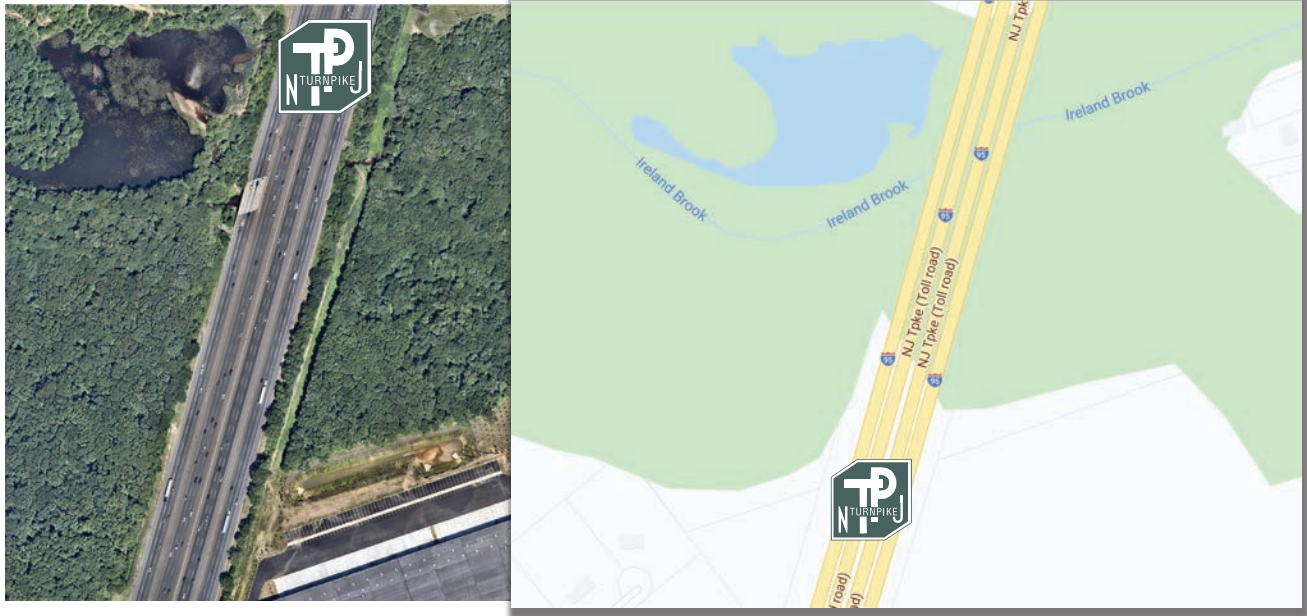
SCHEDULE

Planning & Design:
12 months
Construction:
18 months

BENEFITS

Safety
State of Good Repair
Customer Satisfaction





NEW JERSEY TURNPIKE MAINLINE HIGH-SPEED CROSSOVER

This project allows for high-speed transitioning between the inner and outer roadways on the Turnpike, allowing partial roadway barrel closures for maintenance or roadway operations. The crossovers would be constructed for both northbound and southbound directions between Interchanges 8A and 9.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, waterfront dev. and stormwater)
- Delaware and Raritan Canal Commission
- Delaware River Basin Commission
- Multiple soil conservation districts

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

To be determined

STATUS

To be programmed

LOCATION

Approximately MP 78
 East Brunswick
 Middlesex County

TOTAL PROJECT COST

\$50 Million

SCHEDULE

Planning & Design:
 15 months
 Construction:
 18 months

BENEFITS

Safety
 Innovation
 Customer Satisfaction
 Resiliency & Sustainability





GARDEN STATE PARKWAY & NEW JERSEY TURNPIKE MSE WALL REPLACEMENT PROGRAM

This project will replace deteriorated first generation mechanically stabilized earth retaining walls with new retaining walls. This program is intended to supplement the Authority’s annual maintenance program for MSE walls.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, CAFRA, waterfront dev., stormwater, SHPO, green acres and site remediation)
- NJ Pinelands Commission
- Delaware River Basin Commission
- NJ Sports and Exposition Authority (Meadowlands)
- Multiple soil conservation districts
- USACE (Section 404)
- US National Park Service

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

The following utilities may be impacted by this project:

- To be determined

STATUS

To be programmed

LOCATION

System-wide

TOTAL PROJECT COST

\$250 Million

SCHEDULE

Planning & Design:

27 months

Construction:

60 months

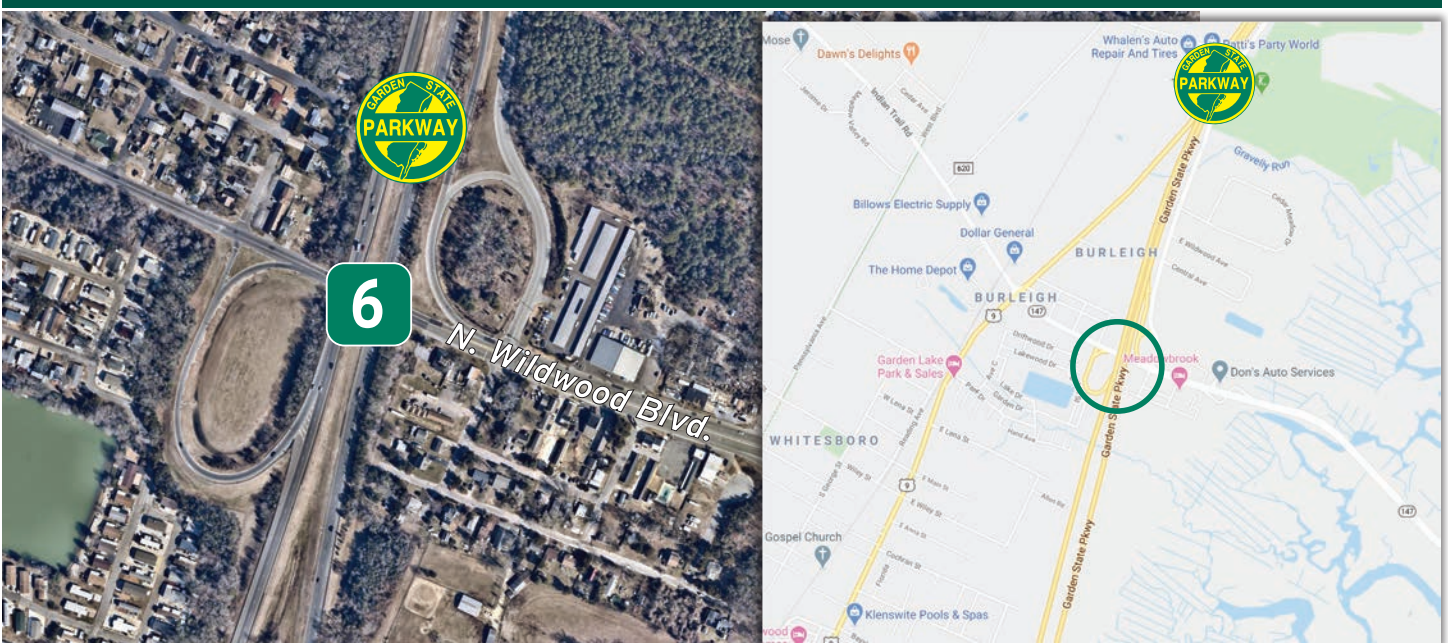
BENEFITS

Safety

State of Good Repair

Customer Satisfaction





GARDEN STATE PARKWAY INTERCHANGE 6 COMPLETION

This interchange consists of a southbound exit ramp and northbound entrance ramp at NJ Route 147. The Route 147 eastbound movement to the Parkway northbound uses a U-turn jug handle east of the interchange. There is a substandard deceleration taper for the southbound exit ramp. It is recommended to complete this as a full interchange with full shoulders and standard-length speed change lanes, serving the Middle Township communities of Whitesboro and Burleigh with trips to and from Cape May or the Cape May-Lewes Ferry. The NJ Route 147 jug handle may serve some movements for the completed interchange. Two structures will need to be widened to accommodate the project work: Structure No. 6.5N – Parkway northbound over North Wildwood Blvd. (NJ Route 147) and Structure No. 6.6S – Parkway southbound over North Wildwood Blvd. (NJ Route 147).

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, CAFRA, stormwater and SHPO)
- Cape-Atlantic Soil Conservation District

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$1 Million

UTILITIES

The following utilities may be impacted by this project:

- Aerial electric (distribution)
- Aerial telephone
- Aerial CATV
- Natural gas
- Underground fiber Optic
- Underground telephone conduit
- Sewer

STATUS

To be programmed

LOCATION

Middle Township
 Cape May County

TOTAL PROJECT COST

\$10 Million

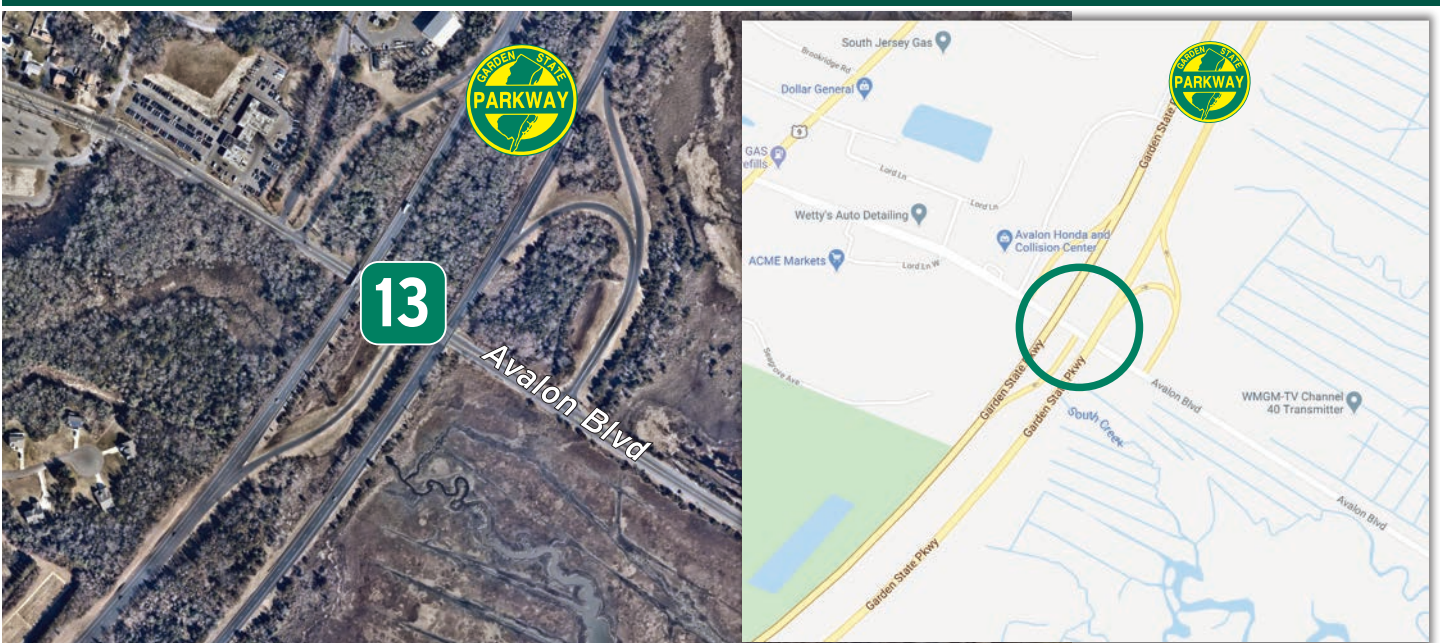
SCHEDULE

Planning & Design:
 27 months
 Construction:
 18 months

BENEFITS

Safety
 Customer Satisfaction





GARDEN STATE PARKWAY INTERCHANGE 13 COMPLETION

This interchange has a southbound left entrance from Avalon Blvd., with a history of crashes in this vicinity. This ramp has a full-length acceleration lane, but other ramps within the interchange have substandard speed-change lanes. Queuing has been noted along the southbound exit ramp during summer peak hours. It is planned to replace the southbound left entrance ramp with a right entrance, provide full shoulders and standard-length speed-change lanes at all ramps and widen the southbound exit ramp to two lanes approaching Avalon Blvd. One structure will need to be widened to accommodate the project work: Structure No. 13.6N – Parkway northbound over Avalon Blvd.

LOCATION

Middle Township
 Cape May County

TOTAL PROJECT COST

\$15 Million

SCHEDULE

Planning & Design:
 27 months
 Construction:
 18 months

BENEFITS

Safety
 Customer Satisfaction

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, CAFRA, stormwater, SHPO, green acres and site remediation)
- NJ Pinelands Commission
- Cape-Atlantic Soil Conservation District
- US National Park Service

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$1 Million

UTILITIES

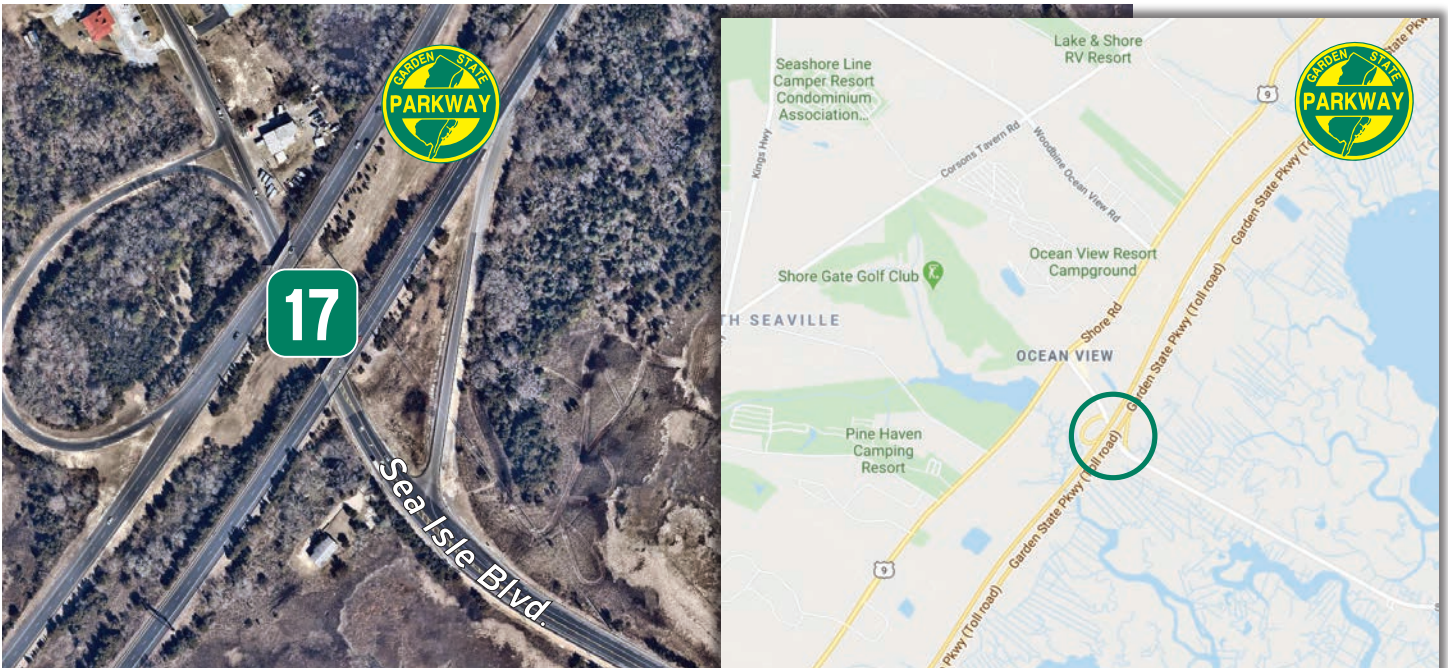
The following utilities may be impacted by this project:

- Aerial electric (transmission)
- Aerial electric (distribution)
- Aerial telephone
- Aerial CATV
- Natural gas
- Underground fiber optic

STATUS

To be programmed





GARDEN STATE PARKWAY INTERCHANGE 17 IMPROVEMENTS

Construction of the missing movements between the Garden State Parkway and Sea Isle Blvd (CR 625) to complete as a full interchange by providing new movements from Parkway northbound to Sea Isle Blvd eastbound and Sea Isle Blvd westbound to GSP southbound eliminating the need to travel several miles to the south and use Interchange 13.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, CAFRA, stormwater, SHPO and green acres)
- NJ Pinelands Commission
- Cape-Atlantic Soil Conservation District
- USACE (Section 404)
- US National Park Service

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$1 Million

UTILITIES

The following utilities may be impacted by this project:

- Aerial electric (transmission)
- Aerial electric (distribution)
- Aerial telephone
- Aerial CATV
- Natural gas

STATUS

To be programmed

LOCATION

Dennis Township
 Cape May County

TOTAL PROJECT COST

\$20 Million

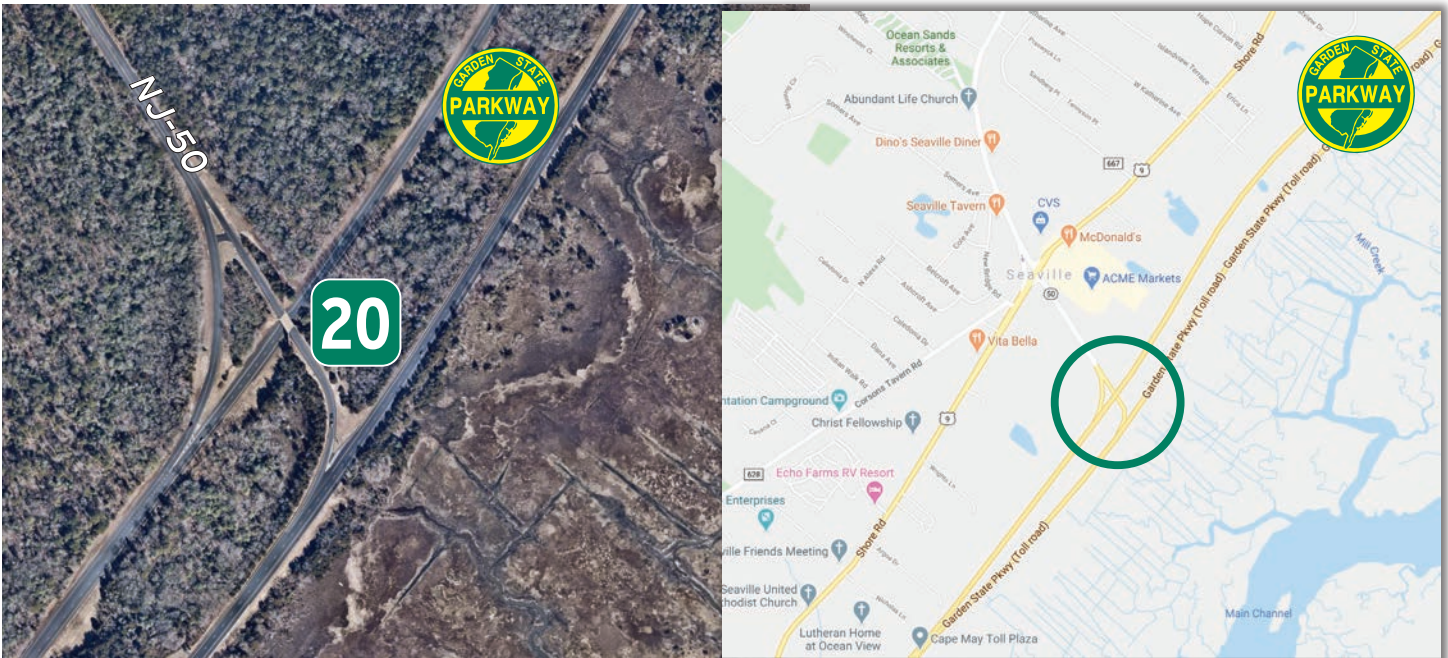
SCHEDULE

Planning & Design:
 27 months
 Construction:
 18 months

BENEFITS

Safety
 Customer Satisfaction





GARDEN STATE PARKWAY INTERCHANGE 20 COMPLETION

This interchange consists of a northbound left exit ramp and southbound entrance ramp at the southern terminus of NJ Route 50. Currently, traffic to and from the north must use Interchange 25, several miles to the north. It is planned to complete this as a full interchange to serve communities including Seville, Tuckahoe and Corbin City. As part of completing this interchange, the existing northbound left-hand exit will be converted into a right-hand exit. One structure will need to be replaced to accommodate the project work and one new structure will need to be built. The existing structure that will need to be replaced is Structure No. 20.2S – Parkway northbound Int. 20 exit ramp over Parkway southbound.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, CAFRA, stormwater, SHPO and green acres)
- NJ Pinelands Commission
- Cape-Atlantic Soil Conservation District
- USACE (Section 404)
- US National Park Service

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$1 Million

UTILITIES

No known utilities present within project area

STATUS

To be programmed

LOCATION

Upper Township
 Cape May County

TOTAL PROJECT COST

\$20 Million

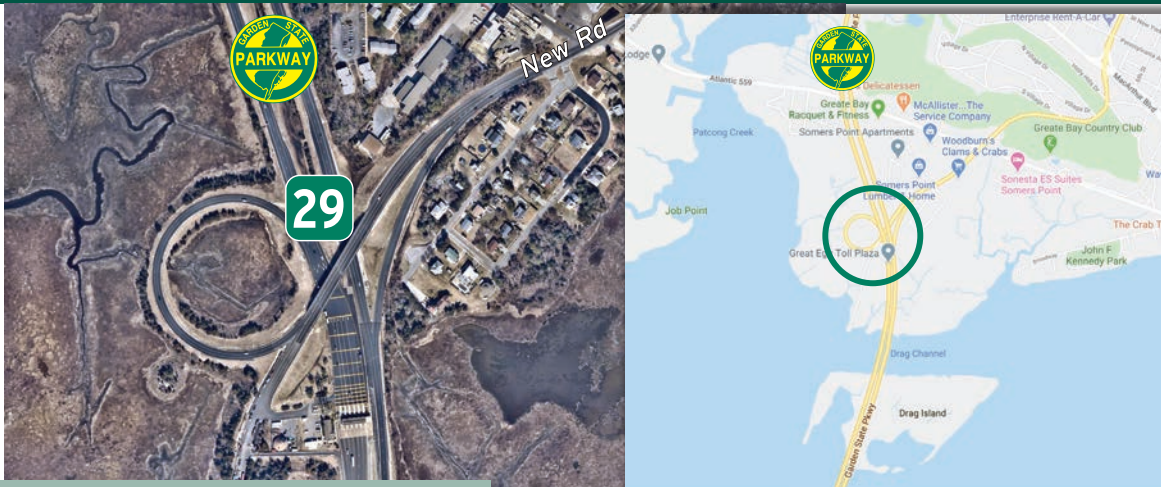
SCHEDULE

Planning & Design:
 27 months
 Construction:
 18 months

BENEFITS

Safety
 Customer Satisfaction





GARDEN STATE PARKWAY INTERCHANGE 29 COMPLETION

The combination of Interchanges 29 and 30, each of which is a two-ramp incomplete interchange when considered separately, provides all movements between the Parkway and Somers Point, including access to Ocean City by way of NJ Route 52. However, the connection to Interchange 30 follows Laurel Drive, a residential road that has become congested with Parkway traffic. To improve traffic flow and to keep through traffic on State and County roads as a community and regional benefit, it is planned to complete missing movements at Interchange 29 and to close Interchange 30. Depending on the proposed ramp configuration, coordination may be required with NJDOT and/or Atlantic County to provide associated improvements along US Route 9 or County Route 559 (Somers Point – Mays Landing Road). These connections are consistent with other interchanges at State or County roadways and would improve regional connectivity, particularly if ramps are located at County Route 559 which connects to points west.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, CAFRA, stormwater, SHPO and green acres)
- NJ Pinelands Commission
- Cape-Atlantic Soil Conservation District
- USACE (Section 404)
- US National Park Service

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$1 Million

UTILITIES

The following utilities may be impacted by this project:

- Aerial electric (transmission)
- Aerial electric (distribution)
- Aerial telephone
- Aerial CATV
- Natural gas
- Water
- Sewer

STATUS

To be programmed

LOCATION

Somers Point
Atlantic County

TOTAL PROJECT COST

\$15 Million

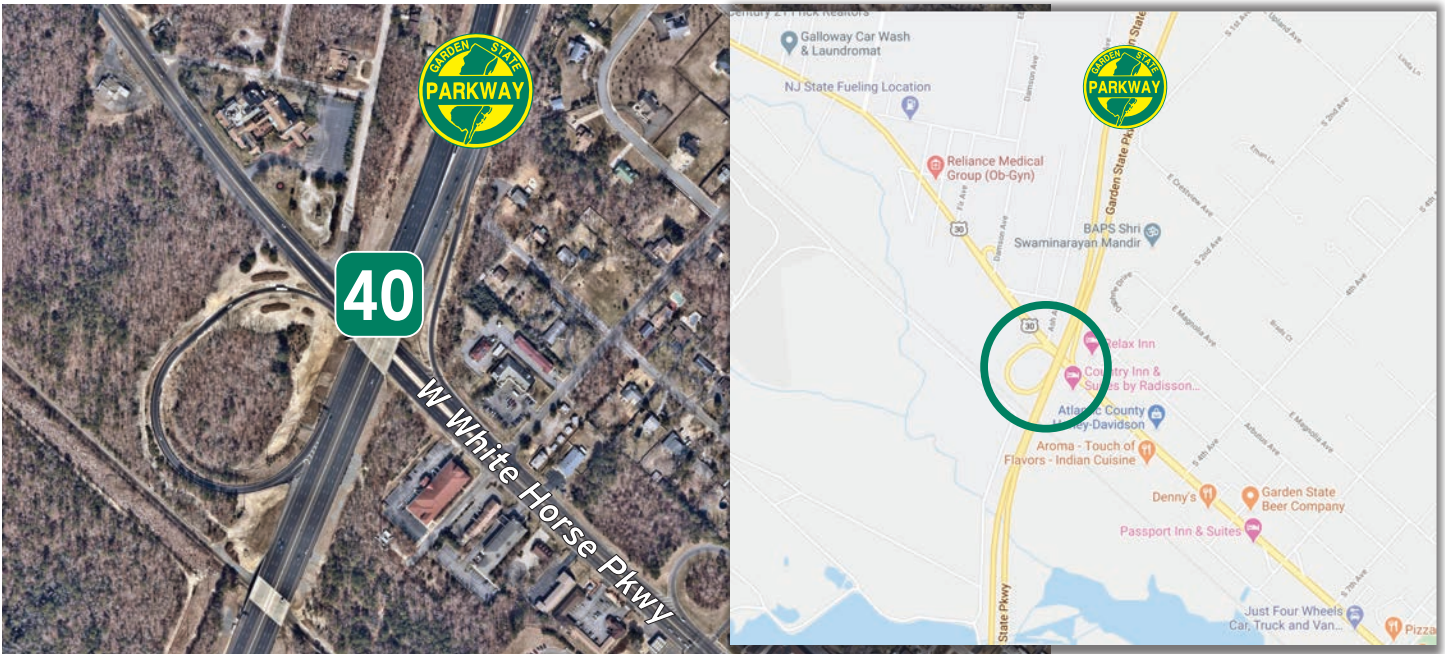
SCHEDULE

Planning & Design:
27 months
Construction:
18 months

BENEFITS

Safety
Customer Satisfaction





GARDEN STATE PARKWAY INTERCHANGE 40 COMPLETION

This interchange consists of a southbound exit ramp to US Route 30 eastbound, and a northbound entrance ramp from US Route 30 westbound. A jug handle to the east at 3rd Avenue provides u-turn movements for access to and from the west. It is planned to provide the missing interchange movements to allow full access to northbound and southbound Parkway from all directions of US Route 30.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (CAFRA, stormwater and SHPO)
- NJ Pinelands Commission
- Cape-Atlantic Soil Conservation District

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

The following utilities may be impacted by this project:

- Aerial electric (transmission)
- Aerial electric (distribution)
- Aerial telephone
- Aerial CATV
- Natural gas
- Water
- Underground fiber optic
- Underground telephone conduit
- Sewer

STATUS

To be programmed

LOCATION

Galloway Township
Atlantic County

TOTAL PROJECT COST

\$50 Million

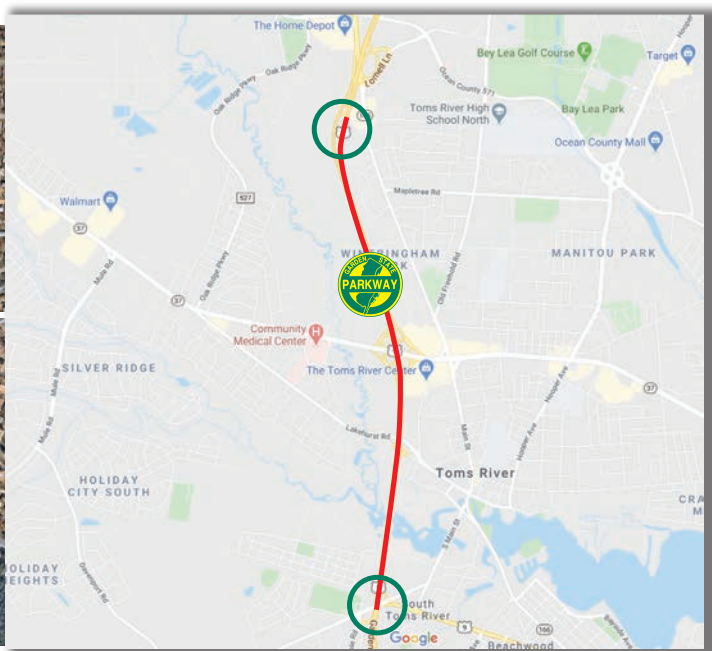
SCHEDULE

Planning & Design:
27 months
Construction:
18 months

BENEFITS

Safety
Customer Satisfaction





GARDEN STATE PARKWAY

INTERCHANGE 80 COMPLETION AND MAINLINE WIDENING BETWEEN MP 80 - 83

This interchange consists of a southbound exit ramp and northbound entrance ramp at US Route 9 and County Route 530. Four continuous lanes in each direction are needed from Interchanges 80-83 to accommodate future traffic demands. Full left and right shoulders will be provided for safety and operational enhancement. These improvements will require reconstruction of several structures, including across Toms River and under Lakehurst Road (County Route 527). One structure will need to be replaced and five structures will need to be widened to accommodate the project work.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, CAFRA, stormwater, SHPO, green acres and site remediation)
- NJ Pinelands Commission
- Ocean County Soil Conservation District
- USACE (Sections 10 and 404)
- US Coast Guard

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$2 Million

UTILITIES

The following utilities may be impacted by this project:

- Aerial electric (transmission)
- Underground electric (distribution)
- Aerial telephone
- Aerial CATV

STATUS

To be programmed

LOCATION

Toms River & South Toms River
 Ocean County

TOTAL PROJECT COST

\$75 Million

SCHEDULE

Planning & Design:
 15 months
 Construction:
 18 months

BENEFITS

Safety
 Customer Satisfaction
 Long-Term Financial Stability





GARDEN STATE PARKWAY

INTERCHANGES 123 - 124 COMPLETION

In the existing condition, both of these interchanges consist of a southbound exit ramp and northbound entrance ramp. Interchange 123 serves US Route 9 to and from the south only, requiring connections from local streets at Interchange 124 (Washington Ave. and Raritan Ave.) for access from US Route 9 to the north or NJ Route 35 to the south. Parkway access to and from the south through Cheesequake Service Area is explicitly prohibited by signage. The new Interchange 125 and completion of missing movements for these two interchanges will provide more access between the Parkway and US Route 9/NJ Route 35. It is planned to provide a northbound exit and southbound entrance at one or more of the connecting roadways in this area – Bordentown Ave., US Route 9, Washington Road or Main Street. Structure No. 124.3SO will be impacted by both this project.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, stormwater, SHPO and site remediation)
- Freehold Soil Conservation District

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$1 Million

UTILITIES

The following utilities may be impacted by this project:

- Aerial electric (distribution)
- Aerial telephone
- Aerial CATV
- Natural Gas
- Water
- Underground Telephone Conduit
- Sewer

STATUS

To be programmed

LOCATION

Sayreville & South Amboy
 Middlesex County

TOTAL PROJECT COST

\$15 Million

SCHEDULE

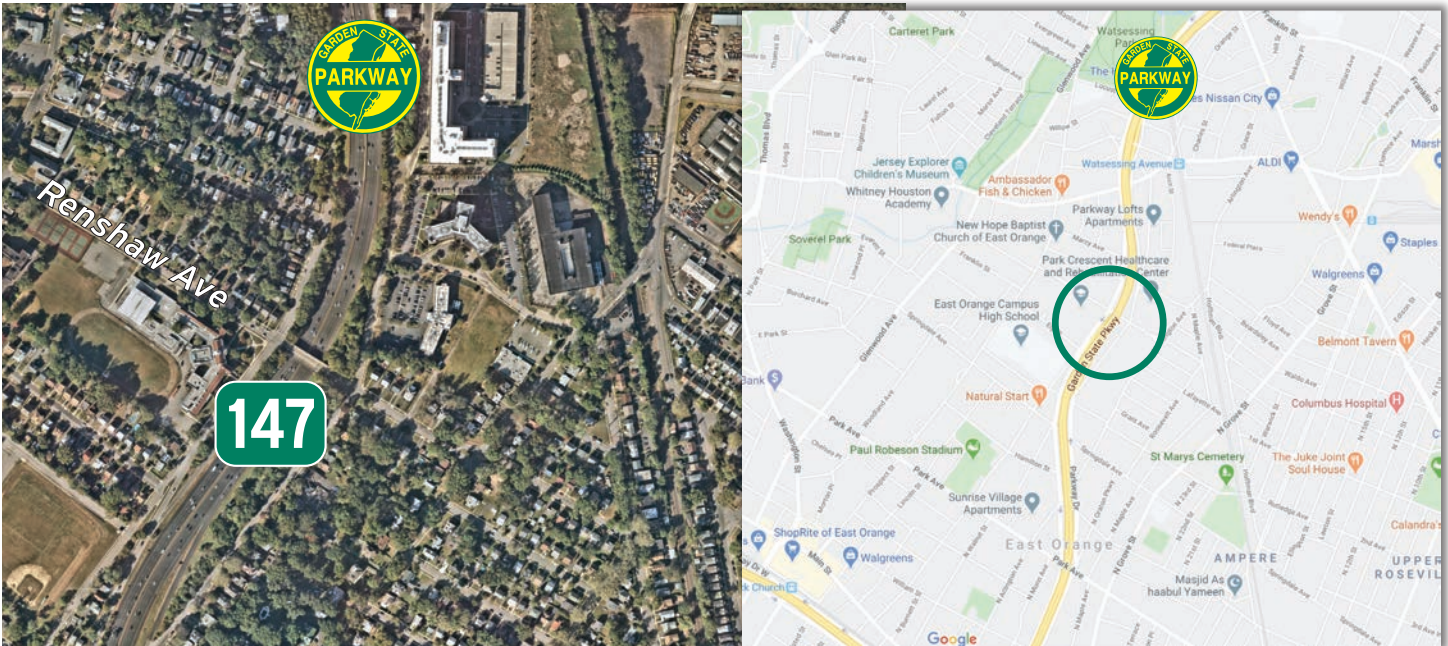
Planning & Design:
 27 months
 Construction:
 18 months

BENEFITS

Safety
 Customer Satisfaction



March 2020



GARDEN STATE PARKWAY INTERCHANGE 147 COMPLETION

In the existing condition, this interchange consists of a southbound exit ramp and northbound entrance ramp. It is planned to add slip ramps between the Parkway and the service roads (Oraton Parkway) to provide full connectivity at this interchange as a benefit to the community of East Orange. One structure will need to be lengthened to accommodate the project work: Structure No. 147.9 – North Arlington Avenue over Parkway.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (stormwater self-certified)
- Hudson-Essex-Passaic Soil Conservation Districts

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$1 Million

UTILITIES

The following utilities may be impacted by this project:

- Natural gas
- Water

STATUS

To be programmed

LOCATION

City of East Orange
 Essex County

TOTAL PROJECT COST

\$30 Million

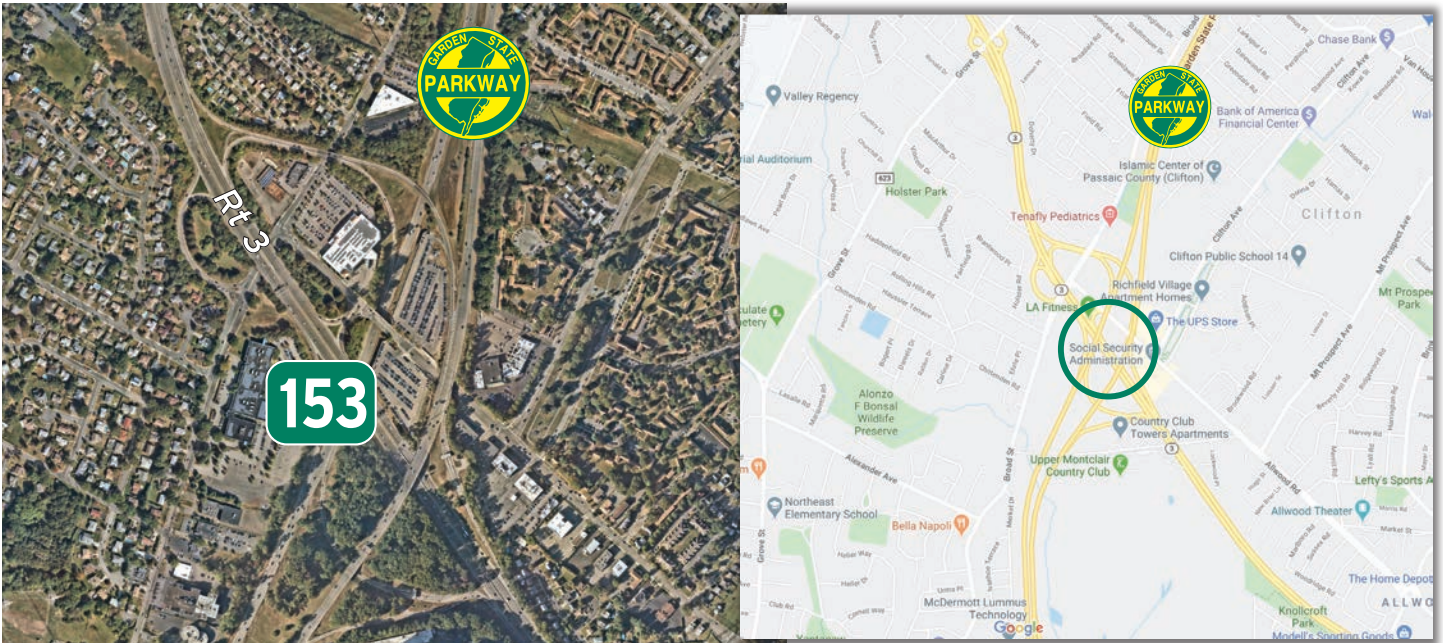
SCHEDULE

Planning & Design:
 51 months
 Construction:
 24 months

BENEFITS

Safety
 Customer Satisfaction





GARDEN STATE PARKWAY INTERCHANGE 153 IMPROVEMENTS

There are two left-hand ramps at this interchange, the northbound exit to NJ Route 3 westbound and the southbound exit to NJ Route 3 eastbound. It is planned to provide standard-length deceleration lanes in both directions on the Parkway, which will require reconstruction of the southbound NJ Route 3 and Allwood Road overpasses. Two structures will need to be widened to accommodate the project work: Structure No. 154.1S – NJ Route 3 over Parkway SB, and Structure No. 154.2S – Allwood Road over Parkway SB.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, stormwater and SHPO)
- Hudson-Essex-Passaic Soil Conservation District

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

The following utilities may be impacted by this project:

- Aerial electric (distribution)
- Aerial telephone
- Aerial CATV
- Natural gas
- Underground telephone conduit

STATUS

To be programmed

LOCATION

City of Clifton
 Passaic County

TOTAL PROJECT COST

\$35 Million

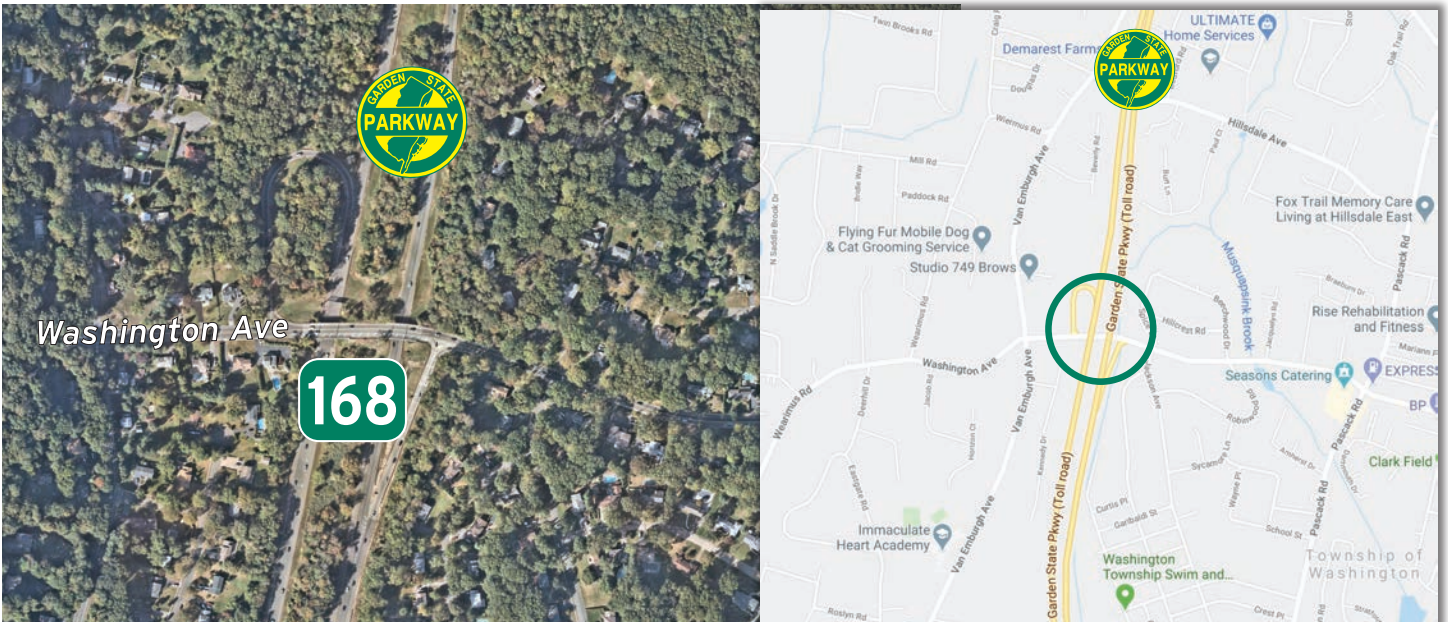
SCHEDULE

Planning & Design:
 27 months
 Construction:
 18 months

BENEFITS

Safety
 Customer Satisfaction





GARDEN STATE PARKWAY INTERCHANGE 168 COMPLETION

In the existing condition, this interchange consists of a northbound exit ramp and southbound entrance ramp. Parkway traffic to and from the north must use the School House Road interchange in New York. It is recommended to complete the missing movements at this interchange to better serve the adjacent communities including Washington and Ho-Ho-Kus.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, stormwater, SHPO and green acres)
- Bergen County Soil Conservation District

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$1 Million

UTILITIES

The following utilities may be impacted by this project:

- Aerial electric (distribution)
- Aerial telephone
- Aerial CATV
- Natural gas

STATUS

To be programmed

LOCATION

Washington Township
 Bergen County

TOTAL PROJECT COST

\$15 Million

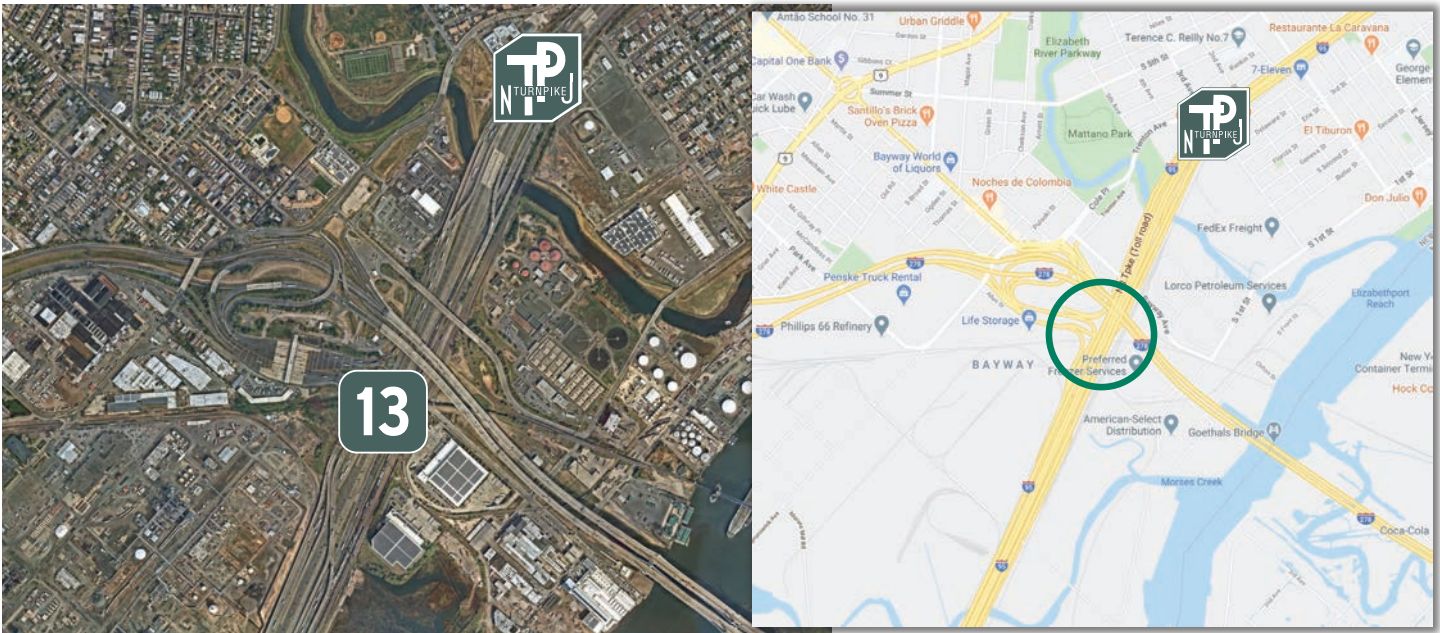
SCHEDULE

Planning & Design:
 27 months
 Construction:
 24 months

BENEFITS

Safety
 Customer Satisfaction





NEW JERSEY TURNPIKE

INTERCHANGE 13, EXTEND FOURTH MAINLINE LANE

In the existing condition, the fourth (rightmost) Outer Roadway lane in the northbound and southbound directions ends just after the Interchange 13 exit ramp. Three lanes are carried through the interchange, and the fourth lane is re-added by the entrance ramp. It is planned to connect the existing fourth lane in each direction along the Outer Roadway through Interchange 13 to meet projected traffic needs. This would require reconstruction of an existing railroad overpass and several bridges associated with Interchange 13, including Relocated Bayway. The improvements proposed along this corridor project would impact 13 bridges. Seven bridges are local overpass structures that will need partial reconstruction or full replacement to accommodate the mainline widening. Four bridges would need to be widened to accommodate the corridor improvements.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (flood hazard, waterfront dev., stormwater, SHPO and site remediation)
- Somerset-Union Soil Conservation District
- USACE (Sections 10 and 404)
- US Coast Guard

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$1 Million

UTILITIES

Multiple potential utility impacts

STATUS

To be programmed

LOCATION

City of Elizabeth
 Union County

TOTAL PROJECT COST

\$270 Million

SCHEDULE

Planning & Design:
 48 months
 Construction:
 24 months

BENEFITS

Safety
 Customer Satisfaction





NEW JERSEY TURNPIKE

ALL-ELECTRONIC TOLL COLLECTION CONVERSION

This project will remove conventional toll plazas and convert toll collection operations to E-ZPass and pay-by-mail.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, waterfront dev., stormwater and site remediation)
- Delaware and Raritan Canal Commission
- Delaware River Basin Commission
- NJ Sports and Exposition Authority (Meadowlands)
- Multiple soil conservation districts

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

Multiple potential utility impacts

STATUS

To be programmed

LOCATION

System-wide

TOTAL PROJECT COST

\$400 Million

SCHEDULE

Planning & Design:

60 months

Construction:

36 months

BENEFITS

Safety

Innovation

Customer Satisfaction

Long-Term Financial
Stability



March 2020



GARDEN STATE PARKWAY

ALL-ELECTRONIC TOLL COLLECTION CONVERSION

This project will remove conventional toll plazas and convert toll collection operations to *E-ZPass* and pay-by-mail.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, CAFRA, waterfront dev., stormwater, SHPO and site remediation)
- NJ Pinelands Commission
- Multiple soil conservation districts
- US National Park Service

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

Potential multiple utility impacts, will vary from site to site

STATUS

To be programmed

LOCATION

System-wide

TOTAL PROJECT COST

\$500 Million

SCHEDULE

Planning & Design:

60 months

Construction:

36 months

BENEFITS

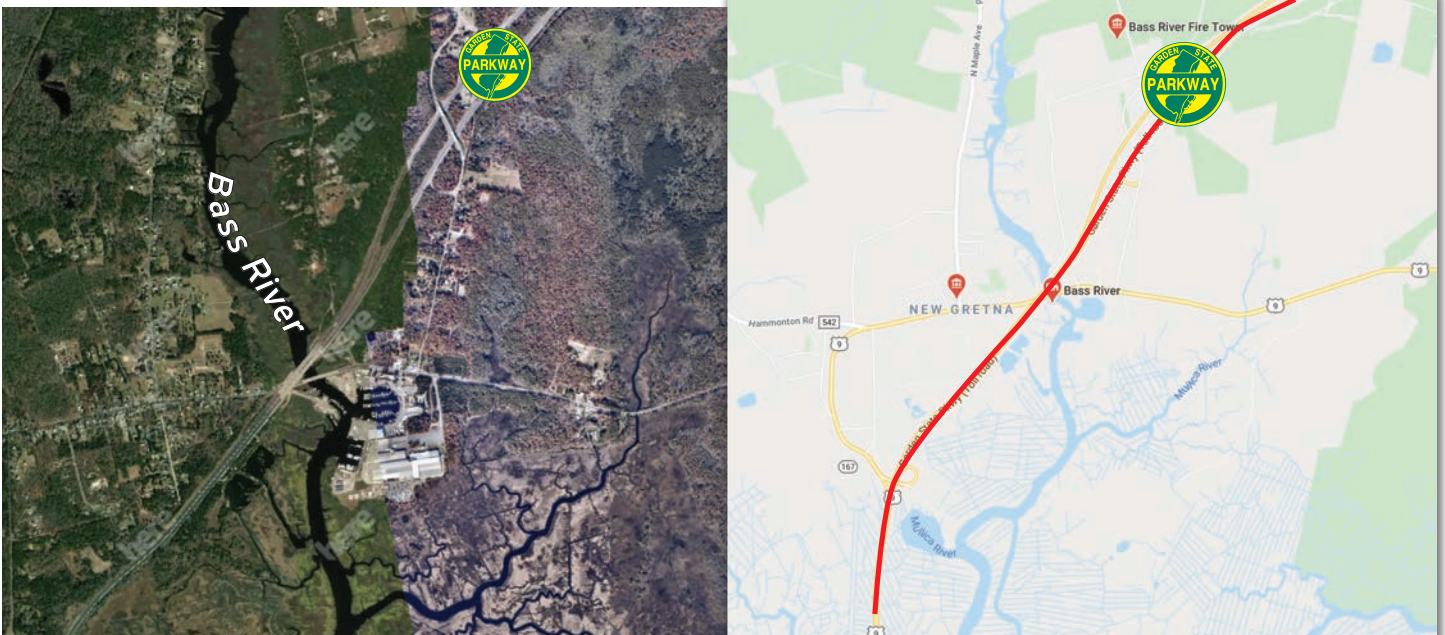
Safety

Innovation

Customer Satisfaction

Long-Term Financial Stability





GARDEN STATE PARKWAY

FLOOD ZONE REMEDIATION BETWEEN BASS RIVER AND MULLICA RIVER/GREAT EGG HARBOR

This project involves raising the profile grade of the roadway to approximately elevation 12 to move the roadway above the revised 100-year flood plain. The total length of the project is approximately seven miles.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, CAFRA, stormwater and SHPO)
- NJ Pinelands Commission
- Burlington County Soil Conservation District
- USACE (Sections 10 & 404)
- US Coast Guard
- US National Park Service

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

Multiple potential utility impacts

STATUS

To be programmed

LOCATION

Bass River Township
Burlington County

TOTAL PROJECT COST

\$1.4 Billion

SCHEDULE

Planning & Design:
66 months
Construction:
48 months

BENEFITS

Safety
Customer Satisfaction
Resiliency & Sustainability
Long-Term Financial
Stability





GARDEN STATE PARKWAY

MAINLINE WIDENING BETWEEN INTERCHANGES 98 - 125

This project would widen the Parkway mainline from 5/6 lanes to 6/7 lanes in each direction. The project would also provide full shoulders for safety. The total length of the project is approximately 27 miles and will include replacing or widening of 65 bridges.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, CAFRA, stormwater, SHPO, green acres and site remediation)
- Freehold Soil Conservation District
- USACE (Sections 10 and 404)
- US Coast Guard

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$15 Million

UTILITIES

Multiple potential utility impacts

STATUS

To be programmed

LOCATION

Sayreville Township - Wall Township

Middlesex County - Monmouth County

TOTAL PROJECT COST

\$1.35 Billion

SCHEDULE

Planning & Design:

66 months

Construction:

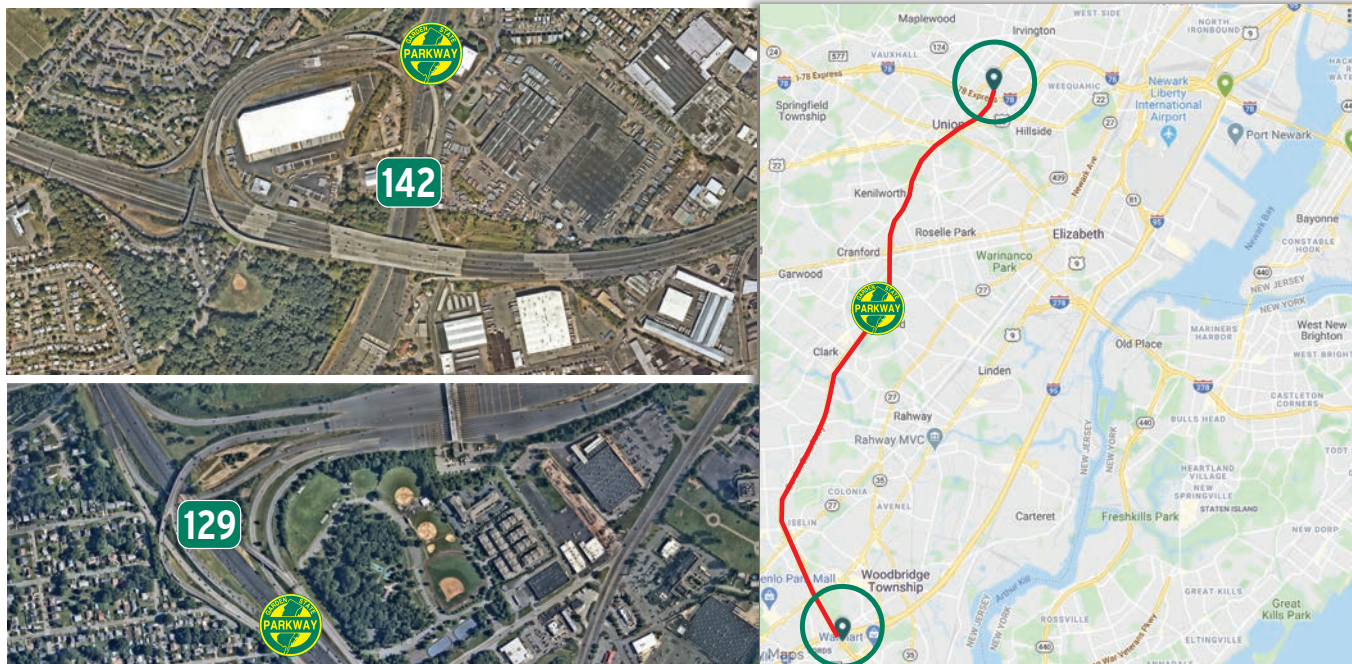
60 months

BENEFITS

Safety

Customer Satisfaction





GARDEN STATE PARKWAY

MAINLINE WIDENING BETWEEN INTERCHANGES 129 - 142

This project would widen the Parkway mainline from five lanes in each direction to six lanes in each direction with full shoulders along the entire length of the project. The project will replace or widen 36 bridges to accommodate the widening. The total project length is approximately 13 miles.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, stormwater, SHPO, green acres and site remediation)
- Freehold and Somerset-Union Soil Conservation Districts

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$30 Million

UTILITIES

Multiple potential utility impacts

STATUS

To be programmed

LOCATION

Woodbridge Township -
 Hillside Township
 Middlesex County - Union
 County

TOTAL PROJECT COST

\$800 Million

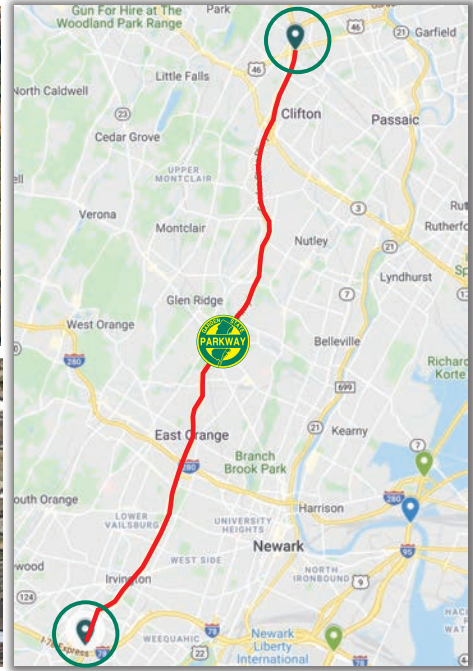
SCHEDULE

Planning & Design:
 72 months
 Construction:
 60 months

BENEFITS

Safety
 Customer Satisfaction





GARDEN STATE PARKWAY

MAINLINE WIDENING BETWEEN INTERCHANGES 142 - 154

The project will widen the Parkway mainline from 3/4 lanes in each direction to 4/6 lanes in each direction with full shoulders. Within the total project length of approximately 12 miles, there will be 47 bridges that will be either replaced or widened.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, stormwater, SHPO, green acres and site remediation)
- Hudson-Essex-Passaic and Somerset-Union Soil Conservation Districts

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

Multiple potential utility impacts

STATUS

To be programmed

LOCATION

Township of Hillside - City of Clifton

Union County - Passaic County

TOTAL PROJECT COST

\$2.5 Billion

SCHEDULE

Planning & Design:

96 months

Construction:

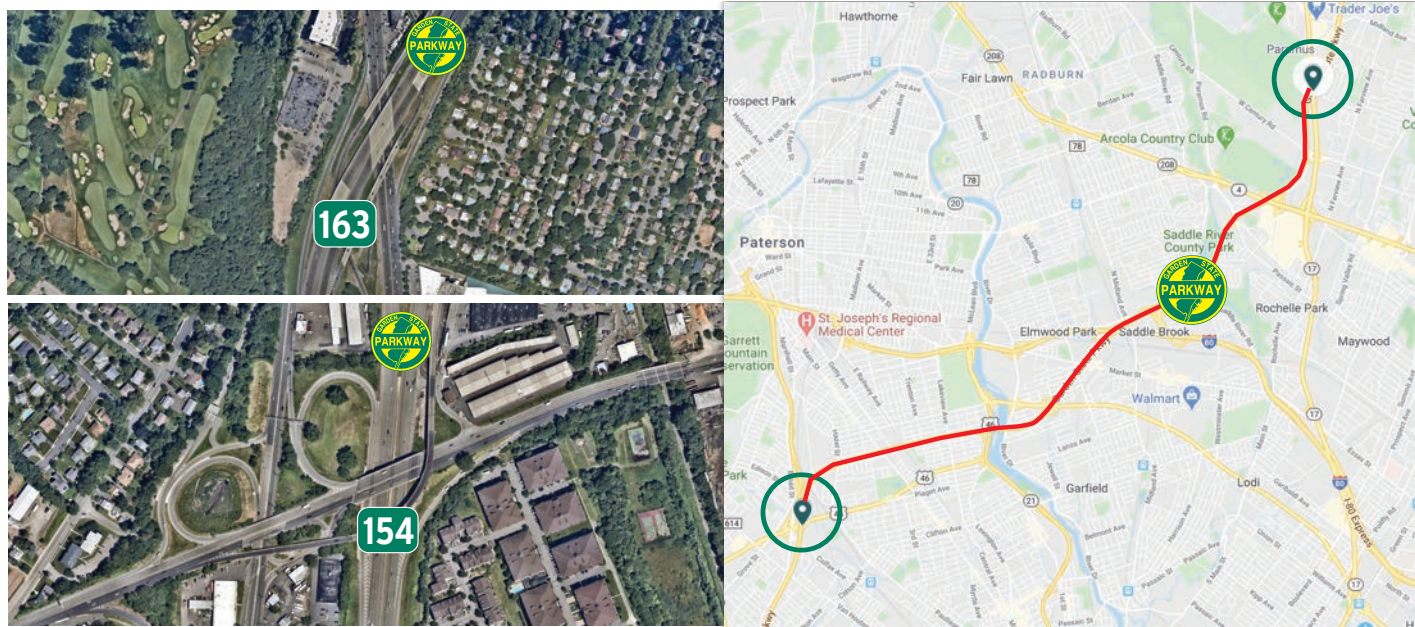
60 months

BENEFITS

Safety

Customer Satisfaction





GARDEN STATE PARKWAY

MAINLINE WIDENING BETWEEN INTERCHANGES 154 - 163

The existing condition features three lanes in each direction between these limits, with a fourth auxiliary lane in each direction between Interchanges 159 - 160. There are substandard left and right shoulder widths throughout much of the project limits, especially where the roadway is four lanes wide due to auxiliary and speed-change lanes. There are also several incomplete interchanges within these limits. The roadway passes through residential areas of Clifton between Interchanges 154 - 156 and any widening solution must be sensitive to their needs, likely requiring noise barriers. It is planned to widen the Parkway to add a travel lane in each direction between Interchanges 159 - 161. Full left and right shoulders and standard-length speed change lanes would be provided throughout the project limits. This roadway segment features 51 bridges that would have to be widened, rehabilitated, or replaced.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, stormwater, SHPO, green acres and site remediation)
- Bergen County and Hudson-Essex-Passaic Soil Conservation Districts

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$5 Million

UTILITIES

Multiple potential utility impacts

STATUS

To be programmed

LOCATION

City of Clifton - Paramus Township
 Passaic County - Bergen County

TOTAL PROJECT COST

\$750 Million

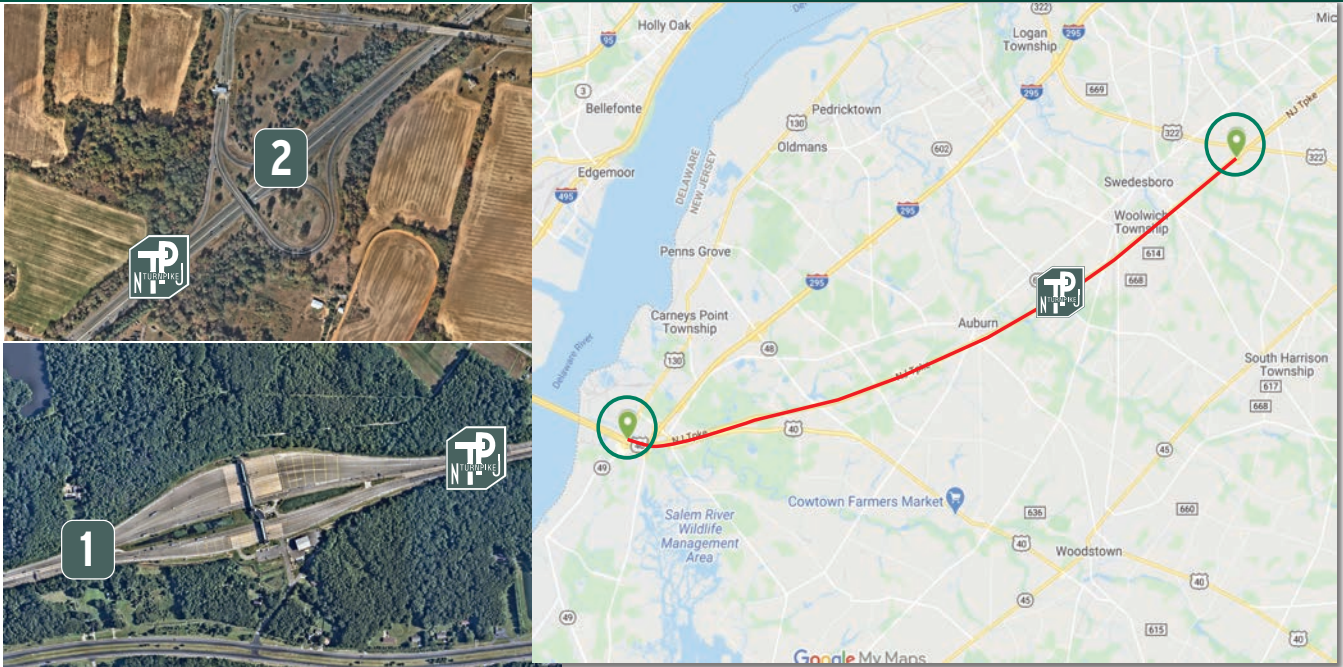
SCHEDULE

Planning & Design:
 66 months
 Construction:
 60 months

BENEFITS

Safety
 Customer Satisfaction





NEW JERSEY TURNPIKE

MAINLINE WIDENING BETWEEN INTERCHANGES 1 - 2

The project will widen the Turnpike mainline from two lanes in each direction to three in each direction. The 12-mile project will provide full shoulders on mainline and replace or widen 18 bridges.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, CAFRA, waterfront dev., stormwater, SHPO, green acres and site remediation)
- Delaware River Basin Commission
- Gloucester County and Salem County Soil Conservation Districts
- USACE (Sections 10, 404 and 408)
- US Coast Guard

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

Multiple potential utility impacts

STATUS

To be programmed

LOCATION

Carneys Point Township -
 Woolwich Township
 Salem County - Gloucester
 County

TOTAL PROJECT COST

\$400 Million

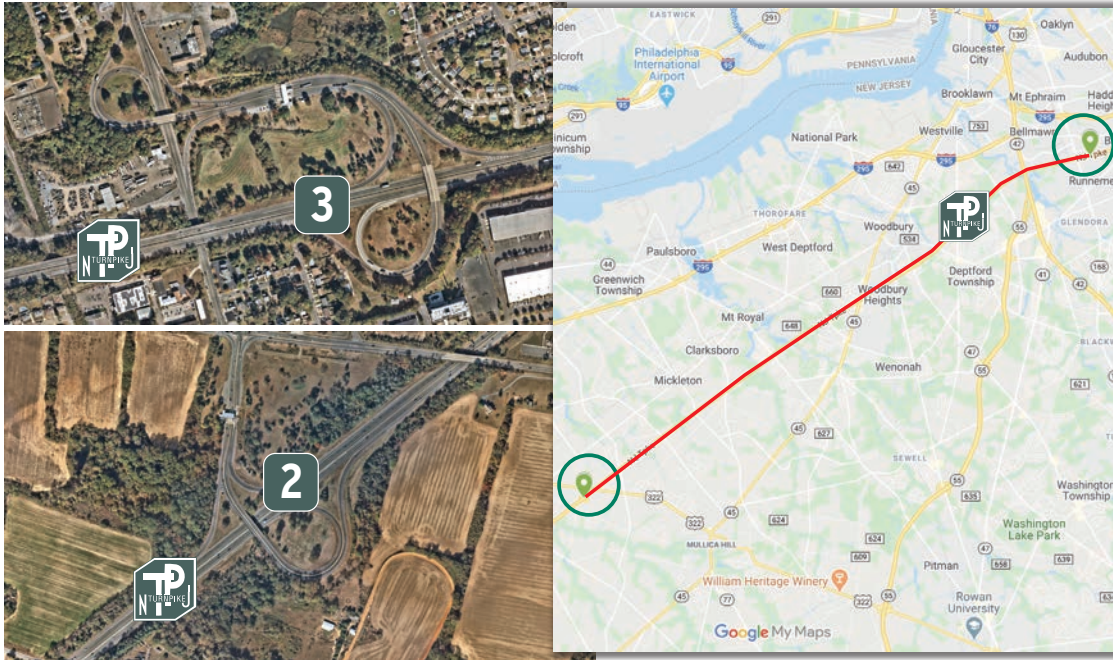
SCHEDULE

Planning & Design:
 60 months
 Construction:
 24 months

BENEFITS

Safety
 Customer Satisfaction





NEW JERSEY TURNPIKE

MAINLINE WIDENING BETWEEN INTERCHANGES 2 - 3

This project would widen the Turnpike mainline from two lanes in each direction to three in each direction. The project will also provide full shoulders on the mainline. The total length of the project is approximately 13 miles and 24 bridges will be replaced or widened.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, waterfront dev., stormwater, SHPO, green acres and site remediation)
- Delaware River Basin Commission
- Camden County and Gloucester County Soil Conservation Districts
- USACE (Sections 10 and 404)
- US Coast Guard

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

Multiple potential utility impacts

STATUS

To be programmed

LOCATION

Woolwich Township -
 Runnemede Borough
 Gloucester County -
 Camden County

TOTAL PROJECT COST

\$400 Million

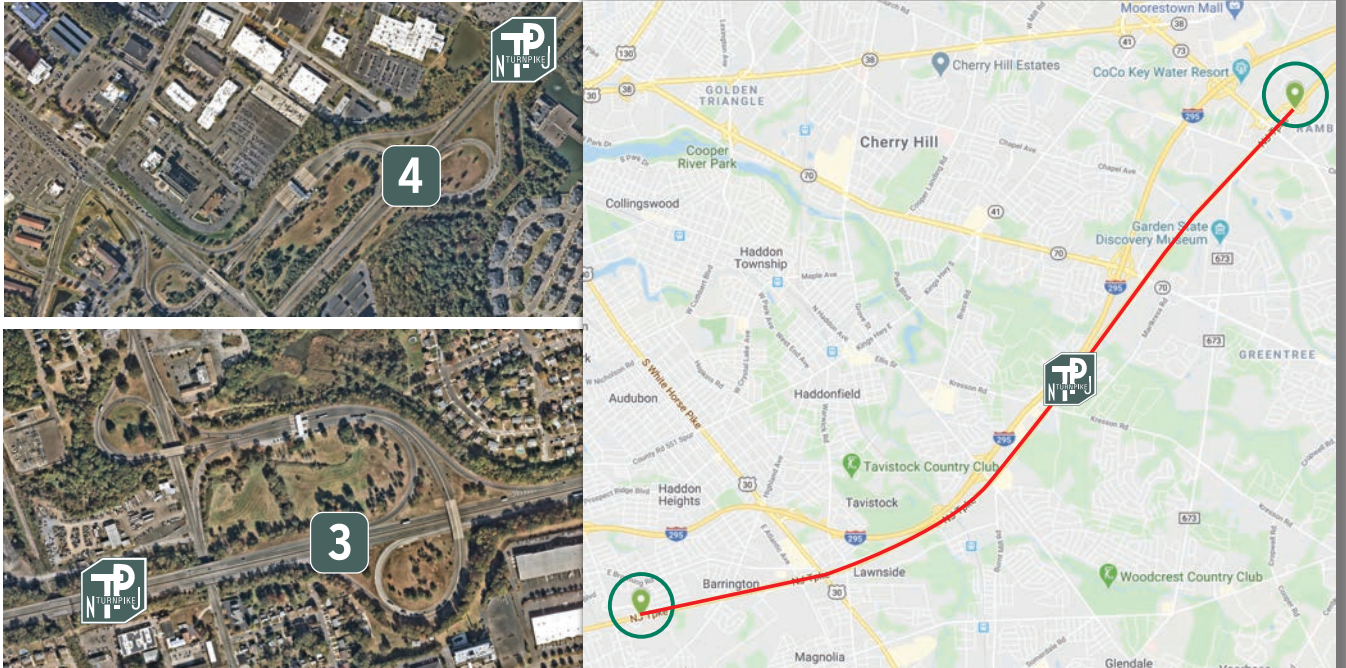
SCHEDULE

Planning & Design:
 60 months
 Construction:
 24 months

BENEFITS

Safety
 Customer Satisfaction





NEW JERSEY TURNPIKE

MAINLINE WIDENING BETWEEN INTERCHANGES 3 - 4

The project will widen the Turnpike from two lanes in each direction to three in each direction. Full shoulders on the mainline will be provided along this nine-mile project. Eleven bridges will be replaced or widened as part of the project.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, stormwater, SHPO, green acres and site remediation)
- Delaware River Basin Commission
- Burlington County and Camden County Soil Conservation Districts

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

Multiple potential utility impacts

STATUS

To be programmed

LOCATION

Runnemede Borough - Mt. Laurel Township
 Camden County - Burlington County

TOTAL PROJECT COST

\$300 Million

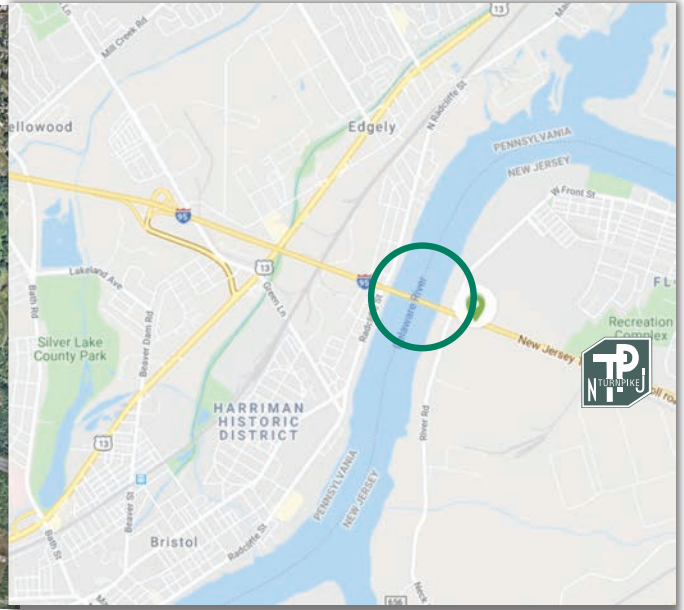
SCHEDULE

Planning & Design:
 60 months
 Construction:
 24 months

BENEFITS

Safety
 Customer Satisfaction





NEW JERSEY TURNPIKE

DELAWARE RIVER TURNPIKE BRIDGE REPLACEMENT (PO.00)

This project will widen from two lanes in each direction to four lanes in each direction. The project is planned to demolish the existing truss arch spans and approach viaducts and construct new twin crossings with four lanes on each crossing.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (flood hazard, waterfront dev., stormwater, SHPO and green acres)
- Delaware River Basin Commission
- Burlington County Soil Conservation District
- USACE (Sections 10, 404 and 408)
- US Coast Guard

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

The following utilities may be impacted by this project:

- Aerial electric (transmission)
- Aerial electric (distribution)
- Aerial telephone
- Aerial CATV

STATUS

To be programmed

LOCATION

Burlington Township - Burlington County NJ
Bristol Township PA - Bucks County PA

TOTAL PROJECT COST

\$500 Million (NJTA portion only)

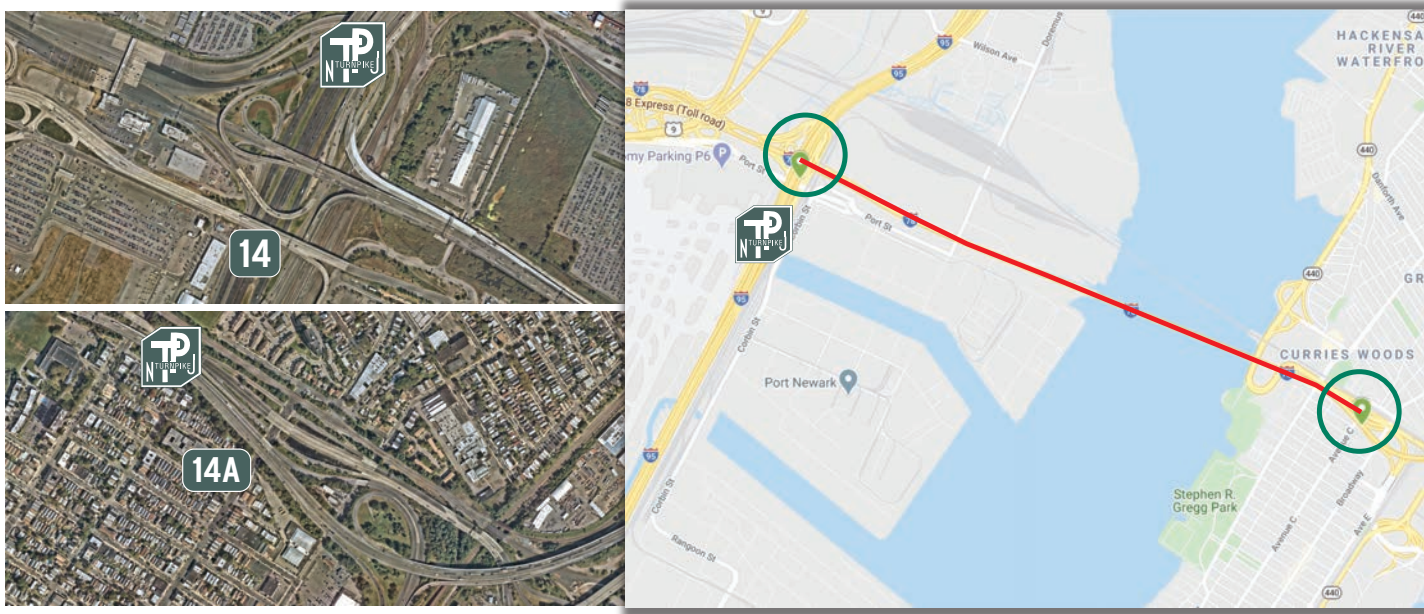
SCHEDULE

Planning & Design:
60 months
Construction:
48 months

BENEFITS

Safety
State of Good Repair
Customer Satisfaction





NEW JERSEY TURNPIKE

NEWARK BAY - HUDSON COUNTY EXTENSION MAINLINE WIDENING BETWEEN INTERCHANGES 14 - 14A

This project will widen the Turnpike mainline from two lanes in each direction to four lanes in each direction. The project will also provide full shoulders on the mainline throughout the project length. The three-mile project will replace or widen three bridges and construct a new Newark Bay Bridge providing four lanes of traffic in each direction

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, waterfront dev., stormwater, SHPO, green acres and site remediation)
- Hudson-Essex-Passaic Soil Conservation District
- USACE (Section 404)

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$3 Million

UTILITIES

Multiple potential utility impacts

STATUS

To be programmed

LOCATION

City of Newark & City of Bayonne
 Essex & Hudson Counties

TOTAL PROJECT COST

\$3 Billion

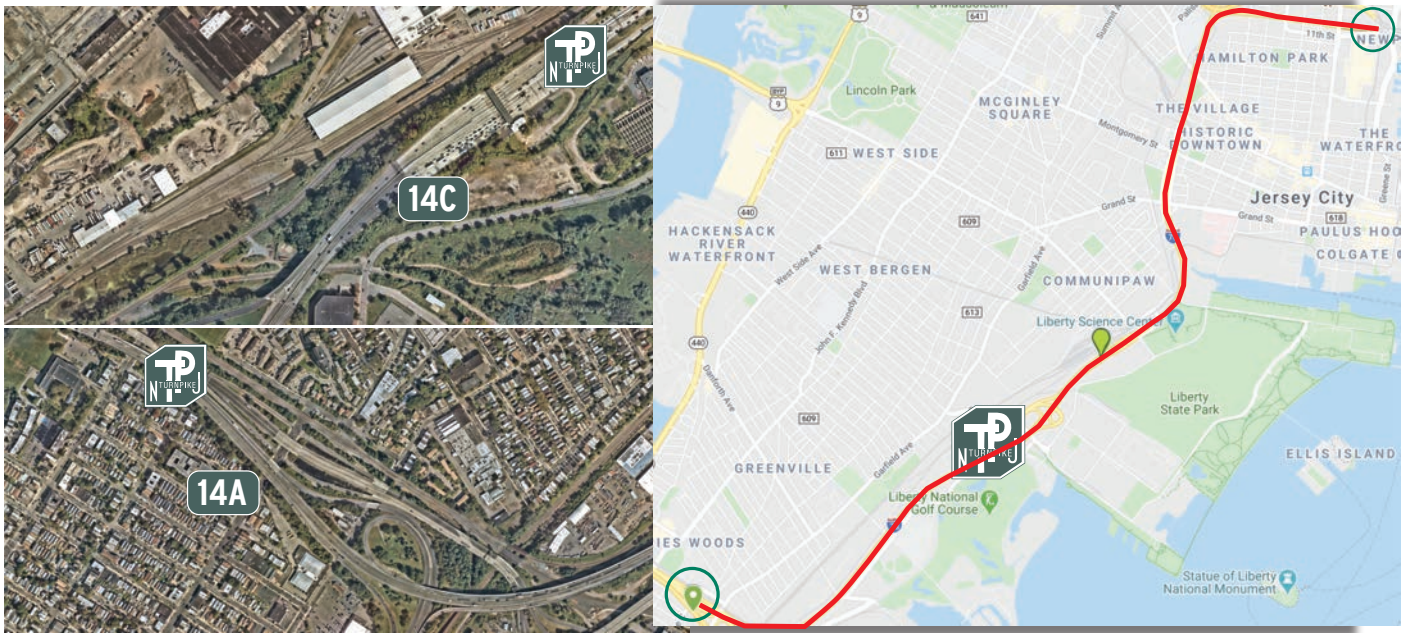
SCHEDULE

Planning & Design:
 66 months
 Construction:
 48 months

BENEFITS

Safety
 Customer Satisfaction





NEW JERSEY TURNPIKE

NEWARK BAY - HUDSON COUNTY EXTENSION MAINLINE WIDENING BETWEEN INTERCHANGES 14A - 14C

The project is planned to widen the Turnpike mainline from two lanes in each direction to three lanes in each direction. The five-mile long project will also provide full shoulders on the mainline and will replace or widen 26 bridges.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, waterfront dev., stormwater, SHPO, green acres and site remediation)
- Hudson-Essex-Passaic Soil Conservation District
- USACE (Section 404)

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$8 Million

UTILITIES

Multiple potential utility impacts

STATUS

To be programmed

LOCATION

City of Bayonne & Jersey City
 Hudson County

TOTAL PROJECT COST

\$1.3 Billion

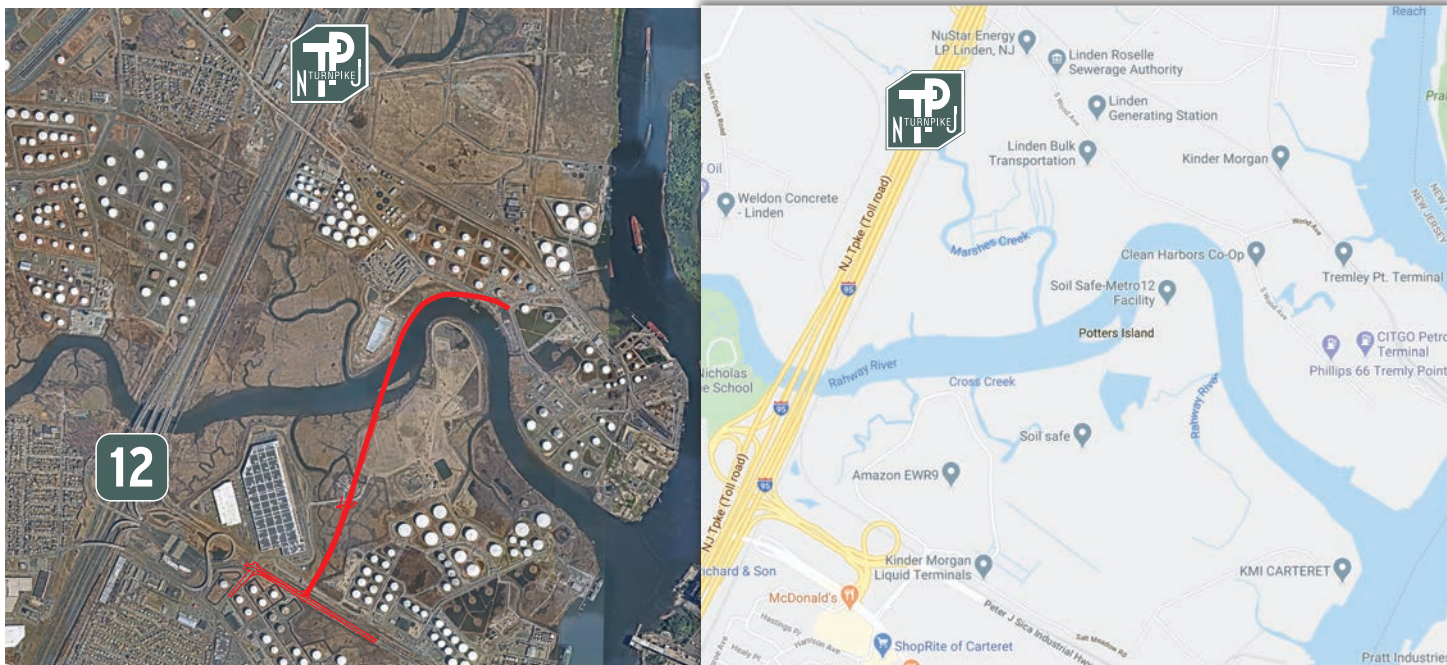
SCHEDULE

Planning & Design:
 102 months
 Construction:
 48 months

BENEFITS

Safety
 Customer Satisfaction





NEW JERSEY TURNPIKE

TREMLEY POINT CONNECTOR AT INTERCHANGE 12

This project will provide access from Interchange 12 through Carteret, NJ, over the Rahway River, and into Tremley Point in Linden, NJ. The project consists of roadway and bridge infrastructure featuring two lanes in each direction with full shoulders. The total length of the project is approximately 1.1 miles.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (wetlands, flood hazard, waterfront dev., stormwater, SHPO and site remediation)
- Hudson-Essex-Passaic and Somerset-Union Soil Conservation Districts
- USACE (Sections 10 and 404)
- US Coast Guard

POTENTIAL RIGHT-OF-WAY IMPACTS

To be determined

UTILITIES

Multiple potential utility impacts

STATUS

Under design

LOCATION

Borough of Carteret & City of Linden
 Middlesex & Union Counties

TOTAL PROJECT COST

\$200 Million

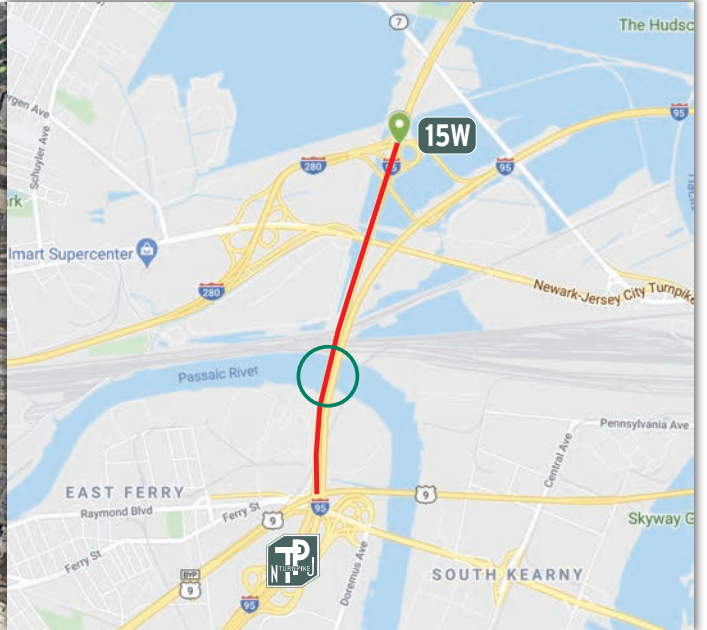
SCHEDULE

Planning & Design:
 72 months
 Construction:
 To be determined

BENEFITS

Safety
 Customer Satisfaction
 Long-Term Financial Stability





NEW JERSEY TURNPIKE

WESTERLY ALIGNMENT MAINLINE WIDENING BETWEEN SOUTHERN MIXING BOWL - 15W AND REPLACEMENT OF LADERMAN BRIDGE

This project plans to dualize the Laderman Memorial Bridge by constructing a new bridge adjacent to the existing bridge. The existing Laderman Memorial Bridge will be reconstructed with full shoulders.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (flood hazard, waterfront dev., stormwater, SHPO and site remediation)
- NJ Sports and Exposition Authority (Meadowlands)
- Hudson-Essex-Passaic Soil Conservation District
- USACE (Sections 10 and 404)
- US Coast Guard

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and have been estimated at \$1 million

UTILITIES

Multiple potential utility impacts
 Railroad

STATUS

To be programmed

LOCATION

City of Newark & Town of Kearny
 Essex & Hudson Counties

TOTAL PROJECT COST

\$3.5 Billion

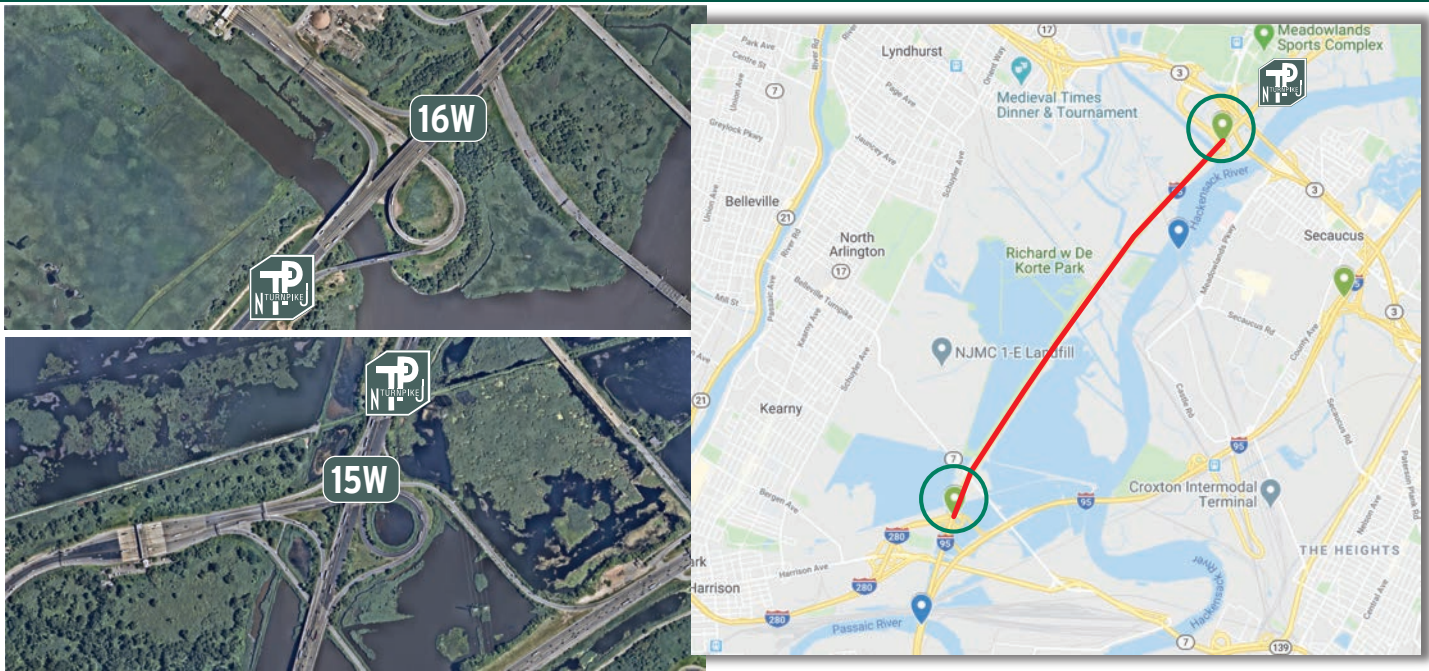
SCHEDULE

Planning & Design:
 36 months
 Construction:
 60 months

BENEFITS

Safety
 Customer Satisfaction





NEW JERSEY TURNPIKE

WESTERLY ALIGNMENT MAINLINE WIDENING BETWEEN INTERCHANGES 15W - 16W

This project will widen the Westerly Alignment in each direction and provide full shoulders. The project will also address flooding issues in low lying areas and replace or widen the routine bridges within project limits.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (flood hazard, waterfront dev., stormwater, SHPO, green acres and site remediation)
- NJ Sports and Exposition Authority (Meadowlands)
- Bergen County and Hudson-Essex-Passaic Soil Conservation Districts
- USACE (Sections 10 and 404)
- US Coast Guard

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$8 Million

UTILITIES

Multiple potential utility impacts

STATUS

To be programmed

LOCATION

Town of Kearny - Borough of East Rutherford
 Hudson County - Bergen County

TOTAL PROJECT COST

\$700 Million

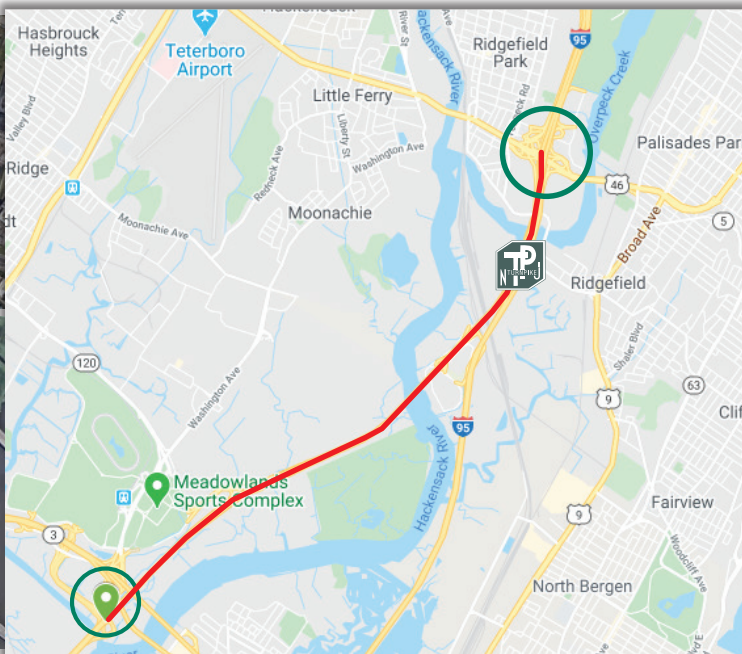
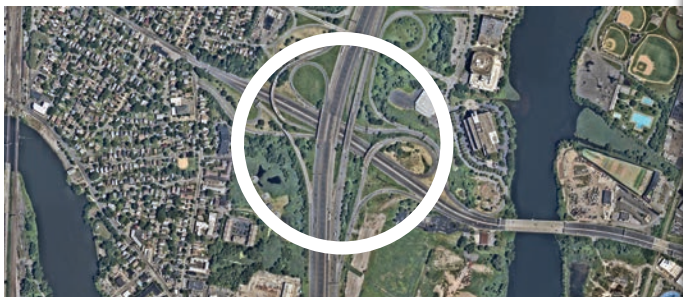
SCHEDULE

Planning & Design:
 36 months
 Construction:
 36 months

BENEFITS

Safety
 Customer Satisfaction
 Resiliency & Sustainability





NEW JERSEY TURNPIKE

WESTERLY ALIGNMENT MAINLINE WIDENING BETWEEN INTERCHANGE 16W - NORTHERN MIXING BOWL AND INTERCHANGE 16W RAMP

This project will widen the Westerly Alignment to three lanes in each direction with full shoulders. The project will also address flooding issues in low lying areas within the project limits. The project will include replacement or widening of the routine bridges along the project. Also included in the project is the widening of the Ramp SNW and attendant bridge. The project will reconstruct the Westerly Hackensack River Bridge and the Susquehanna Bridge over the CSX Railroad Yard to provide three lanes in each direction with full shoulders.

POTENTIAL ENVIRONMENTAL / AGENCY COORDINATION

The following environmental permits and agency coordination may be required for this project:

- NJDEP (flood hazard, waterfront dev., stormwater, SHPO, green acres and site remediation)
- NJ Sports and Exposition Authority (Meadowlands)
- Bergen County Soil Conservation District
- USACE (Section 404)

POTENTIAL RIGHT-OF-WAY IMPACTS

Right-of-Way acquisitions are anticipated and estimated at \$8 Million

UTILITIES

Multiple potential utility impacts

STATUS

To be programmed

LOCATION

Borough of East Rutherford
 Bergen County

TOTAL PROJECT COST

\$850 Million

SCHEDULE

Planning & Design:
 36 months
 Construction:
 60 months

BENEFITS

Safety
 Customer Satisfaction
 Resiliency & Sustainability

